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PORSCHE

APPRIAL

2014

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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 15th of each month prior to publication.

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<http://www.nordstern.org>



Cover Photo

by Mark
Pladson, shot
at this past
January's
Rolex 24 hrs
at Daytona.

*Sunrise,
pure essence,
pure Porsche*

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2014 Officers & Committee Chairs

“How to Join PCA and then Nord Stern Region of PCA”

1. First, Join the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions, then . . .

2. Join (or renew) Nord Stern via check:

- ***Go to www.nordstern.org***
- ***Find membership page and download/print application***
- ***Complete form and send with check payable to Nord Stern directly to Ed Vazquez.***

3. Or, to join or renew a Nord Stern membership via Pay Pal, visit www.nordstern.org and select ‘Join’ and follow the instructions

Or, call Ed directly and leave your name, address and both home and work phone numbers.

Your application/s will be sent out right away!

Address Changes:

Please send Ed any address changes or updates directly via snail mail, email or just give him a call!

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Ed Vazquez

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612.720.0760 (cell)

Reminder, Annual Dues are:
\$30 per year (to defray monthly newsletter costs!)

Nord Stern membership Options
\$30 per year
\$80 for three years!

***Check your mailing label
for your expiration date***

***Contact Ed with any membership
inquiries or updates***

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The Prez Sez . . .

by Dave Anderson

I'm officially waving the white flag to Mother Nature and her icy grip she's got on us this year. It's the 2nd of March as I write this month's column basking in the warmth provided by the sun shining through the southern windows. My outdoor thermometer is telling me the temperature is -12 and our local weather prognosticators are telling me today's high might make it to zero. If this is the new normal for the upper Midwest I may have to rethink the concept of snowbird retirement in spite of my Norwegian, Swedish and Danish heritage.

The Club is well into the planning and execution of spring related activities. Maybe you had a chance to attend the annual Swap Meet at Porsche of Minneapolis. It's one of the Club's first outings of the year and is always well attended. Spring also means that we've had an opportunity to welcome new members to Nord Stern at both the west and east metro socials which are scheduled for April 6 and 12. At the end of the month many of us will be making the trip to BIR for First Fling. I'm crossing my fingers our weather will finally start to look something closer to normal. (Note that the date for First Fling weekend was

changed this year to the 25th of April for Drivers' Training with the Drivers' Education weekend following that Saturday and Sunday, April 26-27.)

We've completed the member survey and I'm pleased to say that we had nearly 30% response from the approximately 700 PCA regional members that were sent the invitation to participate. That represents a lot of data that we have to correlate before we can publish any results, but we'll do exactly that in the near future. Until then, I've been browsing through some of the responses and do have some early takeaways that I can share.

Nord Stern membership is most definitely track-orientated as some of the respondents have noted, but I don't agree that is our sole focus. Members have opportunities to participate in a wide variety of activities including social events, drives and rallies. It was also noted that Nord Stern tends to be metro-centric and my initial conclusion is that is because the majority of our membership is geographically located in the Twin Cities and surrounding areas. We do have active members from Wisconsin and both Dakotas and while the Fall Color Tour is a popular event every fall, I do agree

that Club could add some additional social activities and I'd like to explore that aspect during my tenure as President. To that end I'm making a plea to fellow Nord Stern members willing to help with some activity planning. It doesn't have to be much. Perhaps you know a venue that is capable of handling a couple dozen Porsche enthusiasts for a Saturday morning breakfast. Do you have a favorite fall drive you like to take before putting the Porsche away for the winter that could be shared as a southern version of the Fall Color Tour? One of my pet projects I've never been able to put together is a fall gadget rally style of a drive through southern Minnesota and western Wisconsin that involves brief stops at the local casinos (the gadget) and culminates at an afternoon barbeque.

Reality is that Nord Stern is an active chapter of PCA and we have an excellent core of volunteers, but we'll need some additional help with current activities or if we are to add new activities. After all, it's not just the cars, it's the people!



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2014 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high
1/2 page: 7.5" wide by 5.25" high
1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover: 8.5" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.
6 month pre-payment required for ad insertion, billed yearly

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!

Glenn Baird

Justin Brouwer

Anthony Budniak

Jeffrey Chapman

Mathieu Delannoy

Lynn Elliott

Brent Grefe

Mylo Gustafson

Pete Herman

Derek Laumbach

Nicholas Linsmayer

Peter Matteoni

Carlos Pinelo

Matthew Quist

William Sigsbee

Tim Thomas

Juan Vazquez

Mark Webert

So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

ClubTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

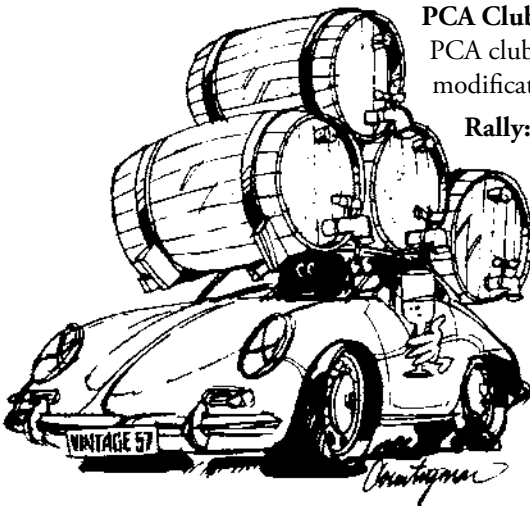
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



From the Editor . . . Last Issue!

by Christie Boeder

Anouncing 'LAST ISSUE' for a number of folks . . . Yup, I trust the above caption caught your attention!

Actually, it's the LAST ISSUE for those Nord Stern members who have **not** renewed their dues. As a region requiring dues, your PCA membership does not automatically get you the monthly newsletter. In order to maintain the quality and quantity of a 40-plus page production each month, the club collects a modest yearly fee (your dues) to defray print and mailing costs. I know when we joined the club way back (when, we won't say!) I personally found the newsletter a great way to get an idea about what the activities and people were like in the club. Not being as much of a car fanatic as my significant other, I was much more interested in the 'social' aspect of club membership. And seeing pictures, reading

articles about events and learning what rally's, drives, autocross, concours and all things track-related were about sure was made a lot easier with having access to the newsletter.

Now of course in today's day, there is the Internet. Need I say more. Just about anything you want to know, need to know or shouldn't or don't need to know is right at your fingertips. Convenient, yes; personal, no. Still tough to beat a printed piece; something so visceral about holding a book, turning the pages of a glossy, high-end magazine and gazing at wonderful photos that stay put .

So, for more than 120 current members this is going to be their LAST ISSUE, unless they renew their dues (info is on page 4) and more importantly, it's incredibly easy with PayPal. Don't get left out, send in your payment now and

keep your newsletters arriving faithfully every month. I still enjoy the challenge of putting this together and I truly hope you, as a reader feel it is worth the investment of \$30 a year!


And on another note regarding the newsletter, there is discussion afoot to sunset the LIFE membership option. It's becoming unsustainable - which is a good thing as it means that the attempt years ago to retain members 'has worked!' There are now 100+ Life members receiving the newsletter. I'd like to take the opportunity here to let members know the discussion is occurring at membership meetings and it will be brought at some point to the Board of Directors for consideration. It wouldn't be something implemented quickly, but phased in over time. Initially we are putting current LIFE members on notice who have NOT maintained their PCA membership that their Life status will be dropped. If any of those wish to continue, they just need to pay dues again.

But on that note, I'd also like to commend those LIFE members who have been already contributing a 'dues' payment on a voluntary basis. That tells me there is value to be had in a monthly, printed and mailed newsletter to probably more people than I know. I think that speaks well of our club and of our communication efforts! Long live paper and print (spoken by someone who uses the Internet constantly!). Thanks!



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2014 Calendar . . . Get Around with Nord Stern

APRIL

6 New Member Social
Learn about Nord Stern and it's events!
Location: TBA!
Time: 10 am to 1 pm - Details TBA
RSVP, Ed Vazquez at membership@nordstern.org

8 Nord Stern Business Meeting
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!

12 New Member Social
Learn about Nord Stern and it's events!
Location: Auto Edge .
Time: 10 a.m. to 1 p.m. - Details TBA
RSVP, Ed Vazquez at membership@nordstern.org

25 First Fling Driver Training* NEW DATE!!
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net

26-27 First Fling Driver Education* NEW DATE!!
Eventmaster: Chuck Porter
Register online at: clubregistration.net

MAY

4 Maplewood Auto Fair
10 a.m. to 1 p.m.
Porsche of Maplewood

JUNE

29 All Porsche Show
Roseville Central Park
10 a.m. to 1 p.m.

JULY

14-15 Wisconsin Fling: Nord Stern at Road America
Eventmaster: Dave Anderson

25-27 BIR Fast Fling and Annual Club Race
Eventmaster: Doug Anderson

AUGUST

9 VINO IN THE VALLEY DRIVE
Eventmaster: Randy Walker,
rswalker@baldwin-telecom.net

SEPTEMBER

1 Annual Rochester Labor Day BBQ and Picnic
Details TBA, Questions Jeff Boehm at 507.261.9407

9 Nord Stern Business Meeting
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!

2014 12

Last Fling Driver Training
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net

13-14 Last Fling Driver Education
Eventmaster: TBA
Register online at: clubregistration.net

13 German Carfest/Octoberfest
Details: TBA

26-28 Annual North Shore Fall Color Tour
Eventmaster: John Dixon, eyerack@tcq.net
or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

OCTOBER

14 Nord Stern Business Meeting
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!

NOVEMBER

9 Old Log Theater Event
Details TBA

11 Nord Stern Business Meeting
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!

DECEMBER

9 Nord Stern Business Meeting
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 p.m. Social, 7 p.m. Business Meeting
All Members welcome!

"Third Thursdays" of each month

An Informal 'Post-Work' Social at

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923 Washington Ave. North, Mpls, MN 55401 612.332.2686
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March 20, April 17, May 15, June 19

July 17, August 21, September 18

October 16, November 20, December 18



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Letters to the Editor

Courtesy Clubtalk

Long-time Nord Stern member and Advertiser Update!

Thanks to everyone who referred fellow Nord Sterner's to Racing Products Mn. As some of you heard, we took the last couple of months off. As of February we are back at work in the store for the 2014 season. You can reach us at 651-955-6900 or drop by our store located at 659 Hayward Avenue North, Oakdale, MN 55128 from 10:00 a.m. to 6 p.m. Monday through Friday and by appointment on Saturday mornings.

Racing Products Mn
Store Located at:
659 Hayward Ave.
North Oakdale, MN 55128
651-955-6900
www.RacingProductsMn.com

– Jim and Robin Bryant

An Advertiser's Recommendations

Editor's note: In as much as it's going to be 'get out your car' mode fairly soon, at least we all hope! I thought including this recent posting might be of interest to some members . . .

At last weekends Tech Event for the BMW Club and Mercedes-Benz Club the question was asked what cleaner or detergent do I use for MicroFiber towels and to clean Wool or Foam buffing and waxing pads (for direct drive or orbital buffers).

