Nord Stern July 2014

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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.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$30 per calendar year. *Nord Stern* subscription for non-PCA members is \$40 per calendar year.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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Online issues, past and present are available in pdf format at http://www.nordstern.org

Cover Photo, by Ron Faust, The metallic geyser grey of Ron's 2014 911 50th Anniversary model turns different colors in different lights. Here, it blends into the silver

evening light of a beautiful day 'at the lake' up north in Nisswa. Believe it or not, but this is an iPhone photo! Editor's note: I've been treated to a ride in this gorgeous car and the handling, ride and feel is just awesome.



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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!

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The Prez Sez . . .

July usually brings in the hot sultry weather with parades, fireworks and barbecues marking the beginning of the dog days of summer. Growing up in northeastern South Dakota I relished those sunny days wit Mother Nature's air conditioning night breezes wafting through the 2nd floor of my childhood home. I learned to appreciate summer evening thunderstorms and to this day you'll find me out in the yard watching approaching cool fronts with their towering storm clouds and the rumbling of thunder.

Nord Stern in July brings the sounds of two track events. Publication of this month's newsletter might overlap with our annual mid-month trek to Road America or as I've recently started calling our 'Cheese Fling." Road America is one of those bucket list tracks that you need to experience as a driver. Even if you don't drive this Driver Ed event, the surrounding areas of Elkhart Lake, Plymouth and Sheboygan are well worth the trip.

At the end of the month Nord Stern presents our annual Loonacy Club Race and Fast ;Fling Driver Ed at Brainerd International Raceway. Our Loonacy Club Race event typically draws 50 to 60 racers and their cars and includes lots of track time for DE drivers, plenty of socializing and a dynamic silent auction on Saturday afternoon that culminates with a Live Auction of specially selected items after the track closes. Lots of great items to bid on whether you are a driver, a participant, a spectator, friend or family there's something for everyone.

This year we've got two additional highlights that you won't want to miss. Friday, after the track activities close the talk is there will be an escorted drive up 371 from BIR to Nisswa for Cars 'N Que - as in Barbecue - for an evening of socializing. The other is that this year's Loonacy Club Race will e a featured stop for the 944 Cup Racing series which is expected to bring an additional couple dozen drivers and cars. Should be an exciting weekend!

I'm working to continue to address survey comments and bring additional social activities into the Club. I've had my first 'Where is the Prez' destination drive earlier in June and I've gotten suggestions for other destinations in the upcoming months. We are also trying to get an monthly 'Porsches and Pancakes' meeting that can be hosted throughout the metro area. Hopefully both will get some traction in the upcoming months. Watch for emails that provide the details as to when and where these traveling events will take place!

There have been a couple of interesting Tech Sessions last month. First was a well-received IMS presentation at the new Imola facilities. A couple of weeks later we had an up close look at the new Macan crossover at AutoVault. Still in the planning book is a look at the new 918 Spyder and I hear there will be a hands-on session rebuilding a M96 engine later this summer or early fall.

Other social related driving activities you can expect over the course of the summer is a rally, Vino in the Valley, and the Fall Color Tour. I feel as if I'm flooding the membership with ClubTalk and PCA emails, but more communication was also frequently mentioned in the survey. Hopefully I'm not being too much of a bother. I'm looking at upgrading ClubTalk later this year to allow for better management and support for additional features such as attachments and rich text encoding.

See you at Club Race and plan on coming by for a "Where's the Prez" destination drive.

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1/4 pg.	\$46	\$39	\$30		
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Welkommen . . .

Welcome ... New Members

(and returning/renewing members!)

We hope to see you at upcoming events!



Armando Beiro	So, Just What Do We Do In Nord Stern??!
2001 Boxster	A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!
Tristan Henderson	Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set
1968 912 +	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).
Bradley Klein	
2005 Boxster	ClubTalk: E-mail listserv for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Also for last minute breaking news on
Chris Leigh	upcoming events and activities. See Nord Stern's website for directions on how to subscribe and or
2006 Cayman S	how to unsubscribe
Brent Luther	Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall
Tim Oudin	condition and authenticity. Note: Nord Stern conducts an 'All Porsche Show' at which cars are 'shown' but not judged.
2006 Cayman S	Driver Training: A driving course designed to teach and enhance high speed driving skill and
Lawrence Pearson 2000 Boxster	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
John Ryan	options. Check with DT Chair for additional options.
2001 Turbo	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
Jeff Shuberg	Driver Training participation is required. Performance enhancements are frequently made (but not
1984 928S	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.

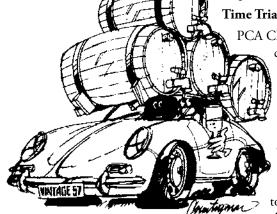
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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 . . .

by Christie Boeder

A lmost the 4th of July as I write this month's column. My, where does time go. Gets worse the older I get, as I am sure many will easily admit.

At least it's driving season here in Minnesota, although this year it might better be known as 'boating' season with the precipitation levels so far this first half of 2014. Pretty amazing is an understatement. Means I get to mow the lawn more than a 'usual' summer although I'd have to say I don't know if there is such a thing as a 'usual' summer or winter, spring or fall anymore! With the ability to reference 150+ years of stats recording everything under the sun, sure not hard to make comparisons and rankings depending on what statistic one cares to examine! Media loves it . . .

And in regards to Nord Stern stats, these are our more 'active' months in terms of events. All driving related since after all, we are a car club with vehicles that love to be moving as often as possible. And these ARE the months when we can get outside and drive, for the most part. Between our Nord Stern 'Cheese Fling' DE at Road America then our annual Club Race and DE at BIR in July there are lots of driving options available. And really, it's just as much fun for the non-driver. Believe me, that's my usual role so I can say that with lots of experience! Well worth being on hand. Great locations both in Elkhart Lake, WI and Brainerd, MN. Resort areas both, there's so much to do and see in these areas let alone tremendous tracks for the

drivers. The annual Club Race has much going on, I'd encourage all members to crave some time to drive up and check it out. There will be a plethora of neat cars on hand, silent and live auctions - and special this year will be an appearance of a special car owned by a local collector as noted in Rick Moe's article appearing this month. Check out the article!

With this month we welcome a couple of new advertisers, too. Alpine Transportation Services and Further Performance. We will look forward to seeing their 'Advertiser Apex' profiles to learn more about their services. Welcome to Nord Stern and the community of Porsche fanatics.

In the meantime, see you at the next event!



2014 Calendar . . . Get Around with Nord Stern

JULY		2014	NOV	EMBER	2014	
14-15	'Cheese' Fling: Nord Stern at Road America		9	Old Log Theater Event		18 14 20 14 20
	Eventmaster: Dave Anderson			Details TBA	9	100101
25-27	BIR Fast Fling and Annual Club Race		11	Nord Stern Business Meet	ting	
	Eventmaster: Doug Anderson			Location: Lifetime Fitness	Center	
				755 Prairie Center Dr, EP		
AUGU	ST	2014		6:30 p.m. Social, 7 p.m. Bu	siness Meetir	ıg
9	VINO IN THE VALLEY DRIVE			All Members welcome!		
	11 a.m. See Ad in this issue					
	Eventmaster: Randy Walker,		DEC	EMBER		20
	rswalker@baldwin-telecom.net		9	Nord Stern Business Meet	ting	
				Location: Lifetime Fitness	Center	
SEPTE	EMBER	2014		755 Prairie Center Dr, EP		
1	Annual Rochester Labor Day BBQ and Picnic			6:30 p.m. Social, 7 p.m. Bu	siness Meetir	ıg
	Details TBA, Questions Jeff Boehm at 507.261.940	7		All Members welcome!		
9	Nord Stern Business Meeting					
	Location: Lifetime Fitness Center			"Third Thursdays"		
	755 Prairie Center Dr, EP			An Informal 'Post-W	/ork' Social a	t
	6:30 p.m. Social, 7 p.m. Business Meeting			Club Jager (see pl	hoto below)	
	All Members welcome!		92	3 Washington Ave. North, Mpls	3, MN 55401	612.332.2686
12	Last Fling Driver Training			http://clubjage	er.com/	
	Brainerd International Raceway					
	Eventmaster: Ron Johnson			June 19)	
	Register online at: clubregistration.net			July 17	r	
13-14	Last Fling Driver Education			August 2		
	Eventmaster: TBA			September		
	Register online at: clubregistration.net			October	16	
13	German Carfest/Octoberfest			November	c 20	
	Details: TBA			December	: 18	
26-28	Annual North Shore Fall Color Tour					
	Eventmaster: John Dixon, eyerack@tcq.net					
	or 612.618.9506, Headquarters: Blue Fin Bay, Tofte	;				

OCTOBER

 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! 2014



Above, a typical scene from Club Jager on a 'Third Thursday' evening sharing a few fine German brews! Not a very good image, but it's the thought that counts.



2014



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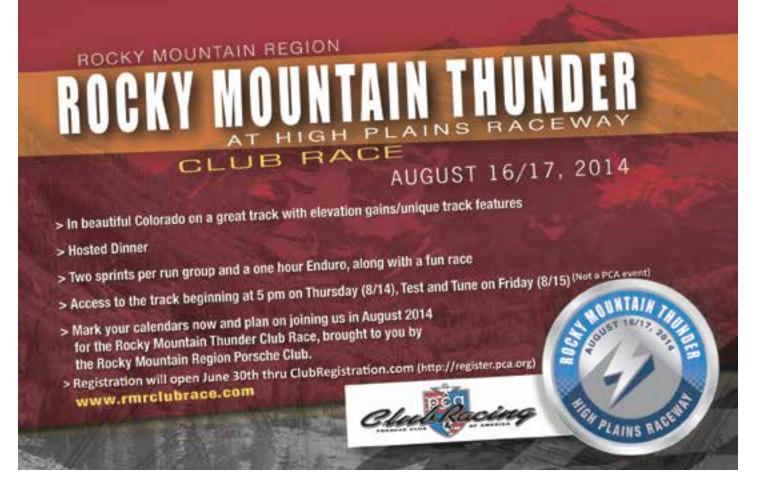
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PCA Zone 10 Calendar 2014

DATE	EVENT	HOSTING REGION
July, 5	Autocross at Marshalltown, IA	Central Iowa & Schonesland
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, 7	Tudor United Sprts Car Championship, Road America, WI	PCA
10	Botham Winery Vintage Celebration featuring American Muscle, Barneveld, WI	Central Iowa
16	Autocross at Marshalltown, IA	Central Iowa & Schonesland
24	Sertoma Fly-In, Drive-In Breakfast Iowa City, IA Airport	Central Iowa
September, 1	Rochester Labor Day BBQ & Picnic, Rochester, MN	Nord Stern
6	Drive to Trains, Planes & Automobiles, Geneseo, IL CIA will sponsor 'Best German Car Trophy'	Central Iowa
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	Summer/Fall Drive – Route TBD	Central Iowa
21	All Porsche Car Show, St. Louis, MO	St. Louis
26-28	North Shore Fall Color Tour, Tofte, MN	Nord Stern
October 4-5	Fall drive to MN & WI	Schonesland
10-12	Parktown Carrera Classic DE, Gateway Motorsports Park,	St. Louis
Nov. 6-9	Escape to Magical Orlando, Orlando, Florida	PCA
Dec. 6	Holiday Party	Kansas City

"You can see Porsche RS 60 #718 057 up close and personal at the upcoming Nord Stern Club Race at Brainerd International Raceway on July 25-27.

... the plan is to auction a once in a life time chance to ride in a true piece of Porsche history. Proceeds will benefit The Courage Center!"

Tt was great to see the 1960 Porsche RS 60 on the cover of the recent Nordstern magazine. Like many of my fellow Nordstern members, I made the trip down to North Carolina for the chance to see rare Porsche vehicles and emerge myself in the fantastic history of this marque. Over the years, through six degrees of separation, I have had the opportunity to include most of the North Carolina show cars in my bucket list of must see cars. My reason for going was the once in a lifetime chance to see the 804 Formula 1 car close up and personal. I was amazed how small the car was. The comment from my friend Dave Wiesel was "how did Dan Gurney ever fit in that car?" Dan was 6"4". Must have been an extremely tight fit. The Ford GT 40's were built with a

bubble in the roof section to accommodate Dan's tall frame, "The Gurney bubble" as it was called. I guess head room was not a concern in the 804, but even the width of the car was quite tight. None the less, it was worth the trip to see a true star of Porsche history. With Dan Gurney driving, Porsche won the 1962 French Grand Prix, their first, and only year of F1 competition.

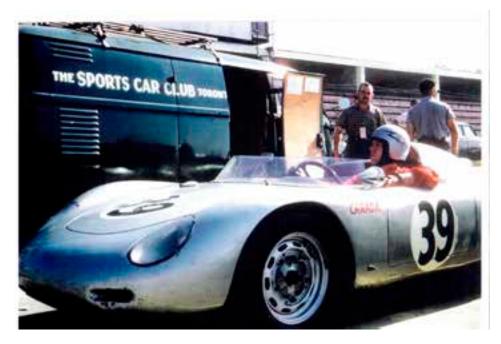
Right in our own back yard is a piece of Porsche history. Chassis number 718 057, a 1960 Porsche RS 60, from the Russ Hagen Collection. The car was first purchased by Frank Quantz, owner of Eglinton Caledonia Motors LTD., A VW/Porsche Dealer in Toronto, Canada. Canadians Francis Bradley, primary driver, and Ludwig Heimrath shared



driving duty's the first year. Hiemrath took over as primary the following three years. He drove this RS 60 to the Canadian Sports Car Championship in 1961, placed 2nd in the 1962 and 1963 seasons. 718 057 was also present at the 12 hours of Sebring, placing 9th overall and 3hd in class in 1961, 26th overall, and 2nd in class in 1962. During its racing history, 718 057 made appearances at tracks throughout Canada and the USA.

The type 718RSK were built from 1957-1962.It was the improved version of the 550A Spider made famous for the demise of James Dean. A type 718RSK was first in class and third overall in the 1958 Lemans race and 2nd place in the 1958 Targa Florio. In 1959 a type 718RSK was the overall winner of the Targa Florio. For the 1960 and 1961 production years the type 718RSK were designated as RS60/RS61. The 1960/61 models had a larger windscreen and roomier cockpit due to FIA rule changes. They also had larger engines and redesigned rear suspension. All 718's were powered by the famous 4 cam 4 cylinder engines. 1960 saw a RS 60 win overall at the Sebring 12 hour race. In 1961 Masten Gregory and Bob Holbert piloted a 718/4 RS Spyder to a class win at Le Mans.

You can see Porsche RS 60 #718 057 up close and personal at the upcoming Nord Stern Club Race at Brainerd International Raceway on July 25-27. One of the perks of being a curator is making sure all the cars are in working condition. I will be sorting the car out Friday at BIR before the weekend and if all goes well, the plan is to auction a once in a life time chance to ride in a true piece of Porsche history. The proceeds will benefit The Courage Center.



Photograph FL - 6

Player's 200

Mosport, Ontario, Canada

June 9, 1962

front to back:

99	Jo Bonnier	Porsche RS61	
25	Francis Bradley	Lotus 19	
96	Dan Gumey	Lotus 19	
3	Innes Ireland	Ferrari Dino 2.4L	
15	Bob Donner	Porsche RS61	
39	Ludwig Heimrath	Porsche RS60	
14	Bob Holbert	Porsche RS61	
79	Frank Rand	Porsche RS61	

finished 5th finished 4th dnf dnf finished 7th finished 3rd finished 6th



Continued on page 14

The Russ Hagen Collection

... more Porsche history in our own back yard

- 1953 356 Coupe
- 1953 356 Cabriolet
- 1954 Speedster
- 1955 356 Cabriolet Pre A
- 1955 Speedster
- 1956 Speedster
- 1957 Speedster
- 1958 Speedster Carrera GT
- 1958 356 sunroof Coupe

- 1958 356 Cabriolet
- 1950 Speedster Carrera GT
- 1959 356 sunroof Coupe
- 1960 356 sunroof Coupe
- 1960 356 Roadster
- 1960 356 B GT Coupe
- 1960 RS60 Spyder
- 1960 356 Cabriolet
- 1963 356 Cabriolet
- 1964 Carrera 2000 GS
- 1965 SC Cabriolet

... An Open House to view these wonderful automobiles is in the works! Watch your Nord Stern for details

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How About A Play Date?