I forgot to answer that question at the end of the session and have included the names of the two products below:

Micro Fiber towel detergent: "Micro-Restore TM", a detergent concentrate for use in automatic washing machines. 2oz. per normal load, warm water only, tumble dry using LOW HEAT. Distributed

by: Super Detail, Inc., San Diego, CA
Available on line at Detailers Domain.com

Wool or Foam Polishing/Buffing/
Waxing Pads: Detailer's Pro Series (DP)
Polishing Pad Rejuvenator, Citrus based
powdered cleaner, 1 scoop of powder
(about 1 1/2 oz.) to 3-4 gallons of water,
let pads soak about 15-30 minutes,
remove and rinse, spin dry on buffer or
in pad cleaning device, allow pads to air
dry. Distributed by Palm Beach Motoring
Accessories, Stuart, FL. Available on line
at Autogeek.net

Please call or email if you need more
info.

– John Biesecker, Sterling Enterprises

The 'P' Car Stories Continued . . .

Rich, I have a 96 C4. My kids loved
riding in the back before they got

too big to sit back there. I still smile when I think of the of state trooper that was planning to ticket me in the sane lane on 394 coming out of downtown Mpls. As he pulled alongside, my 6-year-old son's blond head peered out of the back window foiling his plans. He smiled and gave a thumbs-up, though. I wouldn't hesitate taking the car across country. These cars are more reliable than most and certainly more robust than anything. They like to be out and getting some exercise. You have a C4. You don't have to put it away for the winter. Mine is my only car. I have an extra set of wheels with snow tires. It's the most fun winter car I've ever had. :-)

– Mike Tietel

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CLUB RACE

AUGUST 16/17, 2014

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 - > Hosted Dinner
 - > Two sprints per run group and a one hour Enduro, along with a fun race
 - > Access to the track beginning at 5 pm on Thursday (8/14), Test and Tune on Friday (8/15) (Not a PCA event)
 - > Mark your calendars now and plan on joining us in August 2014 for the Rocky Mountain Thunder Club Race, brought to you by the Rocky Mountain Region Porsche Club.
 - > Registration will open June 30th thru ClubRegistration.com (<http://register.pca.org>)
- www.rmclubrace.com



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- Autocross
- Concours
- Rally
- Tours
- Tech Sessions
- Social Events
- More!



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JUNE 15-21, 2014

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Monterey!**

Registration
opens April 1,
2014 so start
planning now!

Learn more and register at parade2014.pca.org

The Spark of Life

by Pedro P. Bonilla GCR PCA, Published in the July 2012 issue of "Die Porsche Kasette"

... Spark plugs convert the energy contained in the fuel into dynamic energy in the engine. They do this by lighting a spark which sets off an explosion in each cylinder, making the pistons push into the crank, thus making it rotate. . .

The spark of life in any internal combustion gasoline engine comes from its Spark Plugs. Spark plugs are foremost in your car's ability to run and make power, yet they are one of the most overlooked and misunderstood components of the car.

So, let's delve a little deeper into the subject. The spark plug has two primary functions:

- 1.- To ignite the air/fuel mixture in the engine's cylinders
- 2.- To remove heat from the combustion chamber

Spark plugs convert the energy contained in the fuel into dynamic energy in the engine. They do this by lighting a spark which sets off an explosion in each cylinder, making the pistons push into the crank, thus making it rotate.

In order for it to work, the spark plug needs an insulator that allows the current to travel down the electrode where it then can jump the gap and then run into the grounded engine block.

The plugs use an insulator, generally made of ceramic (porcelain) to isolate the high voltage running down the electrode, making sure that the spark happens at the tip of the electrode (inside the engine's combustion chamber) and not anywhere else on the spark plug.

Ceramic is not a good heat conductor so the insulator gets quite hot during operation. This heat also helps burn off deposits on the electrode.

Depending on the type of engine, the manufacturer will select and recommend the correct temperature plug for each car. High performance engines, naturally generate more heat, so they need "colder" plugs. If the spark plug gets too hot, it could cause pre-ignition which is the lighting up of the fuel mixture before the spark happens, so it's very important to follow the manufacturer's recommendations for the correct plug to

use.

Cars that require a "hot" plug must use the corresponding spark plug which is designed with a ceramic insert that has a larger contact area with the metal part of the plug.

This reduces the heat transfer from the ceramic insulator, making it run hotter and thus burn away more deposits.

"Cold" plugs are designed with less contact area so they dissipate more heat onto the engine block and run cooler.

The spark plug heat range has no relationship to the electrical energy transferred through the sparkplug. The heat range of the sparkplug is the range in which the plug works well thermally. The heat range of a sparkplug is generally designated by a number. Lower numbers indicate a hotter type, higher numbers indicate a colder type.

The spark plug is quite a simple part, in theory.

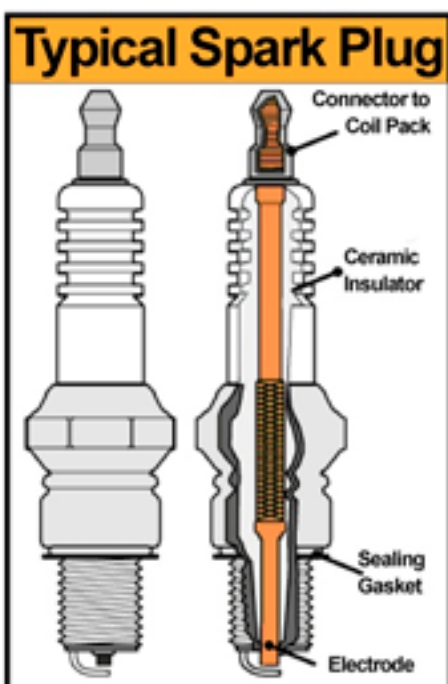
It is a hollow piece of metal, threaded on one end, containing an isolated conductor running down its center.

It forces a high-voltage current initiated by the car's ignition system (coils) to arc (jump) across a gap, just like a bolt of lightning does between the clouds and the earth.

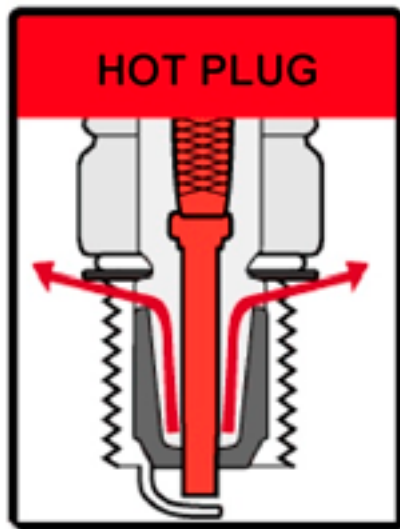
This current must be at very high voltage in order to create the "lightning bolt" by jumping the gap. Voltage at the spark plug ranges between 12,000 and 25,000 volts although 45,000 volts is not uncommon.

The heat range must be carefully selected for proper spark plug thermal performance. If the heat range is not optimal, then serious trouble can result. The optimal firing and temperature is approximately between 500°C (932°F) and 800°C (1472°F).

The two most common causes of spark plug problems are carbon fouling (< 450°C) and overheating (> 800°C).



Low heat range plugs have center electrode temps that rise easily and even at low speed, so they easily reach the

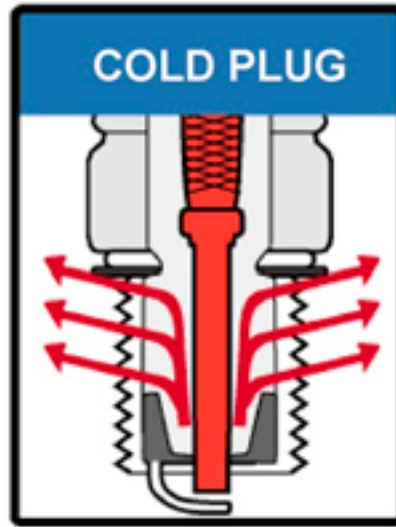


self-cleaning temperature, so carbon is not deposited easily on the insulator section.

High heat range plugs have center electrode temps that do not rise easily, so they are unlikely to reach pre-ignition

temps even at high speed.

That's why it's important to follow the manufacturer's recommendations with



the appropriate heat range for the engine characteristics, running conditions, etc.

Every time a spark plug fires, the hot spark blasts a few molecules of metal off the electrode. As the miles add up,

the electrode gap widens and the center electrode becomes rounded and dull. This increases the firing voltage needed to jump the gap. Eventually the point is reached where the ignition system can't generate enough juice to jump the gap, causing plugs to misfire. Because of this, spark plugs are wear items, and they must be replaced during regularly scheduled maintenance. Check your particular Porsche Owner's Manual for the optimal replacement mileage (in a modern Porsche, generally between 60,000 – 100,000 miles).

The best advice for spark plugs is to inspect them every 30,000 miles.

This serves several purposes:

- 1.- It tells you a lot about how the engine is performing
- 2.- It prevents plugs from seizing in the engine block, causing expensive repairs.

Continued on page 20

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New & 'Old' Member Socials

So, What do we do as Nord Sterners?

- Driving Schools
- Car Show
- Day trips/tours
- Social/Dinner Events
- North Shore Fall Color Tour
- Low Speed Autocrosses
- High Speed Track Driving
 - Club Racing
 - Charity Events

Annual New
Member Kick-Off
Socials!
All Welcome,
Join in!

These events are your chance to find out more about Nord Stern's upcoming activities and meet other club members!

Two locations, two dates to choose from . . .

All **new** Nord Stern members (and other Porsche owners thinking of joining) are encouraged to attend one, or both, of these Socials to find out about the club, it's members and upcoming events.

Remember, we want ALL 'old' members to join in and meet newer members - plus get the scoop on the upcoming 2014 year and outings planned to date!

SATURDAY,
APRIL 12, 2014
Membership Kick Off

AutoEdge 651.777.6924
Mahtomedi (see ad back cover)
starts at 10 a.m. - Noon
Pizza Lunch
Tech Session After

SUNDAY
APRIL 6, 2014
Membership Kick Off

Auto MotorPlex
8150 Audubon Rd.
Chanhassen
12 - 3 p.m.
Snacks/Beverages

What are Drivers' Training and Drivers' Education?

by President Dave Anderson

... At the completion of the DT school and after a subsequent check-ride with an instructor, you are then qualified to participate in the Nord Stern or any other PCA DE program ...

You've mastered the freeway clover-leaf experience and honed your daily driving skills in autocross events, but know that your Porsche was designed to be driven even harder. How do you graduate out of the parking lot? You need to put PCA Drivers' Education (DE) on your to-do list.

You can't simply show up at a PCA DE event and expect to drive. Just as you were required for your first driving license, you do need to enroll, participate and complete, in a structured and controlled learning environment, a course where you get a first-hand understanding of vehicle dynamics and driving safety.

The Nord Stern Drivers' Training (DT) program is designed to provide just such a combination of classroom and in-car instruction at Brainerd International Raceway in Baxter, MN where our instructors teach you to drive your high performance Porsche in a closed-course environment. At the completion of the DT school and after a subsequent check-ride with an instructor, you are then qualified to participate in the Nord Stern or any other PCA DE program. Even if you never put your car on the track again, you will have acquired skills and knowledge that

will improve your ability to operate a vehicle in all driving situations.