On the weekend of April 11th & 12th I attended the Midwest Zone 10 Presidents Meeting hosted by our own **Kim Fritze**, PCA Zone 10 Representative, in Des Moines Embassy Suites. The purpose of the Presidents meeting is to introduce the Zone region presidents to each other, review PCA resources and procedures, and to have some open discussions amongst the Regions regarding activities, events, and lessons learned. **Sean Reardon**, PCA National Secretary, was a special guest in attendance. 2014 Presidents and Regions of Zone 10 are:

Tom Moore, Central Iowa Deane Barker, Dakotas Tom Cooper, Great Plains Bob Wayman, Kansas City Erik Callaway, Ozark Lakes Geoff Reimche, Red River Jeff David, Schonesland Brian Johanningmeier, St. Louis Mike Cain, Wichita David Anderson, Nord Stern

Before the meeting was kicked off on Saturday afternoon, Kim and I attended the Schonesland Cars and Coffee two hour drive through the southern Des Moines country side. There were about 25 cars in the drive and by all accounts everybody had a good time.

Over the course of Saturday afternoon and Sunday morning meetings the presidential collective touched on highlights of the Region Procedures Manual and Sean discussed National interests pertinent to the Regions. Of particular note was the proposed bylaws revisions that we all got in this month's Panorama.

One of the bigger takeaways for me was that Nord Stern limits the president term to be a single year whereas some of the regions Presidents have been serving upwards of 4 year terms; even a couple repeat presidential terms. The one-year term that we have in our bylaws is somewhat limiting as just about when you've got a handle on the job requirements, the President is replaced. For me this means that I'm still learning many of the procedures as an active President rather than running through a checklist of requirements. This has already had an impact on Nord Stern as I've missed out on applying for some event subsidies. The \$250 New Member Social subsidy doesn't represent much overall, but it would have paid for the 55th anniversary birthday cake.

One way to overcome the on-the-job training aspects of a 1-term president's role would be to have the sitting Vice President attend the annual Zone 10 Presidents meeting as well. I'll be making a pitch to both the Nord Stern Board and to the Zone 10 Representative as a suggestion for next year's meeting.

Another takeaway was the general problem of finding sufficient volunteers with the respective Regions when putting on an event. Nearly every President voiced this to be a problem within their Clubs and some even expressed concern over burnout. Within Nord Stern our membership survey indicated that there is a need for additional social events like the Schonesland Cars and Coffee breakfast and drive. There are some wonderful areas within Minnesota and western Wisconsin for breakfast or brunch drive. There's no reason we can't fill our summer event calendar with some social events. It's simply a matter of having someone step up and coordinate a location and drive. We got clarification from Sean Reardon that we can use Club resources (i.e., ClubTalk) to announce a breakfast or other ad hoc gathering without any liability issues as long as those in attendance don't commute to the location as a group. As soon as the

gathering includes a formal drive or other vehicle related activity, the Club is on the hook to apply for the National sponsored liability insurance. As your President, I'm here to help in that regard along with our Insurance and Drive chairpersons. We simply need someone to step up and do some event coordination.

A couple of the Regions mapped their membership onto geographic summary and presented that information on their website. It's an interesting concept of which I've already done a preliminary mapping of our current membership and it surprised me to see the concentration with respect to the Metro area; another complaint that came out of the survey. I need to dig deeper into the toolset that does the mapping as it allows an online viewer to drill into the address which I won't allow on our website. Once I figure out a way to pull that detail out of the mapping, I'll have it posted on the website for everybody to see.

Another nice website addition is being hosted by the Kansas City Region. Their newsletter is available for viewing using a nifty page viewer that includes the ability to embed videos. I'll have Christie (Editor) and Mark (Webmaster) look into possibilities of including a similar feature.

Kim and I touched on *Escape to Rushmore 2015* to be held late fall next year. We asked the Regions to start looking to their membership for volunteers and everybody said they're willing to step up and help where needed. It was requested that Nord Stern and the Escape 2015 planning committee publish some job descriptions and I'll bring this to the attention of Arlyce and Jim.

Kim will be stepping down as Zone 10 Representative at the end of 2015 and she'll be looking for a replacement within the Regions. If you think you might be



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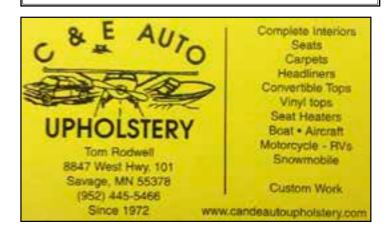
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Membership - We Live Where?!

A few of the comments received in the membership survey indicated that Nord Stern and its activities were heavily concentrated in the Twin Cities metro region. That got me to wondering how to quantify those comments so I poked around the Internet for something that could help. I did find a tool (Map a List) that provided a way to visualize our membership on Google Maps.

As I would have expected for Nord Stern, my research up to this point showed that our membership is concentrated in and around Minneapolis and St. Paul. What I was somewhat surprised to find looking at the Metro map is that our membership is, indeed, concentrated on the western and southwest areas of Minneapolis (see pic far right, page 19). The Metro distribution graphic, backs up a number of the survey comments that Nord



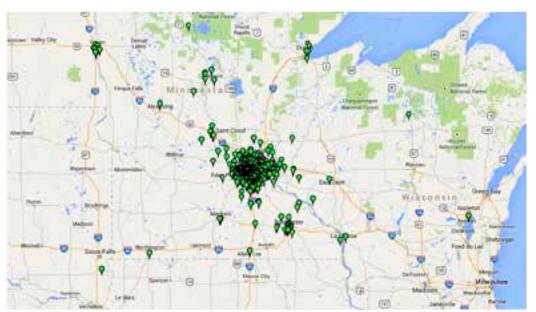
Stern is Twin Cities focused and specifically, west Metro-centric.

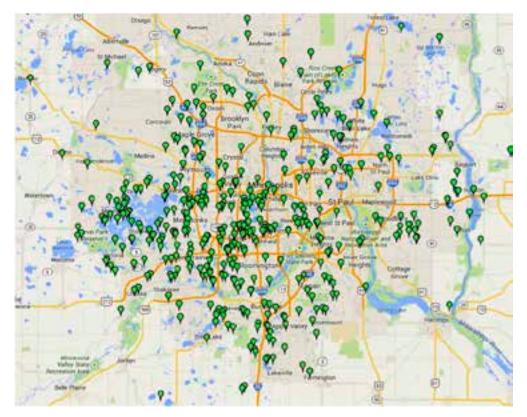
I used this visualization exercise in formulating the "Where's the Prez" destination drives to bring some additional social activities to the Club. I started in the western suburbs, but I'm planning on reaching out into other areas as well. If you're one of those green outlier pins in the map and you've got a favorite hole-inthe-wall eatery that you're willing to share, drop me a line and I'll try to work it into a future destination drive for breakfast, lunch, or dinner. We'll do the same with the

I was initially surprised by how far Nord Stern membership reached into the continental United States. Membership grassroots Porsche's and Pancakes breakfast socials soon to be scheduled - watch your emails for details!.

concentration within Zone 10 was to be expected, but we've got numerous members on the eastern seaboard as well as a scattering of folks as far west as Nevada and western Idaho. (editor's note: I am NOT surprised!)

My next view was to dive into the membership concentration within Zone 10. As you can see in the next graphic (right) we do have some small clusters of members in the larger cities such as Rochester, Duluth, and Fargo.



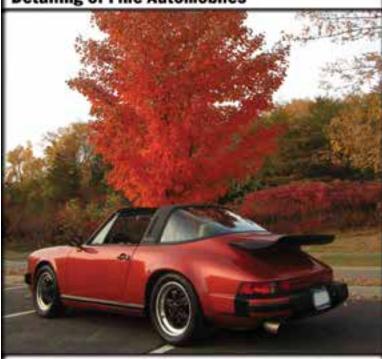


Image, right, of a distribution of Nord Stern membership in the Metropolitan Twin Cities.

Interesting areas of concentrations in the western and southwestern suburbs.

Image courtesy Maps-A-List, Google.

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Letters to the Editor . . .

Advertising Kudos: Window Tinting and Chip Protection

y daughter just bought a newer BMW 3 series. She is looking for shop recommendations for both window tinting and stone chip protections (3M).

Thank you in advance for your help. Jim Tourtillotte

Midwest clear bra and tint has done all my cars and I'm very happy with them.

Ask for Chris.

Luis Fraguada, Jr.

B ravo has done a great job for me on 3 different jobs.

Cory Hoeglund

Tommy at Bravo near Wayzata does good work

John Blackburn

Bravo did a great job for us as well. Mark Kittock

Auto Vault

Trecently used Auto Vault to park my car in a secured building, while I was out of town. They will drop you off at the airport in a high end vehicle. In my case, it was a Tesla S. We were picked up in the same vehicle after our bags arrived. I did not have to wait at all. Very seamless and nice to have someone looking for you verse riding the vans back to a somewhat unsecured parking lot. They will wash and vacuum your car and are just a few minutes from MSP. The daily rate is \$22, so give them a try. 651-686-0244 or mobile 651-249-0063

Greg S. Lukens

Thanks for the feedback and support for one of our new Nord Stern advertisers, Greg! All . . . note that Auto Vault also offers a 10% discount to Nord Stern members! See their current ad in the latest issue of Nord Stern.

Jill Daneu

I'm back from my Timing & Scoring duties for the NOLA Club Race this past weekend and, as previously promised, my experience with AutoVault is similar to Greg's. I dropped off the car at Thursday noon and was driven over to the airport in Mischa's new Macan. I was picked up at the airport yesterday morning by Bridget after I called her. I didn't check a bag so I tried to time the pickup call when I thought I'd be at the front door of the terminal and the amount of time it would take for Bridget to drive over to the airport. Turns out I waited less than 5 minutes for the pickup.

AutoVault washed and vacuumed the car and had it waiting for me in their secured and climate controlled facility. Sure beats waiting for Park-n-Fly bus to drive me to the airport, waiting for the bus back to the lot when I get home, and finding my car covered with a layer of grime that only seems to exist around the airport.

Thanks to Bridget for allowing me to interrupt her Memorial Day and to AutoVault for a service alternative that I'm sure many of you can appreciate.

In an effort to add some additional activities to the summer calendar, Mischa and I are also working a Nord Stern only Tech Session angle on the Macan that you might be interested in attending. I'm looking for some dates that work into both Nord Stern and AutoVault's calendar. Details when the session will take place and what you can expect will be communicated to the membership via ClubTalk and PCA regional eMail when they're finalized. **Diamond Interiors**

I need a couple of elastic straps on the Boxster top repaired. Any recommendations on who I should take it to?

Rick

Thanks, Harry has performed a number of interior modifications for me and has always done an excellent job every time.

Rolf Penzel

Best Detailers

Who are the favored detailers, hereabouts?

Jim Hudak

John Biesecker (Sterling Interiors) has detailed my black 930 in the past and he did a great job.

Sarah DeLong

Lused John to detail a black car with a long scratch in the hood paint. He did an excellent job with the black paint and the scratch. I drove the car about eight months each year and the car still beadedup 3 years after having John detail the car. I believe that speaks well of his work.

I have seen Ed Vazquez's work on Dr. Ugarte's Porsches and he does a great job. I am planning to have Ed detail my 87 911 (only 28K miles). You can trust his detail work.

John VeLure

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Jill Daneu

David Anderson

Twin Cities & Area Events/Autocross Calendar 2014

DATE	EVENT	SPONSOR	LOCATION
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

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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



I Get Around . . . My Country for an App

guess it was inevitable. At the Consumer Electronics Show, both Ford and GM revealed software kits that developers could use to create applications that would work specifically in their vehicles.

According to The New York Times, GM also held an "App-off" of sorts one afternoon at the show. Some 400 wouldbe software developers were given 90 seconds, each, to present their apps. GM's Director for Application Development said they saw 20 possibilities.

This got me thinking; what if Porsche did this? I know, I know, it took the Germans years to provide cup-holders. "You vill not drink and drive ... coffee soda ... anything," they said. But they did relent, eventually.

So here's some inspiration for our favorite marque from Stuttgart. Listed below are some ideas for all you C++ gear-heads out there. And they're free. Well, at least my list is free. Although I will gladly take royalties. I mean, don't forget to give credit where credit is due

Scoutmob for Cars. Just got cut off? Press the touch-screen, type in the plate number, and find out who did it. Where they're going. Where they've been. Where they live. The rest is up to you, although an anger management app may also be advisable. I hear the technology will soon be available for texting while driving.

Laser Beam. Tether your device to your radar detector. When the detector senses LIDAR, the device will return the compliment . . . with a white hot flash at the offending revenue enhancer, rendering it toast, instantly. Of course, the actual beam device is extra, and professional installation is advised, batteries not included. And it's illegal in Virginia and the District of Columbia. Everywhere else, you're on your own. **Pulse Rate Monitor for Cars**. I'm really curious about this one. Does your pulse actually go up, when you're driving in a straight line, the faster you go? Does it spike when you leave your trail braking to that millisecond beyond your fastest lap ever? What happens when you're cruising along and, out of the blue, the Valentine-1 "whacks" that K-Band alarm, at Level 5, with the arrow pointing directly at Smokey the Bear? Now you'll know. The app recommends you call ahead to your local EMS unit, before you turn it on.

Visual Photoshop. Don't like the view out the window? With Visual Photoshop, you can alter it to any panorama you desire. Say you're tootling along in the inner city on a grungy winter's day, and it's flurrying, and you have a hankering for the North Shore of Oahu. Presto. The waves are crashing to your left. But, beware-- if you want the sound effects of those swells, you'll have to upgrade to Visual Photoshop Pro.

X-Ray Vision. This one's for all those Darth Vader admirers out there. You know, the cars with the deeply tinted windows. Ever wonder who's actually behind the wheel? What's going on inside? With X-Ray Vision, just point and shoot . . . and get a full frontal view.

Evernote for Cars. No, it's not what you think. It doesn't make your car more productive, or efficient. Or even fuelefficient. But it does change your exhaust note. From a flat four all the way to a Carrera GT. Or a 962. Or whatever you want. On the fly. And it's programmable. All you have to do is download the appropriate sound files. That way, you can instantly sound like a Chevy Vega when you crawl back into your subdivision after a hard day's night. Or not.

ESP Pandora. Just think about a song, and the computer finds the track and plays it on your car audio system.

And it remembers what you played. So you can check back and create playlists, based solely on what your subconscious was feeding the virtual jukebox. Just be careful, there's a bug—if you can't get a song out of your head, you may be listening to it on your car audio all day long. But I heard a patch is coming.

Race Driving Coach. Imagine Michael Schumacher in the passenger seat, telling you . . . maybe yelling at you . . . when to brake, where to hit the apex, when to get back on the power. Lap after lap. With this app, imagine no more. And you can upgrade to a hologram of Michael, actually in the passenger seat. But you may want to wait, before ordering. I hear they'll soon offer version 1.2 which will feature a selection of driving coaches to choose from, all Formula 1 greats.

Heel and Toe Downshifting for Dummies. This app explains, with great patience, how you concurrently brake with the toes of your right foot, and blip the throttle with your right heel ... or is it the right side of your foot ... while you put the shifter in neutral ... or is it before you move the gearshift lever to the lower gear ... or as you move the gearshift Oh, wait. I just got an update. The app's been discontinued, because its being replaced by the PDK for Dummies app that doesn't actually do anything but show you where Drive is.

I'm sure all these apps, and more, will soon be available at your local dealership. I'm sure of it. It's only a matter of time. Think cup-holders.



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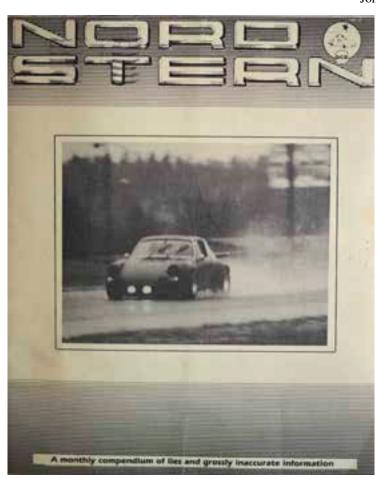


The column goes back to a 32-year-old issue. A scary tale of a garage fire put out by an extinguisher purchased at a Nord Stern tech session is republished. There is also a description of what could have been Nord Stern's first ever drivers school. A dozen or so members had trekked to Fairbault Grand Prix track to drive some small open wheel racers with snowmobile engines. The cars all had uneven handling and drivers rotated through them, an educational experience in itself. Timing and scoring was by mechanical stop

Ron Faust

October - November, 1982

- Corey Johnson is President and Lane Hawkinson is VP.
 Dennis Guentzel is doing the newsletter.
- A "High Performance Drivers School" had been introduced after a request from 12 individuals who paid for the track rental. It effectively bridged the gap between the \$900 professional drivers school and the hasty ride-two-lapsyou're-OK procedure commonly in practice." If anyone knows if this was the "first ever", that would mean Nord Stern has been running a school for over 30 years!
- National Highway Traffic Safety Administration had decided to drop a previous decision to start requiring air bags. A Federal Safety Appeals Court overturned this decision, so airbags were coming to all cars by 1984.