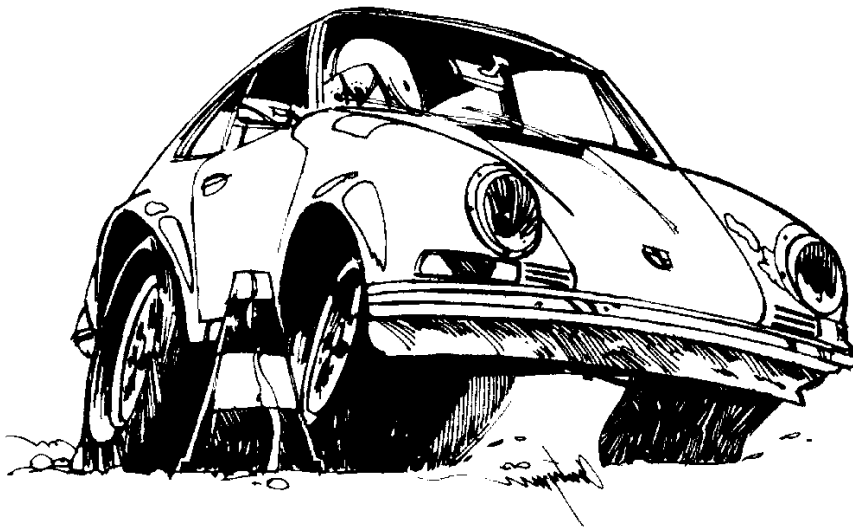
We offer two opportunities to participate in a DT school; once in the spring and again in the early fall. The DT school is held on the Friday before the DE weekend event.

Nord Stern offers several opportunities from early spring to early fall for you to improve driving skills learned in our Drivers' Training program. Our Drivers' Education weekends are NOT racing programs, nor are they training grounds for racing. DE events give you the opportunity to hone your abilities with solo practice sessions or under the guidance of an instructor during ride-alongs.

You must be 18-years-old with a valid driver's license to participate in either the DT school and DE events. We require that your vehicle be checked by a qualified shop or mechanic. Our registration tech forms are available at approved shops or can be downloaded from the Club's website. You also need to have a current DOT or Snell helmet. The Tech Form includes those details.

Additional information on both the Drivers' Training schools and Drivers' Education events can be obtained by contacting DriverTraining@nordstern.org or DriverEd@nordstern.org. You can register for DT and DE events at www.ClubRegistration.net or by contacting the event Registrar (Registrar@nordstern.org).

See you 'at the track!'



2014 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights Pass

Headlights _____
Front Signals _____
Rear Signals _____
Tail Lights _____
Brake Lights _____

Brakes/Wheels/Tires Pass

Tires/Wear _____
Wheel Bearings _____
Rotors/Scored/Cracked _____
Brake Fluid/Full/Clean _____
Brake Lines _____

Interior Pass

Steering/Play _____
Brake Pedal/Firm _____
Seat Belts/Anchors _____
Helmet Snell 2005/Better _____

Suspension Pass

Shocks/Leaks _____
Susp. Travel/Noise _____
Susp. Mounts/Rust _____
Tie Rods/Tight _____
Ball Joints/Tight _____
Engine Mounts/Cracks _____

Engine/Trans. Pass

Fan Belts/Cracks/Tight _____
Fuel or Oil Leak _____
Hoses, Wiring/Secure _____
Transmission/Leaks _____
Throttle Return _____
CV Joints/Tight/Dry _____

Other Misc. Items Pass

Spare Tire/Secure _____
Battery/Secure _____
Windshield Wipers _____
Roll Bar 1" above occpts. _____
head/s for Open cars _____
Equivalent Restraints _____

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____



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Porsche Parade 2014: Monterey, California!

Courtesy PCA

*... we'll be treated to
drives on the famous
Pacific Coastal
Highway, to some of
California's legendary
vineyards, and through
the hills and valleys of
northern California ...*

Monterey is the site of our 59th Porsche Parade, to be held this June 15 through 21, 2014. This is PCA's annual extravaganza of competitive and social events. Only minutes away from the beautiful Pacific Ocean, we'll be treated to drives on the famous Pacific Coastal Highway, to some of California's legendary vineyards, and through the hills and valleys of northern California. Of course, Parade has a long history of friendly competition and that will continue this year with the always challenging Concours d'Elegance, TSD rally, autocross, and the tech-quiz.

Registration: Registration will open on April 1st (new date!), and there will be a link to register on pca.org and parade2014.pca.org. This Parade will be very popular, but we will accept ALL entries. We can accommodate all entrants for each of the banquets and all competitive events, as well as most activities. Tours on some days will sell out, however.

Upon checking out of Parade registration, you will receive an email with the link to our host hotels and discount codes. We have blocked rooms at five area hotels, and we do expect hotel rooms to fill up quickly.

Check In: Parade entrants should check in for Parade on Sunday, June 15 between 9 am and 5 pm. This is the only time when all the event chair-people will be all together in one place to check you in, answer all your questions, and make sure you have the banquet seats you want, pick up your meal tickets and are classified properly for the competitive events you've entered. That is when you get your Parade goodie-bags and volunteer t-shirts. Late check-in is available throughout the week, but we recommend getting to Monterey on Sunday.

Banquets: We have five banquets, our Welcome Party on Sunday the 15th,

the Concours banquet on Tuesday, TSD banquet on Wednesday, AX on Friday, and our Victory banquet on Saturday. You can sign up for all of them, or individually, through registration.

Competitive Events The Porsche Concours d'Elegance is the showcase of the week's activities and gets started early on Monday, June 16th on the beautiful fairways of the Monterey Hyatt. We have classes for every Porsche and stage of preparation—from "Full" preparation to "Street" class where only the interior and exterior, including wheels and tires, are judged.

The Mobil TSD Rally on Tuesday June 17th takes us in and around the beautiful vineyards, hills, forests and beaches of the area in a rally that's sure to become the stuff of legend. We'll be offering the TSD Rally School on Monday evening, June 16.

The Michelin Autocross is on Wednesday and Thursday, June 18 and 19 at nearby Marina airport.

Whether you study-up or just show up, the Technical/Historical Quiz on the morning of Friday, June 20 is always a great way to show what you know about our favorite cars or to face what you don't.

Events and Activities, Parade Kids: The Parade Kids program has become a favorite of our family of enthusiasts, with many of the kids forming enduring friendships and looking forward to Parade each year. The 2014 Parade Kids program will have plenty of fun and adventure, true to the California spirit of fun, adventure, and learning in Monterey.

Hospitality: The Hospitality area is always one of the best places to hang out, whether you're perusing the various vendors, partaking in the planned Beer or Wine tastings, or just looking to visit with friends before heading out to dinner.

Gimmick Rally: The Gimmick Rally will held Thursday, June 19th,



and is designed to provide a scenic and entertaining outing for everyone, children included. The route showcases the 17-Mile Drive, the Lone Cypress, Carmel and its famous Mission, historic John Steinbeck sites and much, much more. The choice of this year's gimmick will be unique, and provide both fun and challenge, along with capturing the amazing scenery and character of the Monterey Bay area.

Tours: Throughout the week you will have an opportunity to go on a different driving tour each day. In addition, most driving tours will run more than once during the week in the event you commit to another activity on a particular day. All tours include a variety of points of interest and a destination.

Tech Academy: The fifth annual Parade Tech Academy will be held Friday, June 20th, immediately following the Tech Quiz. Once again, we have an exciting mix of our outstanding PCA Technical Committee and outside speakers. By attending more than one session, you become eligible for "Tech Academy Accreditation" of various levels, depending on the number of sessions you attend:

- Five Sessions equals a "Doctorate"
- Four Sessions earns a "Masters"
- Three Sessions takes a "Bachelors"
- Two Sessions is: an "Associate"

Michelin Drive and Compare: Another great event at Parade is the Michelin Drive & Compare and this is your chance to take a couple of thrill laps around the course in two identical Porsches with two different types of tires.

Golf Tournament: Please join us on Wednesday, June 18 for the annual Golf Tournament. We will be playing at the Pacific Grove Golf Links, on the tip of the scenic Monterey Peninsula, overlooking Point Pinos and the Pacific Ocean, just a short 5 mile drive from the Hyatt.

Parade of Porsches: The final driving event of Porsche Parade will give you an opportunity to Parade your Porsche and take in the spectacular scenery of Monterey and Pebble Beach. You'll take

in breathtaking views of the coast and hills surrounding Monterey and provide a great view to the locals of all our beautiful Porsches cruising by.

Art Show: The art-show is one of Parade's "must see" events, providing a great venue for our talented and creative members to show off their vision, creativity, imagination and skill. This Parade event continues with categories in fiber arts, jewelry, painting, crafts and photography (both amateur and professional divisions). All Parade entrants may participate, including children. We have an expert judging committee as well as our favorite people's choice award. Take some time just to see the amazing talent of our PCA artists and craftspeople from around the country.

Driver Education: One of the most asked questions about this year's Parade: will there be a High Performance Driver Ed at nearby Mazda Raceway at Laguna Seca. The answer is yes: June 21-22. For more details, be sure to visit the Parade website. Space will be limited!

5K Run/Walk: One of the best ways to finish off your week at Parade is the 5K run/walk. The event will be held the morning of June 21st, with age classes from 10 years to 80+ years and awards for top male/female in each class, T-Shirts, and a commemorative item for each participant. Please join us!

R/C Cars: The R/C contest has become a favorite in recent years with kids young and not-so-young. If you have a "ride" get entered. If not, then come and watch. It's a blast!

Goodie Store: Everyone who's ever been to Parade knows this is a must-do on your shopping schedule. Whether it's for this year's logo designed outerwear, special jewelry, Porsche-themed books, or to add to your miniature car collection, the 2014 Porsche Parade Goodie Store will have a great array of products.

Volunteering: For "normal" people, vacation is the time to relax and be served. Porsche Parade is 99% volunteer supported! That's how all of us from all

over the country get to know each other, by working a couple of four hour shifts during the week with other PCA members. As a thank you, you will be eligible to attend the exclusive Volunteer Party Luncheon on Saturday, June 21st—there are numerous door prizes too!

Prior to Registering for Parade:

Ensure you have an account for the member-only portion of www.pca.org. You will need to login to register for Parade. Check to see that all your information is up-to-date and current, especially your e-mail address. All pre-Parade materials are sent to you via e-mail, and are posted on the Parade website parade2014.pca.org.

Registration Fees: Everyone signing up for Parade must pay an entrant fee of \$169, which covers the entrant and co-entrant. Fees for the four major competitive events are:

Concours -- \$30 per car, Autocross -- \$30 per driver, TSD Rally -- \$15 per car, and Tech/Historical Quiz -- \$15 per person. Entrant fees for guests are as follows: JPP/CAFP -- \$20, Child age 13-15 -- \$15, Child under age 13 -- \$10. Adult guests -- \$40.

Additional fees apply for banquets and for selected other activities. Advance Registration is mandatory -- there is no on-site registration during Parade. Parade registrations are not transferable. Fifty percent of your registration fee and 100 percent of your banquet fees will be refunded if your e-mailed cancellation request is received on or before June 10. There is no refund for cancellations made after that time. You may make changes to your registration any time before June 10.

Questions! If you have questions regarding Parade, please consult the Parade website at Parade2014.pca.org. If you are unable to find your answer there, email Kathleen Behrens, Parade Registrar at registrar@pcaparade.org or call 503.579.3423 (please leave a message).



Spark Plugs

continued from page 24

Always note which cylinder a plug came from. This tells you if a particular cylinder has a problem.

The electrodes of modern spark plugs are now covered with exotic metals such as gold, palladium, platinum, iridium, etc. So, which one is best?

Here's the skinny:

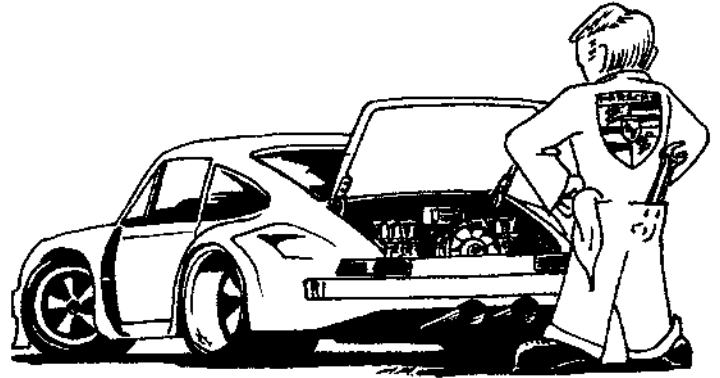
Platinum and iridium-coated plugs with a copper core won't boost horsepower or fuel economy; they'll just last longer and perform more consistently. Both platinum and iridium fine-wire plugs will outperform copper-tipped plugs, but the iridium's ability to withstand high temperatures allows for a thinner plug tip. In the real world, though, you're unlikely to see any measurable change in

fuel economy using iridium instead of platinum plugs. Platinum will do everything iridium does outside of the most severe racing applications.

Iridium can give engine builders a slight edge in very high-compression, turbocharged or supercharged engines, but this edge isn't likely to translate into increased fuel economy in a street engine.

Remember: Getting the heat range right is way more important than the type of metal used to coat the electrode.

New spark plugs can make a difference



in your Porsche's performance, but only if replaced with the appropriate OEM replacement plug.

To learn about Spark Plugs and your Porsche in general, visit my website at: www.PedrosGarage.com.

Happy Porscheing, Pedro



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PCA Zone 10 Calendar

	DATE	EVENT	HOSTING REGION
	March		
	22	ET Tuning Tech Session	St. Louis
	22	Swap Meet, Porsche of Minneapolis	Nord Stern
	22	Dinner & Wine Tasting, Sioux Falls, SD	Dakota
	April		
	1	Registration opens for 2014 Porsche Parade, Monterey, CA	PCA
	6	New Member Social - AutoPlex, Chanhassen, MN	Nord Stern
	4-6	Parktown Carrera Classic DE, Gateway Motorsports Park	St. Louis
	5	Open House – Wayman’s House	Kansas City
	12	New Member Social - AutoEdge, Mahtomedi, MN	Nord Stern
	25	First Fling Driver Training - Brainerd Intl Raceway, Brainerd, MN	Nord Stern
	26-27	First Fling Driver Education – Brainerd Intl Raceway, Brainerd, MN	Nord Stern
	May		
	17-18	Escape to the Elms, Excelsior Springs, MO	Kansas City
	30-6/1	Carrera GT Club Race & DE, Motorsports Park Hastings, Hastings, NE	Great Plains
	June		
	1	Carrera GT Club Race & DE, Motorsports Park Hastings, Hastings, NE	Great Plains
	7	Ice Cream Social, Rand’s House	Kansas City
	15-21	2014 Porsche Parade, Monterey, CA	PCA
	28-29	Kansas City Region Club Race & DE, Heartland Park, Topeka, KS	Kansas City
	29	All Porsche Show - Cars for Courage	Nord Stern
	July		
	14-15	‘Cheese Fling’ DE, Road America, Elkhart Lake, WI	Nord Stern
	19	BBQ & Open House, Bennets House	Kansas City
	19-20	DE, Motorsports Park Hastings, Hastings, NE	Great Plains
	26-28	Loonacy Club Race & DE, Brainerd Intl Raceway, Brainerd, MN	Nord Stern
	August		
	September		
	1	Rochester Labor Day BBQ & Picnic, Rochester, MN	Nord Stern
	12	Last Fling Driver Training - Brainerd Intl Raceway, Brainerd, MN	Nord Stern
	13-14	Last Fling Driver Education – Brainerd Intl Raceway, Brainerd, MN	Nord Stern
	20	Shrimp Boil, Hess’s House	Kansas City
	21	All Porsche Car Show, St. Louis, MO	St. Louis
	26-28	North Shore Fall Color Tour, Tofte, MN	Nord Stern
	October		
	10-12	Parktown Carrera Classic DE, Gateway Motorsports Park,	St. Louis
	November		
	6-9	Escape to Magical Orlando, Orlando, Florida	PCA
	December		
	6	Holiday Party	Kansas City

Twin Cities & Area Events/Autocross Calendar 2014

DATE	EVENT	SPONSOR	LOCATION
April 26	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
April 27	NOVICE DRIVER'S SCHOOL	MAC	DCTC (SMALL LOT)
May 3	AUTOCROSS - MOWOG 1	MAC	VALLEY FAIR
May 4 @	AUTOCROSS - MOWOG 2	MAC	VALLEY FAIR
May 18	TEST & TUNE	MAC	DCTC
May 23 - 26	SCCA Spring Nationals Lincoln NE	SCCA	AIRPARK
June 8	AUTOCROSS - MOWOG 3	MAC	DCTC
June 14	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
June 15	NOVICE DRIVER'S SCHOOL	MAC	MN STATE FAIRGROUNDS
June 22 @	SUPERSUNDAY AUTOCROSS I	COM / PCA	DCTC
June 29 @	AUTOCROSS	CVSCC	CVTC (CLAIRMONT LOT)
July 13 @	AUTOCROSS	SCCA	SE TECHNICAL, WINONA
July 19	TEST & TUNE	MAC	DCTC
July 20	AUTOCROSS - MOWOG 4	MAC	DCTC
Aug 10	TEST & TUNE	MAC	DCTC
Aug 24	AUTOCROSS - MOWOG 5	MAC	FOREST CITY, IOWA
AUG 30 - SEP 5	SCCA NATIONALS LINCOLN NE	SCCA	AIRPARK
Sept 14 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
Sept 20	AUTOCROSS - MOWOG 6	MAC	CANTERBURY PARK
Sept 21 @	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
Sept 28 @	AUTOCROSS	CVSCC	CVTC (WEST CAMPUS)
Oct 5th	AUTOCROSS - MOWOG 8	MAC	DCTC

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 4, JUN 22, JUN 29, JUL 13, SEP 14, SEP 21, SEP 28

PCA DRIVER EDUCATION at BIR: APR 25-26, JULY 25-27, SEP 12-14

SCM PRACTICE DAYS at BIR: JUNE 16 & SEPTEMBER 15

SCM CAR SHOW - CARS UNDER THE STARS --VILLAGE CHEVROLET--: AUGUST 9

SCCA RACING EVENTS @ BIR: Regional Races, JULY 5-6, AUG 30-31

ADDITIONAL SCCA SOLO EVENTS: MAY 17-18, WINONA; JUNE 15, LACROSSE; AUG 9-10, WINONA, SEPT 28, LACROSSE

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--Contact: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--Contact: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--Contact: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--Contact: AARON JONGBLOEDT 612-308-6913

SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615

BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

FOREST CITY, IOWA = WINNEBAGO INDUSTRIES PARKING LOT

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN

Rolex 24 Hour race at Daytona

by Mark Pladson

This past January Nord Stern members Mark Pladson with Sig and son, Brian Finks attended the Rolex 24 hour race at Daytona. This was the first race of the combined groups of Grand AM and American LeMans so I was particularly excited to see my two favorite series at the same time. This year the cars had LED panels listing their position in class which really helped as the cars spread out during the race. The Daytona prototypes were quite competitive with the P2 open cars with Corvette DPs' sweeping the podium at the end of the race. GTLM was a tough field with new Corvette, Ferrari 458, Porsche RSR, Aston Martin fielded by TRG and the new Viper being fast right out of the box. Nord Stern favorite 'son' Patrick Long looked good with #912 until engine failure took them out during the night. The #911 driven by Lietz, Tandy and Pilet proved to be reliable and fast, taking the top spot in GTLM. The Audi R8's by Flying Lizard (another brand switch) looked strong and #45 took the top spot in GTD after an off-road experience on the last lap. However an appeal put the Ferrari #555 back in the top spot with Porsche #58 at third. I did get a kick out of the bumper sticker on #58, 'Watch for Snow Ahead'. Madison Snow, now 18-years-old has a major

Continued on page 35



Really I just left my press credentials in my other jacket



Changing of corner workers at dusk



356 in the PCA Porsche Corral note the firewood in the back seat



Guardian Angel perhaps? Prayers welcome!



Getting a little rest between stops



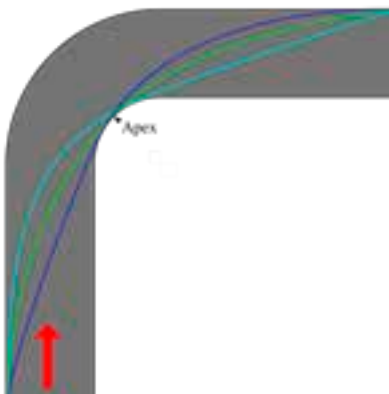
Car wash?!



Porsche traffic!



Passing time in the Hot Pits Angry Birds, anyone?



Advertiser's Apex . . .

Schmit Towing, Inc.

Right, Sue and Steve Schmit



1. Company name?

Schmit Towing, Inc.

2. Address/phone/email/main contact?

92 43rd Ave NE
Minneapolis, MN 55421
Steve and Sue Schmit
steve@schmittowing.com
763.253.1568

3. Type of business?

We are in the Towing and Auto Transport business.

4. Years in business?

We have been in business for 30 years.

5. Number of years as a Nord Stern member and/or advertiser?

We have been a Nord Stern advertiser for two years.

6. Why will Nord Stern members be excited to do business with you?

Calling a tow company when your vehicle is damaged or needs to be transported can be a stressful experience. Who should you call? Are they knowledgeable and helpful? Are they fully insured? Are they experienced with high-end vehicles? We are! We provide towing and transport services for many high-end dealerships and race clubs and we not only have flatbeds/rollbacks, we have an amazing enclosed trailer for certain situations.

7. My favorite Nord Stern event is . . . ?

The annual awards and holiday banquet

8. My favorite PCA event is . . . ?

I have not had the opportunity to attend any at this point.

9. Nord Stern members would be surprised to know that . . . ?

My wife loves fast cars, works in the business and can even tow when needed.

10. When I'm not at the shop, you can find me . . . ?

At the cabin with family, at a car show or at the race track.



Anatomy of a 911 Clutch Transplant

Courtesy PCA Newsletter Editor

At one of the Drivers Education events last year, I had lent my 1988 911 Carrera to Kansas City Region Board member Sean Reardon to track as I was not going to be in town for the event and he at the time had no Porsche to drive. He returned my car the next week none the worse for the wear, but with a critical evaluation of its mechanical condition. Anyone who knows Sean knows that he takes really good care of his cars and is meticulous about their upkeep. Being a former owner of a 1986 Carrera and now current owner of a 1981 930, he is very familiar with the 911's of the 1980's Carrera vintage. Other than it had some hesitation and misfiring at high RPMs (worn distributor cap and rotor that I knew needed attention), the clutch was getting stiff, very stiff. This being my first 911, I had no real concept of how stiff the clutch

was to be (a '65 GTO, maybe, but not a 911).