Above: Oct-Nov 1982 Cover: Racing In the Rain

watches; things were tough back then.

 Nord Stern was buzzing with romance that year. President Corey Johnson got engaged to Deb at Redneck Days. To top that, Hank Godfredson got engaged to Phyllis at the Last Fling, causing the rains to stop and giving way to a glorious Minnesota fall Sunday.

Twenty four members posted timed runs on Sunday. Our own **Roger Johnson** was coeventmaster and organized a "John Deere Open" when the

track closed on Saturday. Runs were timed for each racer driving a lawn tractor through pylons—pedal to the medal through the curves.

A chilling Frank Hunt story of a garage fire is reprinted. While cleaning the underside of his Carrera 2, solvent burst the bulb of his trouble light and a roaring fire was burning under the vehicle in seconds. He had bought a five pound extinguisher at a Nord Stern tech session the year before. He emptied it before the fire was put out for good. Two other Nord Stern members had had garage fires, and everyone was urged to not put off purchase and mounting of this simple safety device.

• The Marketplace includes five 914's! Prices for these eight and nine year old vehicles ranged from "best offer" to \$7,800. A '64 356C is also posted; "must sell" for \$9,900.





Right, Corey Johnson in his immaculate black 914/6. He was unbeatable in at the Afton Concour in it





THE STING

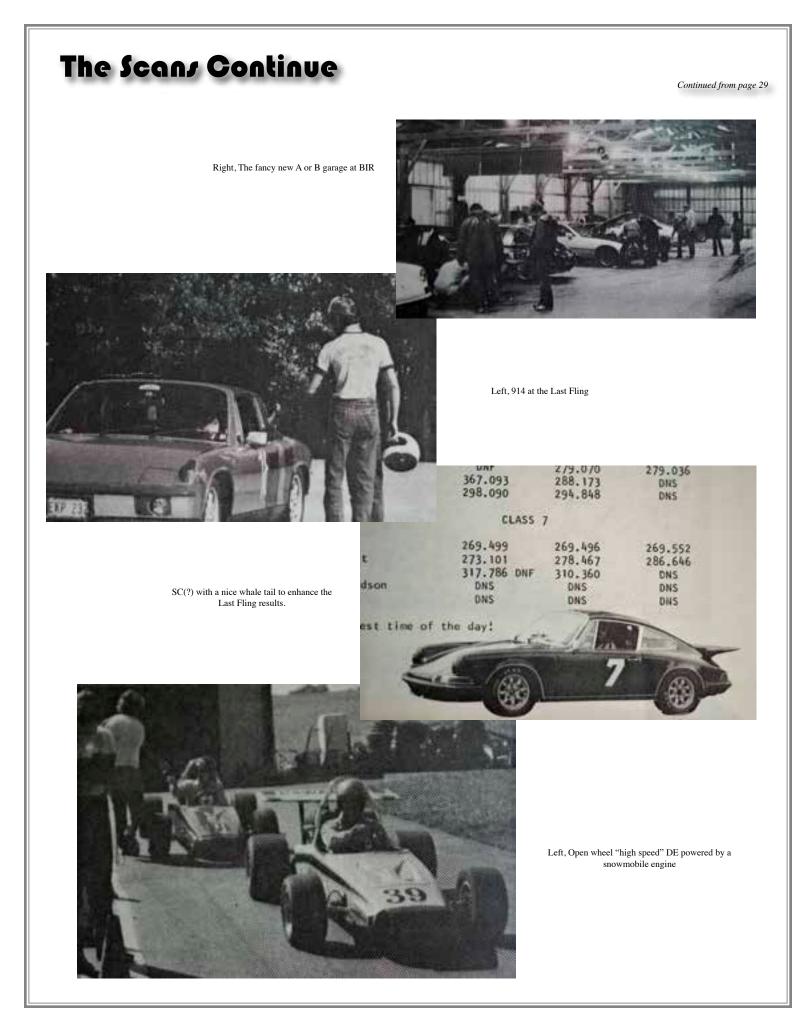
'No kiddin', Dennis....this car is just as predictable & gentle as an old plug horse"

Above, Is that really a snowmobile engine?

Below, Redneck Days

Above, A John Deere about to lift the inside wheel at the apex of a turn









Labor Day September 1st, 2014 from 1:00 to 5:00 (or whenever)



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Out and About at Imola Tech Session

photos by Keith Fritze





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Out and About at Imola Tech Session

photos by Keith Fritze

















Nord Stern July 2014

There's a Brighter Future!

A^{little history} first.

The very first headlights were introduced in the early 1800s. Two common types were oil and acetylene lamps



with a reflective mirror behind the flame and they were used on carriages.

The acetylene type quickly became more popular since they would stay lit in high wind conditions.

The first electric headlight was introduced in 1898 on the Columbia Electric Car from the Electric Vehicle Company. Peerless made electric headlights standard in 1908.

Around 1910, the Corning Glass Co. introduced the first lens-focused headlight

When "High" and "Low" beams were first introduced, it meant that the headlights were directed high or pointed low, literally and their positions were changed manually.

In 1912 Cadillac integrated their vehicle's Delco electrical ignition and lighting system, creating the "modern" automotive electrical system.

Osram introduced dual filament high/ low beam bulbs in 1924.

Between 1940 and 1983 sealed beam headlights were used. When the bulb burned out the whole unit was replaced. In 1983 composite headlights became available in which only the bulb needed replacing when it burned out.

The earlier electric bulbs used tungsten filaments in a vacuum. These were not very efficient and soon gave way to halogen lamps which use chlorine and iodine gas to make the tungsten element burn brighter, also using less energy.

In 1991, the BMW 7-series was the first car to have HID or High Intensity Discharge headlights.

HID, also known as Xenon or Litronics in our Porsches, use light bulbs filled with the inert gas xenon inside a high-quality quartz or tungsten glass tube. Two tungsten electrodes arc a powerful electric discharge which interacts with the gases that surrounds them vaporizing the metal salts present in the bulb, producing a plasma that emits very intense light.

In 2008, Lexus first introduced the next generation in automotive lights, LEDs as headlights. LEDs had already been in use as parking lights, turn signal, taillights and daytime running lights on some vehicles for several years. Light Emitting Diodes while currently expensive, offer several advantages. They illuminate 200 times faster than a comparable halogen bulb, and they are low heat producers since they don't heat up an element to produce light. However, there is heat produced from the back of the lamp which requires the use of complex and expensive heat sinks.

The main disadvantage of LED is seen in cold weather, since LEDs will not melt ice or snow which has accumulated on the headlight. They are also temperaturesensitive, giving off different light levels depending on the ambient temperature.

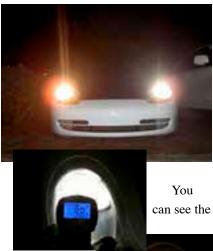


If your Porsche didn't come with Litronics (HID) and you'd like to benefit from the advantage of having brighter roads ahead, you can easily convert your headlights to Xenon HIDs by installing a simple kit.

HID bulbs come in the same type base as your halogen bulbs therefore there's no need to modify the headlight itself.

Aside from the fact that you will get whiter (daylight) and brighter light, there is a lot less heat generated by the HID bulb which wont burn or turn yellow the inside of your headlight.

Below I installed an HID kit on the driver's side headlight (on your right) while leaving the passenger side the original halogen bulb for comparison.



difference in brightness and color, but also notice the



difference in the temperature measured with a LASER thermometer below.



Out and About at Imola Tech Session



Vintage Porsche Ad

interested Retail Price Lint Cost PAC E. (Mest Co.)

car-like roominess and comfort. Two trunks. Stanseries. Gives un-sports-29 mpg. With a cruising most remarkable, it gives gearbox, 4-wheel disc movable root, 5-speed dard features include a rekes, radial e of 470-plus miles. tires. And

engine is largest in 914 steering for unique Porschehandling 2.0-liter all-around practicality. popular Porsche com-bines sports car fun with With rack-and-pinion Has mid-engine design like the 917 Can-Am racer The Porsche 914 2.0. This

zontally opposed. Air cooled. Fed by Bosch fuel injection. Monocoque con liters with 6 cylinders horistruction. Independent uspension. Ventilated 4 omes in 3 models: The res. Delivers 24 mpg eel disc brakes. Radia Carrera, S. and 911

.

soundly engineered it has been entered in competi-tion right from the show hand-crafted car so driving performance.

room. Engine size is 2.7

der 3 seconds. Won all engine with a central ders. Develops 1190 horsefront 6 and rear 6 cylinpower train between the the Series. It has a 5.4-liter. 12-cylinder turbocharged oower. And a top speed of 40 mph. It does 0-60 in un Can-Am Series races. The Parsche 911. Perhaps the most famous touring/ sports car in the world. De-signed for the ultimate in

DURSCHE

6

turbocharged Porsche was developed especially for the Can-Am races. where anything goes. In its first year of Can-Am The Porsche 917. One of the most powerful race cars in the world. This racing, it broke the Mcstranglehold on

Bright

continued from page 30

Newer model Porsches also include LED DRL (Daytime Running Lighs) which make you more visible to traffic, and have been shown to

reduce accidents.

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You can also add LED DRLs easily to

your car with another simple kit.

So, as you can plainly see, there can be a brighter future ahead if you upgrade your halogen headlights and take advantage of these new automotive lighting technologies: HID and LED.



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Book Reviews for Porschephiles . . . Dream Garages

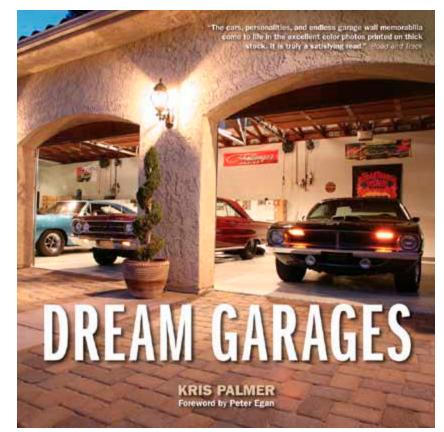
by by Kris Palmer, published by Motorbooks, Minneapolis, MN

Reviewed by Bruce Herrington, Orange Coast Region, Courtsey Grand Prix Region PCA, The Circuit

Year or so ago, I reviewed a book entitled *Rockin Garages*, about the car collections of 'Rock' musicians. This book is about the facilities of ordinary car nuts, enthusiasts of everything from Model Ts to Ferraris, with military trucks (and some Porsches) thrown in. No, Jay's and Jerry's places are not included nor, for that matter, are the Nethercutt Collection, the former Imperial Palace collection in Las Vegas or the collection of Ralph Lauren. These garages are really museums with ambiance far removed from the homeyness of the garages dealt with in this book.

The introduction, by the inimitable Peter Egan, clearly sets the stage for a life in garages, a lifestyle of refuge, if not all about cars (and trucks and motorcycles). *Dream Garages* presents a glimpse of the lifestyles of the owners, as well as the nature of the vehicles. A book on garage architecture it is not, though the photos indicate that multiple forms of construction exist in the world of the carnut.

Twenty-one garages from California to Italy are covere. Some are a bit museumlike because they are so big; others are working garages where machines are built and tuned, some for the fun of it, some for sale. But this book really should have a sub-title: ...and the cars and people in them. Just like in PCA, it's the people, not the garages, that make this book fascinating. Like the guy with the E-Jag repair and restoration business who also has (and drives) three historic Group C Porsche Racecars!



Though several authors and photographers are involved in putting together this collection, all the stories are captivatingly written and well illustrated. The twentyone stories are grouped into 5 chapters attempting to cover four categories of carnuts; the Possessers (for whom ownership of an exotic car is satisfaction enough), the Drivers (who like to tool around in their unique vehicles), the Competitors (who do vintage races or competitive shows), and the Wrenchers (for whom the obsession is in the machinery itself). While these categories cover enthusiasts of all levels, Dream Garages covers the crème de la crème of each category, stimulating the rest of us to higher aspirations.

Though the stories are truly timeless, this is an old book, first published in 2006. Just enjoy the tales told about the garages, the cars and their owners, and don't be put off by a couple of references to coming events that are long since past. It is a collection of very readable stories about car (and motorcycle, and truck) nuts, that any other car nut will find very enjoyable.

Softbound, with 192, 9x9 inch pages, *Dream Garages* is very well illustrated with quite informative captions. Available for \$24.99 from your favorite bookseller (ask for it) or from http://www. motorbooks.com.



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Ken's Corner: Discovering Porsches Roots in Austria

By: Ken Koop—The Yellowstone Region (Old Faithful Newsletter)

For as long as I can remember, I have always wanted to visit the cities where Dr Ferdinand Porsche first started building his cars and see where his Villa was located. I wanted to get a feeling of what life must have been like back in those days. Robin and I planned a tour that would include both Gmund and Zell am See, Austria to realize that dream.

We chose Zell am See as our base location, because of the many things to do there. The city of Zell am See is located in a beautiful green valley right on the Zeller See (Zeller Lake). The village is surrounded by very tall, snow capped mountains on all sides of the valley. No matter what side of the lake you are on, the view across the lake and onto the surrounding mountains is intoxicating. There are three ski resorts within ten minutes of the center of the village and one of the resorts has skiing that lasts year round (Kitzsteinhorn at Kaprun). Generally, the first World Cup Skiing event of the year takes place at this resort. The other lifts remain open most of the year, so access for hiking, viewing and dinning from the top of the gondolas is spectacular. Not having the time for hiking, we took the gondola at each of these resorts for sight seeing rides to the top. We always took the lift in the afternoon when we could enjoy a cold beer and lunch at one of the restaurants on the summit. As with most quaint alpine resorts, there is some great shopping and dinning at each location. Golfing is also very popular in the summer and there are five beautifully manicured courses within a forty minute drive from Zell am See. It must be hard to keep your mind on golf with all the beautiful scenery surrounding those courses. There are also some nice side tours to picturesque places like Kitzbuhel, Salzburg and Berchtesgarden that are within an hours

drive. Unfortunately we only had the time to visit the beautiful walled village of Kitzbuhel.

Porsches Villa is situated on a hill with a beautiful view that overlooks the lake and village. The Villa and surrounding buildings are in immaculate condition with typical Swiss style architecture. The small chapel where Ferdinand, Ferry and their wives are buried is located next to the house. It is all so beautiful with the ultra green pasture, contrasting with the white buildings. There is a sign on the street that lets visitors know that this is the Porsche Villa and that the road is private. Viewing from the main road is still quite good. The Porsche family used the Villa when they weren't working in Germany and also a great amount of time was spent there after the War. Located next to the Villa is the Porschehof Hotel. No longer owned by the family, it still has some nice old photos in the lobby and hallways. The hotel is a family hotel, which would be great if you had children along, but since we didn't, we chose a quieter location. The hotel restaurant is also said to be quite good if you can arrange a reservation. Conveniently in front of these buildings is a Porsche Dealership with a good selection of Porsche merchandise. Robin managed to exercise her American Express card and picked up some shirts and hats that are not available in America. Of course, I didn't complain.

The Porsche Design Center is also located in Zell am See. Before the trip, I arranged a tour of the Center and the manager was quite helpful in setting it up for us. The Design Center has approximately thirty employees, mostly designers and engineers. They design watches, apparel, bikes, appliances and do contract work for many other companies. One of the projects they were currently working on was designing a hood and air scoop for the engine cover of a new Subaru model. As we were leaving, they presented us with a gift; it was a very nice book, showing what the Center has designed over the past thirty years. It was an interesting tour seeing what Porsche Design does and the products they have helped to produce.