Late 80's Carrera's had some design/manufacturing weakness in their clutches. 2 Porsche factory Technical Bulletins were issued shortly after the model year to address clutch release bearing issues and modifications to clutch release lever shaft bearings. A sure sign that these bearings are failing is increasing stiffness in clutch operation. As several knowledgeable Club members warned me, better to have it fixed before it fails. It can be a much more expensive repair after it shoots craps.

So, I planned to get the required clutch work done during the winter when I would not be driving the car much anyway. I cleaned it up and took it to the open house of Stephen Kaspar's ImagineAuto, Inc. shop in February where I left it for surgery. I considered doing the

work myself except for several problems: a lack of experience, lack of time, lack of working space, lack of special tools, and lack of confidence in my abilities. Best to leave this to the experts and watch from the sidelines as time allowed. I wouldn't want a plumber taking out my appendix, so it didn't make a lot of sense for an architect lacking in Porsche know-how to replace his own clutch.

For those not familiar with ImagineAuto, it's an independent Porsche shop located in Lenexa, Kansas known nationally, even internationally, for performance enhancements. Stephen Kaspar, PCA National Technical Committee member, owns and operates the business. He is one of the most knowledgeable 911 people I know. From the earliest to the latest 911, turbos (his

Continued on page 38

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Column - I Get Around

Let's Hear It For Self-Drive Cars

by Dick Badler, Courtesy PCA

Oh yes, they're coming. As surely as you know to not engage the parking brake when you come off the track.

As surely as you know your summer performance tires at the rear will last 13,000 mi, and no more, if you're lucky.

Self-drive cars are circling, and they'll enter your garage in a matter of . . . what? Probably fewer years than you might think.

Although there do seem to be a few small issues. An op-ed piece ran in the Wall Street Journal a short while ago. It carried the headline "Punch the Accelerator on Self-Driving Cars" and added a subhead that read "The technology exists to save millions of lives. So why are regulators hitting the brakes?"

Reading on, one finds out that the National Highway Traffic and Safety Administration (NHTSA,) the Department of Transportation's regulatory arm, calls it "a scary concept for the public."

The piece generated a slew of letters. One said "If self-driving cars can provide all the advantages claimed as being unique to public transit, wouldn't that pose a threat to the progressives' vision of a car-free future?"

According to the author, it seems the Administration prefers walking, bicycles, streetcars and light rail.

Then there's that ugly liability issue. If something goes wrong, or an accident happens, who does one sue? The user? The manufacturer?

The op/ed authors are crusaders. They excoriate NHTSA with bulleted arguments like "Millions of lives saved" and "Enriched lives for the disabled and the elderly" and "Less wasted time" and "Revitalized cities."

Great stuff. A lot of love, peace and happiness here. But they're missing the point. Our point.

You see, we too have a point. A big one, which is not to be taken lightly. We should also weigh in on this urgent public debate. Express our opinion. Join the ranks and say, hell yes, bring 'em on.

Why? Heres' why.

— Less crowding! Think about it. Visualize every car tootling along in lockstep. Front to back, front to back. Motoring effortlessly and efficiently. It's a beautiful thing to behold.

Especially so because you'll still have your Porsche! What are they going to do, confiscate your you-drive vehicle? It'll never happen.

And that means you'll have room to move! Space on the highway. No left-lane bandits. No cell-phone-induced lane meanderings. No texting-induced coma when the light turns green. Just nice, predictable forward progress . . . that you'll be able to maneuver through to your heart's content.

Less crowding! Here's a tip to file away. When the self-drive time comes, be sure to take the alternate way. All the way. All the time.

Think about it; the computer will compute the shortest way to your destination, the most direct and the most fuel-efficient.

Fine! Let it! Because you can go the back way! Go the long way! Go the wrong way! Hooray! Because you'll have the road to yourself!

Less crowding! Because these robo-vehicles will probably drop off their passengers and purr on to some storage barn somewhere, to be fueled or

charged or pressurized or whatever their propulsion systems will require . . . and then wait patiently for you to summon them for use . . . and you'll have curb side parking all to yourself.

Such a deal!

Of course, the day will come when you'll have to give in and get one of these self-drive conveyances. If only because there will come a time when you won't be able to buy anything else. What to do?

Youtube! Think in-car videos on your tablet. Pick the car. Pick the track. Pick the year. And, yes, pick the Porsche.

Youtube! Just crank it up. Add one of those Jambox bluetooth speakers and let fly. Nobody's going to knock on your door and say, honey, please turn it down. Because, to the outside world, you'll look like everyone else, placidly motoring along in your own hermetically sealed cocoon.

Youtube! And when you get bored with racing videos, you can watch racing videos with a story line, like Grand Prix and Le Mans and Senna and Rush.

So, friends, join the campaign! Let's rock this issue! Write your local legislator! And do it today!

Self-drive. The way to go. Bring it on.



BIR Update

by Keith Erickson by Doug Pierce, Zone 10 Rep

Got an e-mail from RA that included the news that the Corvette bridge over turn 6 was being rebuilt and I got to wondering if BIR had added the rest of the curbing last fall before the snow flew.

So I called Dan Antrim, who is Jed Copham's right hand man at the track to find out. Turns out the curbing is not done yet, but is planned to be before spring. Interestingly, he told me of some

other things that they did do, at least into early December. They've hauled a ton of dirt in to fill in the outsides of turn 2 and three so that there won't be a drop off there anymore. It sounds as though SCCA required them to do that. So in theory any offs to the outside will be level with the track. He also mentioned the tire wall straight off of turn 3 was moved further back for safety. changes to the short

track were these: 1) the pit entry road was moved from the "blind" spot behind the wall to basically just off the tightest part of the keyhole. 2) they therefore lengthened pit road to include more pit stalls and 3) they removed apparently all the trees and brush in that area, so that now from the old go kart track, you can clearly see turn 6. It's nice to see they are still working to improve things as their finances allow.



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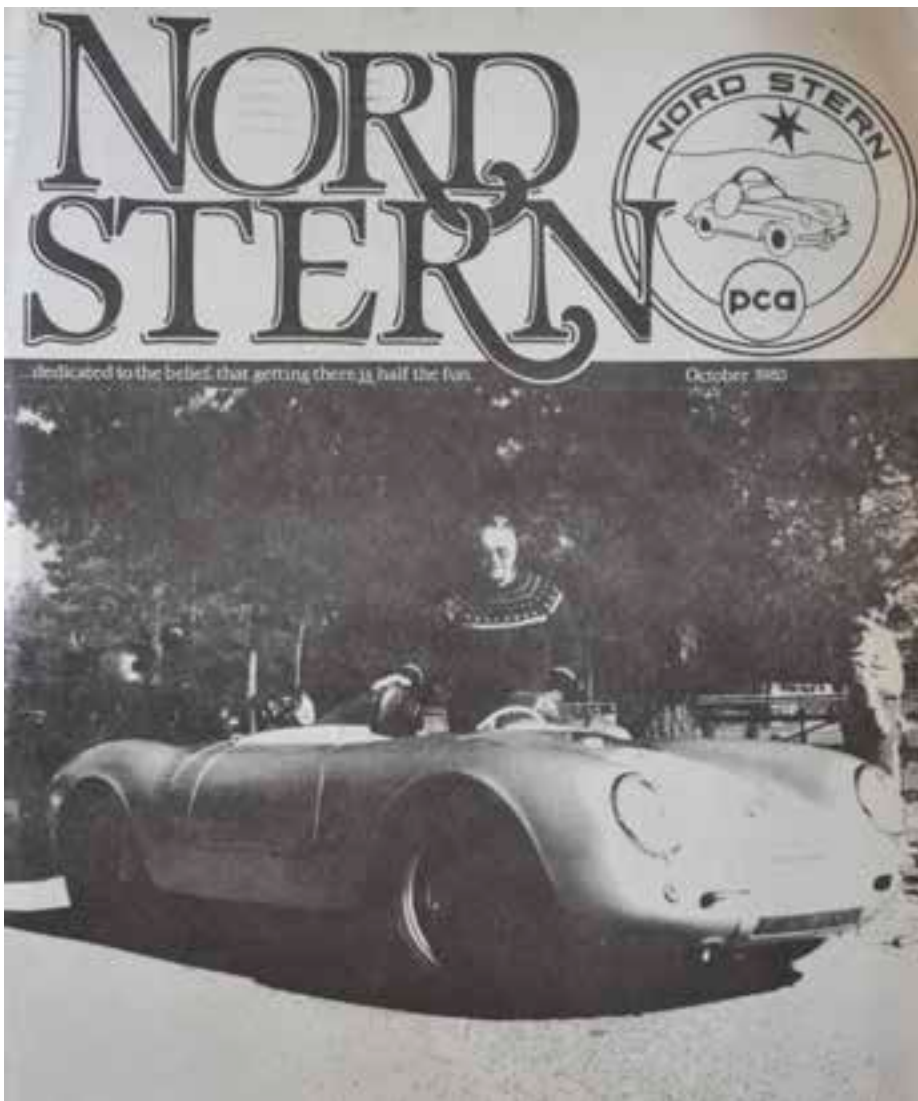


October 1985

During a cursory check of old issues one popped out. On the cover was a Dave Weber shot of Craig Alexander's beautiful 550 Spyder. No garage queen, this car also did the timed runs at the Last Fling, reported in this issue. Other pretty good investment vehicles Nord Sterners were driving around at the time included a '73 911 RS Carrera built at the factory customer racing department.

- **Jim Arhart** is President, **Roger Johnson** is Vice President, and **Dave and Susana Weber** are doing the newsletter. Call **Bill Groschen** to buy a fire extinguisher.
- The Editors encourage everyone to attend the upcoming holiday party. *"It's the only time all year that everyone will have all the grease out from under their finger nails."*
- A tech session is planned at **Myron Cottrell's Horse Power Farm** in Chaska for a demonstration of a dyno demonstration on Guentzel's high performance engine. This is the site of what is said to be the largest automotive machine shop in the five state area.
- 40 Nord Sterners took the trek to Pirate's Cove Restaurant in St. Cloud. The food was great.

October 1985 Cover by Dave Weber: Craig Alexander and his 550 Spyder



- Fifty cars registered for the Last Fling. Contributor Steve Coleman reminisces about previous Last Flings with snow, two days of driving rain, and a year when gas (and Porsches) got so expensive low attendance necessitated a \$20 assessment to cover track costs.

- Class winners at the fall event include many familiar names: **Jim Arhart, John Belgarde, Kim Crumb, GS Reeder, David Strot, Dennis Guentzel** (fastest time of the day) and **David Beddor**.

- **Roger Johnson** had to go to Germany to take delivery on a new 911. He attended a dinner where Peter Schutz said the factory is very high on it's new PDK transmission. A 956 with the new PDK had finished fifth at Brands Hatch. Now it's the only transmission available on some Porsches. He also reported on the new slopenose body modification coming for "only" \$14,740 extra.

- **Kim Crumb** contributes the third installment on his trip to the Parade that year. Only Kim would have the guts to pass two lines of semis on the shoulder of the road. Like a true racer he remembers every detail of the trip down to gas stops and radar traps. Living the frugal life except for his 928

The Scans Continue



Left: At least someone knew how to stay warm and still show some style for the Last Fling

Below, right: The Last Fling, 1985: Drivers' meeting; is anybody paying attention to the Eventmaster?

ownership, he says the Fort Kearney Inn was only \$22.80.

- The Market Place lists a 1963 B coupe for \$6,500, which was almost \$2,000 less than another seller was listing his '78 924. **Lane Hawkinson** offers a '73 911 RS Carrera from the factory customer racing department for \$19,500!



Left: 9/22/1985: Great Northern Trek to lunch at Pirate's Cove above St. Cloud

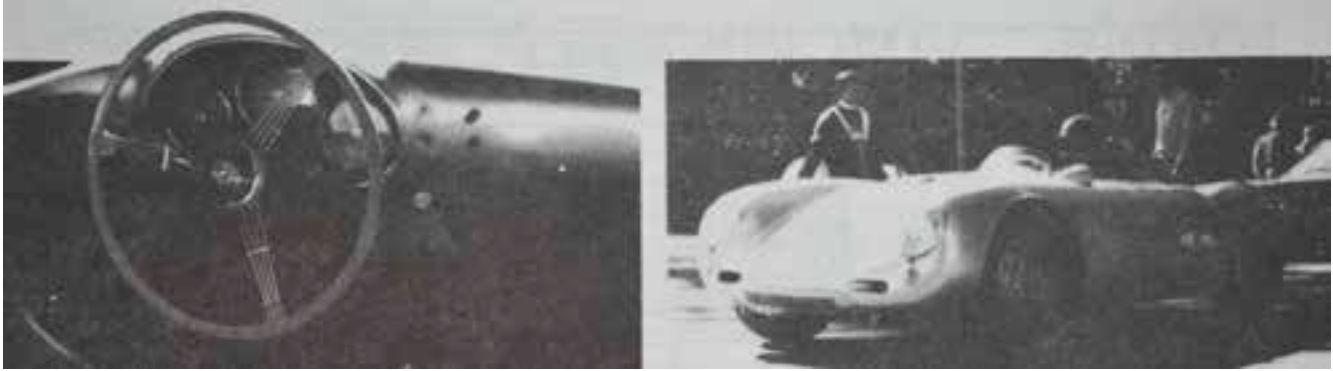
Below, Left: The Northern Trek; it must have been fruit punch

Below, Right: Whale tails offered by Karrousel Motorsports



The Scans Continue

Continued from page 29



Right: The Northern Trek; it's all about the people

Above: 550 Spyder at the Last Fling: the unfair advantage

Below, Left: Larry's Skoglund's Rennwerke ad: excellence in advertising too



Nord Stern Monthly Business Meeting Schedule

Not surprisingly, the Nord Stern organization is a club with significant membership and year-around programming managed, organized and carried out by those members and includes monthly business meetings in the 'off-season'. And yes, some of us DO drive our Porsches to the meetings! All winter long, in fact.

All members are invited and encouraged to attend the meetings. Attendees do not have to currently be a chair, or eventmaster or Board of Director. Be a part of a dynamic, fun and interesting organization and group of people. Whether you are motivated to be involved and volunteer or are just interested in learning about the workings of the club, it's officers and members, the club absolutely encourages you as a dues-paying member, to attend and join in the fun. Despite the word 'business' they are fun!

Currently, the meetings are held the 2nd Tuesday of the month at Lifetime Fitness in Eden Prairie:

755 Prairie Center Drive

Eden Prairie, MN 55344, 952-829-8400

So here's the scoop:

- **Social: 6:30 - 7 p.m.** Our meeting room includes food and beverage service. Order off the menu and catch a bite for dinner or simply enjoy a beverage of your choice - the food is great and the prices very reasonable.
- **Meeting: 7 - 8:30 p.m.** Long-winded we are not!
March 11, April 8
May, optional with meetings resuming in the fall.



Cars for Courage - An Extravaganza of Porsches

by Phil Saari, Eventmaster

The Annual **All Porsche Show** sponsored by the Nord Stern Region of the Porsche Club of America will be Sunday, June 29 from 10 a.m. to 1 p.m. Once again, it will be held in the City of Roseville's Central Park, Dale Street entrance. The **All Porsche Show** is one of the featured events of Roseville's annual summer celebration *Rosefest* which is week-long series of events. It's a great location with lots of parking for everyone and lots of foot traffic by both club members and those drawn in to see all our wonderful cars.

This year's theme is "*Cars for Courage (Center) - An Extravaganza of Porsches.*" Our goal is to fill Central Park with as many Porsches as we can for the

benefit of Courage Center. All Porsche owners bringing their cars will be asked to for a \$20 donation - 100% of all donations go directly to Courage Center. Nord Stern has donated nearly \$500,000 to Courage Center over the years from the proceeds of the numerous events hosted with a charitable component - such as our annual **All Porsche Show!**

In conjunction with this year's **All Porsche Show** there will be an additional Concours component for anyone interested in having their car (or cars!) judged. A designated area will be provided for the Concours participants. A team of judges will evaluate and judge the cars, with winners receiving a certificate from Nord Stern in recognition of their work and efforts.

If interested in having your car(s) judged and/or are willing to help judge, just email Dale Trippler at: daletrippler@comcast.net for further information.

Other than the suggested \$20 donation asked of all cars participating in the **All Porsche Show**, there will be no additional fees charged for the Concours.

So mark your calendar for June 29 and drive on over to Central Park in Roseville (Dale St. north of Hwy 36) and be a part of on very fun Porsche event



Nord Stern's Annual All Porsche Show
Cars for Courage: An Extravaganza of Porsches
Sunday, June 29!

Date: The Nord Stern All Porsche Show will be Sunday, June 29

Time: 10 a.m. to 1 p.m.

Location: Roseville's Central Park

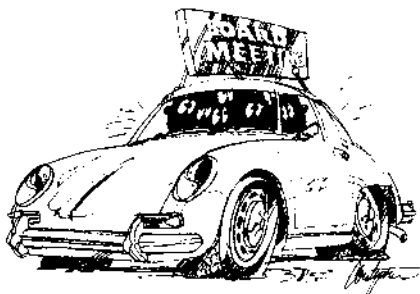
All years and models of Porsche are invited to participate in the All Porsche Show which has made it the largest display of Porsche automobiles in the Upper Midwest.

Last year there were over 160 Porsches participating!

Bring your car, bring your walking shoes - enjoy a fine display of vehicles in a great park setting! Questions, comments and or suggestions email Phil at ps356er@yahoo.com

Nord Stern March Business Meeting Minutes

by Betsey Porter, Secretary



President – Dave Anderson called the meeting to order at 7 p.m.

- Survey was successful: sent to 722 people, received 210 responses
- Michele and Jill will compile results and publish

Treasurer – Jeff Bluhm

- We are in a good financial position for 2014
- Will send information to tax accountant in March

Social Committee

- No report

Advertising – Jill Daneu

- New full page ad in March issue: DentWerks and Midwest Clear Bra
- New quarter page ad in March issue: Sterling Enterprises
- Imola is moving on March 17
- Preferred Sign and Graphics will donate custom license plate frames to Club Race auction
- Sent web updates to Mark

Newsletter – Christie Boeder

- April is almost done

Webmaster – Mark Kedrowski

- No report

Membership – Ed Vazquez

- PCA – 702 members, Nord Stern – approximately 530 members
- Lots of early renewals, Pay Pal usage
- Several Life members have made monetary donations
- Proposal to sundown the life memberships, Board item
- New national membership chair is Cindy Jacisin (Chicago region)
- Two New Member Socials in April
 - 1 - April 6 at the Motorplex, 12-3 and
 - 2 - April 12 at Auto Edge, 10-Noon

- New member wear to be updated with new logo and viewable at the socials

Met Council – Bob Kosky

- No report

Charity – open position

- No report

Insurance – Michele Deml Johnson

- No report

Club Race – Doug Anderson

- Viking Awards sent an example of a medal they wanted us to consider. We declined
- Will probably do a logo'd polo or button-down shirt
- Possible issue with corner workers. Doug and Dave to handle
- PCA wants us to have more safety equipment at the track than in years past. Red Light Rescue has almost all of it, and BIR might be able to provide the rest for a fee. Will research.
- Still need a few volunteers: Scrutineer's assistant, Pit and Timing Coordinator

Driver Education – Steve Meydell

- Nothing to report

Track Relations – Jim Bahner

- No report

Driver Education Registrar – Dave Anderson

- First Fling registration is open

Driver's Training – Ron Johnson

- Video shoot is set up for next week, "What is Driver' Training?"
- JR's BBQ in Pine River missed that we changed the dates of First Fling, and cannot change their plans at this late date.
- They will still do a party for/with us for Club Race in Nisswa

Touring & Drives – Mike Lancial & Randy Walker

- No report

Rally – Lon Tusler

- No report

Concours/Porsche Show – Phil Saari

- Phil and Dale Trippler to work on

having a small Concours at the Porsche Show, "Cars for Courage". More TBD

- Will have small article in newsletter and send out e-blasts

Fall Color Tour – John & Suzanne Dixon

- No report

Historic Archivist – Kim Fritze

- 2015 PCA 60th Anniversary!
- 2014 is NS 55th Anniversary!
- PCA has distributed 55th Anniversary banners and stickers to Nord Stern

Safety – Paul Ingebritsen

- Paul met with Keith Erickson, previous Safety chair. Thinks it's a good idea to create "job descriptions" for incoming chairs so they know what is expected in the position: Checklists, Rules, etc.
- Need instructors to stick around for Saturday morning check rides at DT for new drivers
- Guidelines for cameras in cars?
- DT – disallow windshield mounted ones (suction cups). DE - fine

Shop Relations – Keith Fritze

- Imola would like to host a tech session later in the Spring after they have moved and settled in
- Porsche – GT3 is grounded. Macan delivery date is mid-May

PCA Zone 10 Rep – Kim Fritze

- New National DE chair Alex Bell
- The new DE logo choices will be out soon for voting by PCA membership

Old business

Escape 2015 - Arlyce & Jim Liligaard

- Sent an introductory email to all Zone 10 Club presidents and received many positive responses. No movement on the Escape website. Dave will talk to Todd Smith.

There being no **New Business**, the meeting adjourned 8:54 p.m.

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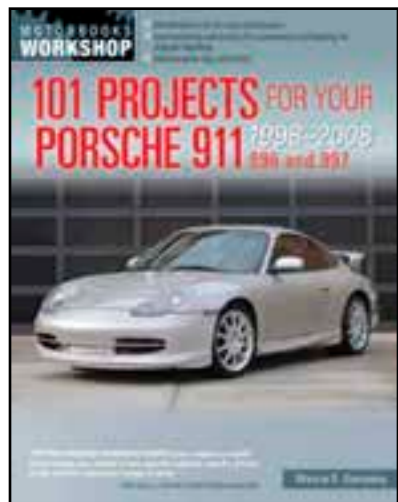
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Book Reviews for Porschephiles . . . 101 Projects for Your Porsche 911 1998-2008 996 and 997

by Wayne R. Dempsey, published by Motorbooks, Minneapolis, MN
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit



This book, a part of the Motorbooks Workshop series, is the third in a series of 101 Projects books written by Wayne Dempsey of Pelican Parts. It covers the Porsche 911 models from 1998-2008, eg the 996 and 997 Gen-1 cars. (Ed: Wayne is a member of the Grand Prix Region).