The trip to Gmund the following day offered several different routes, but by far the most beautiful is the road over "The Grossglockner Hochalpenstrasse" (High alpine road). The route takes just over two hours to get to Gmund, but sight seeing and picture taking in this beautiful National Park increases the time along the scenic drive. The road winds and switchbacks many times as we pass by the Grossglockner Peak (it is the highest peak in Austria at 12,343 ft.), as well as numerous lakes, meadows and large glaciers. At the highest point on the drive there is a restaurant/gift shop with spectacular views of the mountains and flower laden meadows. We stopped for a few minutes to marvel at the view and enjoyed a quick snack. A very famous Italian food critic once proclaimed that the Apple Strudel served at this summit restaurant is the best in all of Europe. I would have to agree with him! From the crest, the road switchbacks down to the valley on the other side and we follow the road to Gmund. It amazes me that the early 356's and VW's were actually tested on these roads. I'm sure that those test drives must have been pretty exciting to be on.

The village of Gmund was actually built by Monks living in Salzburg during the 12th century, and was used by them as a Retreat. Today it is a beautiful walled village with some quaint shops and an excellent restaurant. We did a little window shopping and then walked



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Tech Quiz Fun: 2013 Parade Q & A

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 about 30 questions in upcoming issues in a very random sequence Also, the source for each Q&A is included.

Answers at the end but hopefully readers will try first before peeking!

1. _____ hydro-pneumatic Opening front quarter windows were retained on the Coupe until 1977.

a. True

b. False

Porsche 911 - Collector's Originality Guide pg 37

 By 1965 almost twice as many 912's were sold than 911's.

a. True

b. False

Excellence was Expected Vol 1 pg. 351

3. The _____ Fuchs aluminum wheel was fitted standard to the 1967911S

a. 5 1/2" x 15"

b. 4 1/2"x 15"

c. 5 1/2" x 14"

d. 6" x 15"

The 911 & 912 Porsche A Restorers Guide to Authenticity pg. 34

4. The 912 was originally known at Zuffenhausen as the 902.

- a. True
- b. False

Excellence was Expected Vol. 1 pg. 350

5. The 1973 Carrera RSR was known to it's buyers as the _____ conversion order.

- a. M454
- b. M5
- c. M491
- d. M707

Excellence was Expected Vol 2 pg. 648

6. What year was the elastic bungee sprung "clamshell" interior door compartment design replaced?

- a. 1965
- b. 1972
- c. 1976
- d. 1974

Porsche 911 - Collector's Originality Guide pg. 67

7. All American market 1974 911's were supplied with an American made air compressor for the inflatable spare.

a. True

b. False

Excellence was Expected Vol 2 pg. 665

8. 1968 911's fitted with Sportomatic had a wider foot pad for the brake pedal.

- a. True
- b. False

Excellence was Expected Vol. 1 pg. 389

9. Thyssen zinc coated steel was introduced for all chassis and bodywork parts in

- a. 1971
- b. 1974
- c. 1976
- d. 1983

Porsche 911 - Collector's Originality Guide pg. 65 10. The 911T engine introduced in 1968 had _____

to reduce its cost.

a. a cast, noncounterbalanced crankshaft

- b. cast iron cylinders
- c. single valve springs
- d. All of the above

Porsche 911 Performance Handbook 3rd Edition pg.79

11. The 1970-1971 911S was the first production model touring Porsche that had 200hp (SAE gross).

- a. True
- b. False

Excellence was Expected Vol 2 pg 545

12. The "4" and "5" in 934 and 935 is indicates the last digit in the year the car was produced (1974 & 1975).

- a. True
- b. False

Excellence was Expected Vol 2 pg. 706

13. If the electrode and insulator are black in appearance on a 1972 911's spark plug that is an indication that the

- a. spark plug gap is to narrow
- b. plug is too hot
- c. Both a and b
- d. fuel mixture is too rich

911T Owners Manual Edition 72 pg. 57

14. Safety bumpers were a feature on the 911 G-Model.

- a. True
- b. False

Porsche Classic pg.17





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Quiz

continued from page 40

15. The grill on the central tunnel (in front of the rear seats) is the air exhaust for the optional gas heater on pre 1973 911's.

- True a.
- b. False

Porsche 911 - Collector's Originality Guide pg. 50

16. The center hole in an original equipment type 1972 and on oil filter (Purolator PC 260) allows oil to enter from the oil tank.

- a. True
- b. False

Up Fixin der Porsche Vol IX pg. 32

Installing small dowel pins on 17. each side of the main bearing webs of an air cooled 911 engine is known as

- dowel -pinning a.
- shuffle-pinning b.
- c. anti-skid
- d. wasting money

Porsche 911 Engines 1965-1989 Wayne Dempsey pg. 93

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18. 2012 marked Hurley Haywood's

- start in the 24 Hours of Daytona.
- 50th a.
- b. 25th
- c. 40th
- d. 10th

Porsche Panorama March 2013 pg. 55

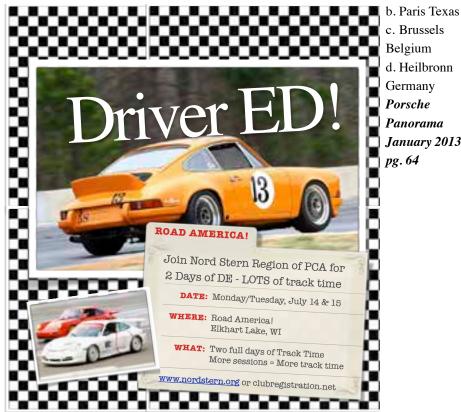
c. Brussels Belgium d. Heilbronn Germany Porsche

Panorama January 2013

pg. 64

In 1961 Porsche began 356 19. roadster production at the D'Ieteren Brothers located in

Paris France a.



The 250,000th Porsche 911 was 20. built in 1987.

- True a.
- b. False

Up Fixin der Porsche Vol VIII pg. 241

The hillclimb-derived 908/3 was 21 built to specifically contest the 1970 Can Am series.

- a. True
- b. False

Porsche Panorama December 2012 pg 26

July Answers

	р	.11
21 [.] P	э	.01
в. 02	g	.6
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16. b	g	5.
ь.čl	q	.4
14. d	g	.ε
13. P	q	.2
в.21	q	.1

Roots

continued from page 36

a block to the Gmund Porsche Museum where Helmut Pfeifhofer and his wife run the Museum. They greeted us at the entrance and provided us with a very nice personal tour of the two story building. They have one of the old wooden bucks that was used to pound out the shapes of the first 356's as well as many old tools used in making the early 356's. The museum always has around twenty five cars on display. Some are from their own collection and some are loaned to them by Porsche AG. The cars that were in the museum when we visited were numerous 356's, 550's, 906's, 962's and many derivatives of the 911. Also, the museum has a chronology of engines starting with the early 356's and progressing to the 911's. We finished the tour by shopping at the museum gift shop, where again Robin helped to keep the Austrian economy humming. The original sawmill that was used by Porsche during the building of their early cars is just up the road. It is nice to see that most of the old buildings are still intact and where Porsche Sports Car production all began.

From Gmund, it is back to Zell am See through some very beautiful mountainous terrain, this time via the Autobahn. As with any good vacation, it all too quickly comes to an end. However, we came away with some absolutely terrific memories and the hopes of coming back again some day. It is all so very lovely. Should you have a chance to visit this area, I highly

recommend taking the time to visit these historic Porsche sites. Auf Wiedersehen!



'Where's The Prez??'

by Dave Anderson

wasn't sure what to expect on a Tuesday evening after work, but my first ad hoc social was a nice getaway from the grind. Greg Lukens walked in while I was at the bar ordering a glass of merlot to go along with my brick oven pizza. He and I had a good time chatting about various topics and were eventually joined by Bob Carlson. The three of us had a wonderful time talking about cars, Nord Stern events, work, revitalization of Wayzata, and block parties. Turned out that Greg and Bob found that they shared a mutual friend living close to Greg. Small world, indeed!

The atmosphere at the Kitchen borders on modern commercial cozy and the food was good. They've got a few kinks to work out with respect to ordering and staffing, but the overall experience was good. Bob has been to the Kitchen a few times since they opened a couple months ago. I won't hesitate to go back again to try some of the other menu items.

All in all not too shabby for a first adventure of "Where is the Prez?" Looking forward to the next outing. Wonder where I'll end up this time . . .?

Zone 10 Meeting

continued from page 16

interested in this National position, have a chat with her to get a feel for what she does for Nord Stern as well as the other Clubs.