The author's introduction says "I've made many mistakes and learned the hard way the best and worst way to repair, restore and modify these cars... The projects in this book are written in a format and style that should empower anyone to work on his or her car." Without having tried each and every one of the projects in the book, this reviewer is confident that the author has achieved his goal of producing a comprehensive and idiot proof guide for the projects included.

101 Projects for Your Porsche 911 gives recommendations for tools to acquire, and lists of additional reference material that would be useful. As a book intended to introduce the neophyte into the joys of working on 911s and the satisfaction (and economies) of doing it yourself, the very first project is Jacking

Up Your Car. Unibody cars like Porsches do not have a multitude of jacking opportunities like older Detroit Iron, so it is important to know the specific points where jacks can be safely placed against the Porsche chassis. Jackstand placement can also be critical to ensure safety. Project 2 is Changing Engine Oil. The very first do-it-yourself oil change will probably pay for the book. Projects 3-5 are replacing air filters, fuel filters and the accessory drive belt. All pretty routine stuff, but essential maintenance items.

The book is very well illustrated with very clear color photos of each critical step of each project, annotated with colored arrows ensuring that the reader is looking at exactly the part of the picture to which the caption is referring. The individual write-ups are complete and comprehensive and do not leave out the tricks of the trade that many manuals do, assuming that the reader (a professional mechanic) already knows. And those little gotchas that the author learned about the hard way – they're documented as warnings or look-outfors in the text. Wrench sizes and torque values are often given in the captions, avoiding the need to search them out in the text.

Yes, the IMS issue is dealt with: Project 11 is Installing the IMS Guardian, and Project 14 is Intermediate Shaft Bearing Upgrade, the latter a very well illustrated 10 page treatise, including a short section on verifying that cam timing has not been disturbed in the process.

101 Projects for Your Porsche 911 is divided into 11 sections ranging from Basics through Engine, Fuel, Water, Transmission, Exhaust, Brakes, Suspension, Body/Interior, to Gauges and Electrical, and Miscellaneous. The pages

in each section are marked with a color tab keyed to a color ladder on the back cover (another nice touch). Covering over one hundred different projects allows a range of topics from the very simple to the very complex – from installing headlight protection film or a strut brace to engine teardown or window regulator replacement. Key to the value of the book for the average owner is the coverage of maintenance items — brake bleeding, pad replacement, coolant replacement, headlight replacement, etc. etc.

Soft bound, with 312 8-1/2 x 11 pages on glossy paper to enhance the clarity of the pictures, it is a must have for any Porsche enthusiast who owns a 996 or 997. Even if one is not into auto mechanics, the very readable descriptions of the projects gives the reader a better understanding of how the cars are built and how they work. Many will succumb to the inspiration provided, will undertake a project and become hooked on the feeling of satisfaction that comes from actually participating intimately in the care of the car, not just the superficialities of driving and washing.

By the time you read this, **101 Projects for Your Porsche 911** should be available for \$34.99 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.



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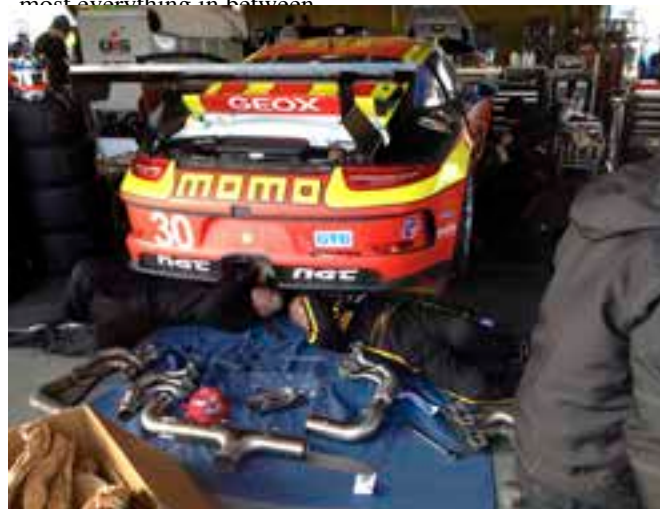
Rolex 24 Hours

continued from page 23

credit on his driving resume.

I was encouraged by a friend of mine to include some pictures of people, the race is about the people and the car not just the cars. So this year I have included some people pictures. (editor's note: which I love by the way!)

The PCA hospitality tent was a great place to hang out and meet other Porsche owners. The Porsche corral was filled with interesting cars from 356's to modern GT3's and most everything in between.



Above: Momo Porsche, Let me see, tube A into B or B2?

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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
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 Of recent, I have accepted an opportunity to continue my career in a new direction.

I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

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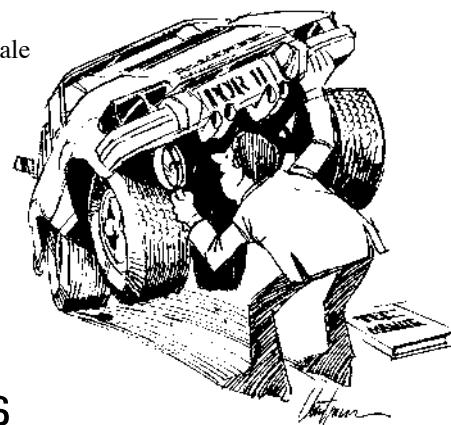
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A Few Suggestions for Track Attendees

What to bring to the track:

- Plastic storage box, bags, or tarp to protect your belongings from the weather
- Hat/sunscreen for sunny days
- Brake fluid
- Spare brake pads
- Air pressure gauge
- Paper towels
- Rags
- Car number/tape/shoe polish
- Gloves (for changing tires/brake pads)
- Gloves (for driving)

- Jack and stands
- Tools, including torque wrench
- Jack Plate (if needed for your car)
- Oil
- Hand and Glass cleaner
- PCA Membership card
- Driver's License
- Appropriate clothing: pants, socks, closed toe shoes, qualified helmet

These are only suggestions. There is plenty of assistance available for the 'not-yet-fully-equipped' newcomer!

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Transplant

continued from page 25

specialty and passion), to normally aspirated, he knows them inside and out (as well as the other Porsche models through the years). Recently, he has started offering general Porsche service.

Under Stephen's ever watchful eye, my car was assigned to his technician Aaron Rubenking, also a Kansas City Region PCA member. He was somewhat new to the Porsche trade, but has had the crash course since he started working at Stephen's shop. Aaron had my engine and transmission out and on the operating table in less than 2-1/2 hours. During the engine/transmission removal process, it became obvious that the last time the drive train was out of the car, the whole thing was in Stuttgart on the factory assembly line. One of the rear engine mount bolts appeared to be frozen, turning out to be caused by a cracked engine mounting bracket. Needless to say, bracket

replacement was added to the list of work to be accomplished.

The engine and transmission were separated to expose the clutch and inner workings to be renovated. For 80 some thousand miles, the clutch disk and pressure plate were not in bad shape. The actuation mechanism was another story. General wear and tear on the marginal components, in addition to years of road grime, had taken their toll. After removal of retainer clips, etc., it took Stephen half an hour of pounding to get the release lever shaft to even move out of it's bearings. It was close, very close, to being frozen into the raceways.

With the old components finally removed, the housing was prepped and bored as stipulated in the Porsche factory bulletins for installation of the new much improved bearings and shaft. Although the original clutch disk was worn but serviceable, a new one was installed with a new pressure plate. Who wants to do this again in 25,000 miles,

replacing components that should have been renewed when you were just in there. The existing factory flywheel was removed and resurfaced to accommodate the new disk. With new seals and various other necessary work completed, the transmission and engine were reunited.

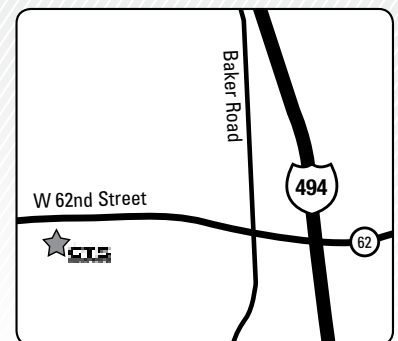
Back into the car everything went, with final plumbing connections and adjustments made. All hydraulic clutch fluid had been drained, so new fluid was installed and the system bled. A road test verified that all was in order.

Clutch actuation now is achieved nearly by putting the dead weight of my left foot on the pedal. No more left leg only exercises needed just to drive the car. The difference in clutch operation feel is dramatic, while friction point location and overall drive train operation is nearly unchanged. The only thing that took awhile to get used to was the fact that I now didn't have to REALLY put effort into depressing the clutch pedal.



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Tech Quiz Fun: 2012 Parade Early 911 Q & A

Courtesy PCA Newsletter Editor

Editor's Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge. The questions cover the various Porsche models, history, etc. I plan on including 30 questions in upcoming issues in a very random sequence. Also, the source for each Q&A is included but I won't include them but if any members questions where a question/answer came from, I can look that up. Otherwise, it's just not convenient for reprinting, at least at this point in time!

1. The standard rim size on a 1976 912E is 5 1/2 J x 15" but the optional alloy rim reduces the diameter by 1" to 14".
 - a. True
 - b. False
2. Which of the following was a brand of radio offered as optional equipment by the Porsche factory on 1965 – 1973 911 and 912 models.
 - a. Phillips
 - b. Becker
 - c. Blaupunkt
 - d. All of the above
3. Gasoline heaters were fitted as standard/optional equipment on 1965 -1973 911's. You were out of luck in Britain since these heaters were not available on right-hand steering cars.
 - a. True
 - b. False
4. Which of the following is not a 911/912 dashboard trim available from 1965 to 1973?
 - a. Carbon fiber
 - b. "Elephant hide"
 - c. "Basket weave"
 - d. Leather grain vinyl
5. For 1976 Porsche introduced hot galvanized sheet metal for the bodies of the 911 range. When first introduced the entire body shell was coated.
 - a. True
 - b. False
6. An indication that you have a 2.2 liter 911S nitrated connecting rod is that it is black in color.
 - a. True
 - b. False
7. What of the following cylinder types did Porsche use on the 911T from 1968 through 1973?
 - a. Alusil
 - b. Nikasil
 - c. cast iron
 - d. bling chrome
8. The recommendations in 1976 for preparing your 911 for winter storage including pouring oil into the intake ports while the engine is running at 4500rpm regardless of carburetor or fuel injection system.
 - a. True
 - b. False
9. A 40 IDA carburetor was used on 911's from 1966 – 1969. What brand is this carburetor?
 - a. Solex
 - b. Weber
 - c. SU
 - d. Holley
10. On the 1976 2.7 liter motor the previous 11-blade cooling fan was replaced with a 13-blade fan that was run at higher speeds for more efficient cooling and reduced fan noise.
 - a. True
 - b. False
11. In the later part of 1969 Porsche manufactured an estimated 25 to 30 lightweight body shells that would be used over the next several years to produce a new generation of racing 911's. These 911's were unofficially known as _____.
 - a. 911SR's
 - b. 918's
 - c. 911ST's
 - d. Just a rumor.
12. Porsche offered cruise control called Tempostat in a 911 for the first time in _____.
 - a. 1966
 - b. 1974
 - c. 1976
 - d. 1999
13. In 1965 Hella 128 fog lights were standard equipment on 911's.
 - a. True
 - b. False
14. Porsche abandoned the moveable vent windows on all 911's in 1969.
 - a. True
 - b. False