As for me, I wasn't quite sure what to expect going into the Des Moines Presidents meeting, but I came out of it with some good suggestions, recommendations and new friends. From the perspective of Nord Stern I'm working on adding some additional social activities for the upcoming months. One thing I'm looking at doing is simply establishing an ad hoc breakfast and invite you to come along. I don't know where or when right now so watch for an email on ClubTalk or a PCA "eBlast" message. If you think you'd like to coordinate a drive, by all means step and volunteer some time and contact either Drives@NordStern.org or myself (President@NordStern.org). You do have an important thing I need you to take the time to do.

Please read through the PCA proposed changes in the bylaws (marked in red in the Notice) and be sure to cast your opinion and vote within 45 days of the upcoming mailing that you'll be receiving sometime in July.





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Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. Browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information and pictures check out their website: http://www.vinointhevalley.com

Event Information

- Date: Saturday August 9th. 2014
- Start Location: Point Douglas Park, Prescott WI.
- End Location: Vino in the Valley.
- **Time:** Arrive by 11 am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60
 Nord Stern club members who register by August 4th. 2014.
- The event will be open to non-Nord Stern club members IF space is available. No registration will be accepted the day of the tour.
- To register please send an email to: rswalker@baldwin-telecom.net

Classifieds

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

1982 911 SC Targa

Black, Black. Only 55m Miles. New Targa top, All numbers match, very well maintained. Formerly owned by Nord Stern Member. Asking \$28,900. Contact Ed Vazquez at 612.720.0760 or at edmn911@aol.com.

2002 Porsche Boxster S

VIN: WPOCB298X2U662501, 3.2L engine/250hp/6-speed Manual. Sport Package (Wind deflector, Cruise Control, AM/FM/ CD). Black (L041) with Savannah Beige (Partial) Leather interior, Black Convertible top, 28,xxx miles. I am the 3rd owner. Second owner was PCA member/instructor out of Chicago. Clean Carfax,



upgrades include muffler to a more aggressive sounding one, Cayman spoiler, painted air intakes silver color to offset the black body, Billet Aluminum spin-on oil filter by LN, Billet aluminum Magnetic

oil drain plug by LN, 160F Low temp Thermostat, H&R Sport Springs, Bra, Aftermarket (Kenwood) stereo with iPod integration, Original radio included. Michelin Sport Pilot Tires (September 2012/5,000 Mi). Maintained recently at Imola. New water pump (2013), torn CV boot replaced and tie-rod ends, Very good to excellent condition, defects I'm aware of: drivers side seat bolster showing some wear, Boxster S logo on trunk missing a bit of the "S", small ripple in convertible top, smudge on carpet behind driver's seat. KBB "Very Good" price is \$18,500, car is borderline excellent - needs nothing. Contact Tom Niccum, 651.269.3600, tniccum@gmail.com for more pictures. \$17,900.

914 Autocross/Vintage race car

Bought from Ed Mayo in 2005 (Tech Q/A writer in Panorama) built late 90's, FTD at the Lake Placid Porsche Parade. The car was tired and needed a lot of work, engine, suspension, paint, wheels and brakes etc. Rebuilt at Auto Edge. I renamed the car the Yellow Jacket after a pearl yellow paint was applied with new fiberglass hood, deck lid, GT flares so we could add 15" x 10" Keizer wheels

(almost 7 lbs lighter than 15 x 8 Fuchs) we added new front and rear suspension, shocks, installed new Boxster brakes up front with 911 SC in the rear. The engine ran a short time, needed work, ordered a 3.0 liter dry sump that



could set lower in the car from Fat Performance, lots of power and torque, it has a hour meter with less than 5 hours on it, dry sump is a 16 qt oil system and has a accusump, the engine has 234 ft lbs of torque at 4000 RPM, cost of the engine and installation was just

over \$24,000. Car is very light and fast, weight is 1608 Lbs wet, Car comes with a 20' v-nose enclosed trailer, it has two side doors, electric inside, a wench and lots of Pit Products installed. I have close to 60K in the car and trailer, due to health change, asking \$10,500 for both car and trailer. Rob Mossinghoff at robmsales@ gmail or call 952 435 1884.

1991 944S2 Cabriolet

Have owned for the past 13 years. White with blue top and blue Porsche script interior. 5 speed manual. Kenwood audio system with large sub woofer. 109,000 well maintained miles (lots of receipts). New tires, less than 1,000 miles. Exterior and interior not 100% perfect, but in great shape for mileage and age of car. Car still turns heads and gets many compliments. Time to move to the Carrera, so the S2 must go. Asking \$10,500. Contact Jeff Bluhm at 612-270-4808 or email at jjbluhm@comcast.net for information and pictures. **1987 944**

Black with black interior, 5 Speed, ABS, 156,000 miles, clean example for its age and miles. Maintained at local shops to meet DE tech inspection annually since 2000, records available, but I have only made it to about one event per year. The only track upgrade was a set of turbo sway bards, the rest is stock. Comes with the original 15" phone dials with Toyo R888's, and a set of 17x7 and 17x9 C2 Turbo replicas with street tires. \$4900. Arden Olson 612-803-5550.

2002 996 Cabriolet

Very well-maintained, Lapis Blue Metallic, Clean CARFAX with 53,700 miles. Stored winters, covered, in heated workshop. Recent service performed at Auto Edge: replaced IMS bearing, clutch and flywheel. It was reported that front and rear brakes have 50% remaining life. Serpentine belt and Michelin Pilot Sport tires were

installed at Saint Paul Porsche. Unique features include: blue seat belts, white gauges and exterior-matching, painted blue center console. The grey interior is cool in the summer while driving with the top



down. This car needs nothing and is a complete joy to drive. Price \$29,000, which includes matching blue hard top. Contact Dale, 651.343.2057 or dalekendra@comcast.net.

1983 911 SC

Red with black leather interior. All original, with all records. Original user manual. 1983 Porsche brochure in plastic jacket. Original tool kit in case with original tire pressure gauge in the leather case. Includes bra, factory floor mats and side mirror covers. Hard top with sunroof. We are not the original owners. 103,210 miles, receipts of \$4,845 for complete tuneup and brakes done last year at Foreign Affairs in St. Louis Park. \$24,900. Contact Joe Pryor, 608.790.2152 or jp.pryor@yahoo.com.

912 Wanted

Gary Greiner, 218-348-1849, email: gtgreiner@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

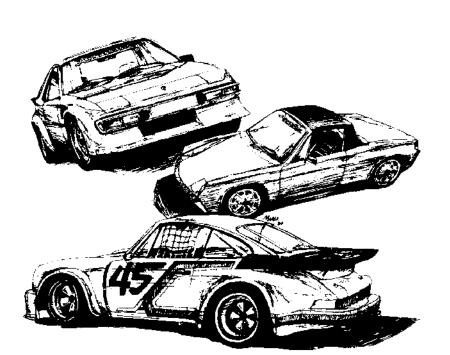
56,100 Miles, unique slate blue exterior with black leather interior All the usual extras: sunroof, 6 speed manual, heated seats, etc Engine rebuilt and clutch installed by Courtney Truck Service at 51,000 miles as the result of IMS failure. New Michelin Pilot Sports installed at 55,000 miles. Stored 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.

For Sale

955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.



Winter Wheel Set from 996 C4

FT 225/45 R17 Blizzaks mounted on Carrera Cup I style 7.5" et 52 wheel; RR 255/40 R17 Blizzaks mounted on Carrera Cup I style 9" et 47 wheel. center caps. Apprx 10,000 miles. \$850 OBO. Can be seen in Chanhassen. Brian 612.916.6055, <u>bkasbohm@c4kaz.com</u>

Porsche Approved Winter Wheel and Tire Package

A boxster is a great winter car! Four Factory 5-spoke wheels with Pirelli Sottozero tires. Size 235/40 R18 NI. Load Rating: 91V. Used for one Season. Can email photos. \$1,000. Contact Paul Zollinger, 651.336.8677, or paulzollinger@me.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.

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 metalic, 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.

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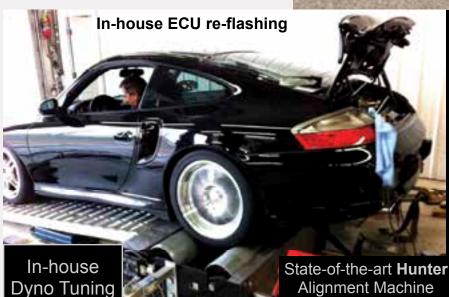


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