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15. For 1974 911 models only Porsche offered “safety painting” or “safety striping” which was _____.
- Special striping treatment for the hood
 - Dayglo orange paint
 - Reflective tape on the doors
 - None of the above
16. Tire pressure increases or decreases by around 1.5 psi for every ____F change in temperature.
- 21 degrees
 - 18 degrees
 - 16 degrees
 - 15 degrees
17. What is the measured time saving during a Le Mans start if the ignition switch is on the left?
- 1/20sec
 - 1/5 sec
 - 1/10 sec
 - 1/100 sec
18. When it is said that the volumetric efficiency of a 911 engine is greater than one it means that the engine generates more than one hp per liter
- True
 - False
19. A 5W-40 and a 5W-50 oil have the same viscosity when cold; when hot the 5W-40 oil is thicker than the 5W-50 oil.
- True
 - False
20. Kuhnle, Kopp & Kausch AG supply _____ to Porsche.
- Superchargers
 - Turbochargers
 - Radios
 - Shock absorbers

21. The “Mary Stuart collar” refers to what Porsche component.
- Wrap-around rear spoiler
 - Shoulder-belt system
 - Front splitter
 - Cup holder
22. The 1980 Type 935/72 engine designed for the withdrawn Indy 500 program was converted to run on gasoline and put to good use in the _____ chassis to win LeMans in 1981.
- 935
 - 934
 - 936
 - 917
23. The CLC or AKI octane ratings displayed on US fuel pumps is usually lower than the RON octane rating.
- True
 - False
24. Porsche oversaw the design and development of a new Soviet Lada, the Samara, introduced in 1986.
- True
 - False

25. The debut of the Porsche Indy car was at Laguna Seca in 1987. The car lasted only 6 laps before retiring.
- True
 - False


Answers:


25. a
24. a
23. a
22. c
21. a
20. b
19. b
18. b
17. c
16. b
15. a
14. b
13. a
12. c
11. c
10. b
9. b
8. b
7. c
6. a
5. b
4. a
3. a
2. d
1. a




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Photos by Jill Daneu



Left, Doreen Ingebritsen with her painting of Ayrton Senna



Right: Pianist Steven Anderson



Left, Laura Catana, Bret Bailey with Doreen Ingebritsen



Right, Roger Johnson with Sue Ripley



Left, Steve Anderson at the piano - the word is he had as much fun as anyone!



Right, 2013 President Ron Johnson passes the 'pressure plate' to incoming 2014 President Dave Anderson



Left, lovely Nord Sterners Teresa Pfister and Jill Daneu



Right, Roger Johnson with another of the auction items, autographed driver's glove



Left: Chip Smith auctioning the fabulous painting of Ayrton Senna



Right, '13 President Ron Johnson shows off one of the annual awards, Rookie of the Year which went to Bill Wolfson!

2014 Holiday Party Totally Social!

Photos by Jill Daneu



Left: Past President Jim Bahner with Paul and Doreen Ingebritsen

Right: Doreen Ingebritsen with her painting of Ayrton Senna before it was auctioned at this year's holiday party held at LaFayette Club



Left, Lots of smiles from attendees

Right, A table of rapt and attentive Nord Sterners enjoying this year's holiday party at LaFayette Country Club



Left, Teresa Pfister with Andrea and Brian Hanson

Right, a couple of former Nord Stern Presidents: Roger Johnson and Ron Johnson



Left: Roger Johnson with Doug Anderson and his award

Right, Advertising 'maestro extraordinaire' Jill Daneu with 2014 President Dave Anderson



Left, Chip Smith with Roger Johnson auctioning for Courage Center

Right, Mary and Steve Johnson join Bob Lunde



Classifieds

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10th of the month prior to publication date: editor@nordstern.org.

912 Wanted

Gary Greiner, 218-348-1849, email: gtreiner@gmail.com.

Wanted for 1971 911 project

Chrome trim next to the door windows (on outside) - both sides, chrome trim under the rear quarter windows - both sides, three prong Fuchs center caps - any condition, any other exterior/interior chrome pieces that will be likely better than I have now. Phil Saari, 651-260-5665 or ps356er@yahoo.com



996 '03 spec to '05

Motor rebuilt by Autometrics, Transmission rebuilt by autometrics, time on both approx 40 hrs, Car won 2012 PCA GTC3 national points race: 1st in class 2013 Sebring: 1st in class 2013 Road America. Asking \$60,000. Jerry Greene, email: jgmotorsports@msn.com.

2004 Porsche 911 C4S

56,100 Miles, unique slate blue exterior with black leather interior All the usual extras: sunroof, 6 speed manual, heated seats, etc Engine rebuilt and clutch installed by Courtney Truck Service at 51,000 miles as the result of IMS failure. New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$37,500. Tons of photos available. Located in the western suburbs. Offered to NS members first before posting on other websites Contact Tom Judd 612-554-6381 or email to tjudd@fredlaw.com.

1986 Porsche 944 Turbo for Sale

Very nice clean 2 owner car! 120,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Alpine AM/FM/ CD player. Nakamichi power amp. European driving lights. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Autothority 2.5 chipset. Limited slip differential. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt, water pump and radiator replacement. Asking \$9,500 with HRE 17" with Michelin Pilot Sport PS2 tires as pictured above. Also have original phone dials for sale. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell). Also have Recaro clubman seat, Weltmeister front sway bar, set of Weltmeister front springs, TIF 7000 digital tire thermometer, and a G-Anylist for sale. Best reasonable offer.

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1986 Porsche 911 Carrera

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1996 911 Carrera 2

\$33,900. Tiptronic, no accidents, never seen snow, stored in climate controlled indoor parking, never driven during Winter, and maintained by one of the best porsche specialists in the area. Beautiful guards red with cashmere leather interior, Hi Fi sound package,



ice cold ac, 17" alloys, power seat, sunroof, clear bra, with all records, manuals, and a super clean car fax. No fluid leaks or other issues. Non smoker owner and this Porsche has been babied. This car has the coveted 993 body style which is the last air cooled model and a collector's dream. 993's are appreciating in value! I have owned the car 7 years after it spent its prior life in a southern state. Took me 2 and a half years to find this specific combination so it is somewhat rare. Contact me with questions. With low mileage at 57,400, this is a great car! Scott Bracke, scott993@gmail.com.

1999 996 Carrera

Tiptronic, black/grey with 73,000 miles. Since 2006 the car has been serviced by Carousel and lately by Auto Edge. Carfax available for years prior to 2006, subsequent records available on request. Current owner has always garaged it and stores it in the winter and it has not been raced. Asking \$21,600. Please contact Sara with any questions or inquiries at sasexton@q.com.

Wanted: 914

I am a 70-year-old PCA member from Milwaukee who previously owned a Boxster and 911. I'd now like to 'get back to my roots' and buy a 914. My objective is not a project car, racing, DE, concours or autocross, but just simple enjoyment. Ideally, looking for a 1972-76 model and want reliability rather than all-out performance. The 2.0, 1.8 or 1.7 are all options. I am seeking a fully restored car with solid mechanicals, electronics and good body integrity (no rust). Originality is not so much an issue (repaint, carbs replacing fuel injection, seat replacement, etc). Chuck Hays, 414.276.1110 or cdhays@yahoo.com.

Wheels and Tires

O.Z. Racing Ultraleggera HLT wheel set, straight but with some blemishes, Silver, two 20x8.5 55mm offset and two 20x11 65mm offset. Hankook tires: Ventus V12 EVO tires, 245/30ZR20 and 305/25ZR20, with a couple hundred miles on them. \$1650 for the set. Took them off a 997C2. Contact Arden Olson at arden.olson@comcast.net

1985 928S

Manual transmission. I have owned the car since 1999. It is Grand Prix white with burgundy interior. Currently it has beige sheepskin seat covers on the front seats. Tires have less than 4k miles on them. Always serviced at Maplewood Porsche or Maplewood Audi. 142k miles. Asking \$7000 or best offer. Joe Bergeron H 763.560.5036, c 612.709.1257, w 651.483.2681. I used this car primarily as a summer driver. The leather on the driver's seat is worn through on the side bolster and the tops of the two rear seats. I replaced the factory radio with an after market cassette deck. I would say the car runs good and always delivered 20 plus mpg. The hood was repainted sometime before I owned the car. It is a close match.

1986 944 Turbo

Low miles, well maintained, white with minor body scrapes in right front. Engine was overhauled by competent technician last year. New timing belts, tensioners waterpump. Car is mechanically sound throughout. 83,000 miles.\$8,500. Jeff Quam 701-219-3530

or jaq@702com.net. Can be seen in Moorhead MN.

2001 Porsche Boxter

38,000 miles, orient red metallic, grey interior, GREAT summer car \$15,500 (negotiable). Call 612.384.7213 or email deanlp@comcast.net for more information.

1987 944S

White with Camel Leather interior with 72,000 original miles. Very good condition both Exterior and Interior. Stored winters, detailed annually, and always serviced by Porsche mechanics. New Michelin tires, battery, and fuel pump in Sept, 2012. Last Timing belt/waterpump service at 60,000 miles by Kelly-Moss Motorsports in Madison, WI. Clean Carfax. Second owner for the last 18 years. Must sell; asking \$10,000. Please contact John at either 320.250.4530 or Jwrees49@gmail.com.

1987 944 Turbo Race Car

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1985 Carrera Cabriolet

56,200 miles, 5-speed manual transmission, alloy wheels, AC, power windows and locks, cruise control, etc., blue leather interior, top renewed in 1998. Service records included. \$24,500, Rob Rulon-Miller, 612.308.0827.



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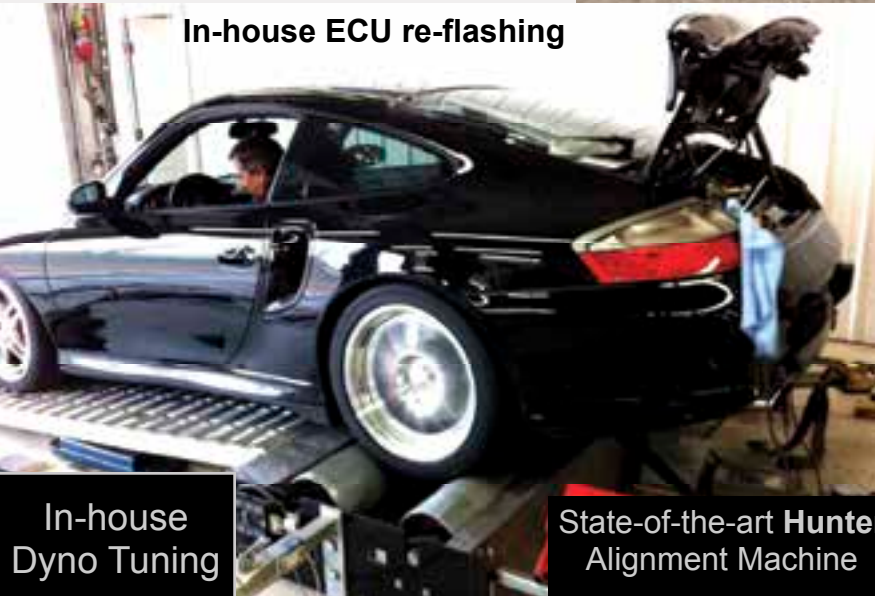
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