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SEPTEMBER 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
Winton Sweum

Notice the sponsorship! The driver was John Graves, the car a Carrera RSR. They finished this SCCA 7-Up Trans-Am race at BIR in 3rd place on 15 August 1976. The original was Kodachrome 64 film, the lens was a 500mm. Great scan!



Departments

- 4 2014-15 Nord Stern Officers and Committee Chairs
- 5 The Prez Sez . . .
- 6 Welkommen . . .
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 16 Letters to the Editor
- 22 Advertiser's Apex . . .
- 34 Book Reviews for Porschephiles . . . The Very Special 1969 Porsche 912 & Building Your Own Highway Cruiser?
- 43 September Column: Hey, It's a Business . . .
- 45 Classifieds

Features

- 7 Out and About at 2014 Club Race Weekend in Brainerd
- 8 All Porsche Show - more photos in October!
- 11 Welcome New Advertiser! Creative Color
- 12 Vino in the Valley 2014: Pictures paint a 1,000 Words!
- 15 Vino in the Valley 2014: Pictures paint a 1,000 Words!
- 17 Don't you just love license plates?!
- 18 Show of Shows: '14 The All Porsche Show
- 19 Out and About with Nord Sterners!
- 27 Early Porsche Parades
- 29 Club Race Memories
- 30 It's Route 66 . . . Part Two: Sometimes Preparation is not enough
- 33 Up Close and Personal with Russ Hagen's RS60
- 40 Tech Quiz Fun: 2013 Parade Q & A
- 42 Higher MPG's . . .

Upcoming Events

- 8 2014-15 Calendar . . . Get Around with Nord Stern
- 11 PCA Zone 10 Calendar 2014
- 20 Twin Cities & Area Events/Autocross Calendar 2014
- 36 Annual Oktoberfest - September 13

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/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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18918 Dorenkemper Place
Eden Prairie, MN 55347
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Reminder, Annual Dues are:
\$30 per year (to defray monthly newsletter costs!)

Nord Stern membership Options:
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for your expiration date**

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

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The Prez Sez . . .

by Dave Anderson

As I was last month, I'm at least a week late in getting to this month's column. This time, though, I think I've got some valid excuses.

I did manage to attend my 40th class reunion where I rekindled some old friendships, share some nostalgic memories and music of the early 70's, and impress the football and basketball jocks with some lucky shooting on the trap range. What I really marveled at is that no matter wherever I drive my Porsche it always seems to draw some attention.

In addition to my class reunion, I've had the 968 at a number of outings recently. My monthly 'Where's the Prez' destination drive typically has folks perusing the cars while we enjoy breakfast or lunch. At the recent River Falls Cruz-In it took less than 10 minutes for a small crowd to gather outside the Dish and the Spoon café. I was at the "tail of the dragon" for the Vino in the Valley tour where I found folks standing along the roadside with smiles on their faces as the train of 33 Porsches wound through the small towns of western Wisconsin. We

even managed to get a few bikers to gawk at our collection of Porsches at the recent Keys Porsches & Pancakes breakfast. There will be future 'Where's the Prez' and 'Porsche & Pancakes' before we put away the cars. Stay tuned.

The Club's busy summer is coming to a close with a few more events on the calendar. By the time you get this month's magazine many of us will have been down to Rochester for the Labor Day outing. Depending on publication timing the upcoming event is the Last Fling Driver Training and Driver Education. A couple of weeks later is the (famous and always well-attended says regular attendee Editor Christie) Fall Color Tour which I haven't done since I first joined Nord Stern. I'm looking forward to making the trip to the North Shore with a group of Porsches!

I'll be picking up the 2014 Nord Stern business meetings starting in October. While all members are welcome to attend, I'm going to tie in the 2014 survey responses and extend a personal presidential invitation to you to make a point to stop in and share some

of your thoughts and experiences for 2014. I've tried to step up the communications to both the membership as well as regional PCA members and, with some help I've made an attempt to add some social activities due to what we've learned from the survey. Even if you can't attend a business meeting it would be nice to hear from you. Make a point of catching me at an event or drop me a line at President@NordStern.org. If you'd rather, feel free to reach out to V.P. Mike Sabers (vicepresident@nordstern.org).

Progress is being made in the planning for **Escape 2015** which Nord Stern is playing host. I'm writing this column prior to making a trip to Rapid City for the Dakota Region's annual Run for the Hills. I understand this year's drives are being used as a test to shake out some details and lessons to be learned for next year's National event. I'll try to get a post-event report to share with you in the upcoming newsletters.

If there is anything you think needs to be addressed within the Club that I should be looking into as my term of President winds down, by all means please get in touch.

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Alpine Transport	43
Anderson Motorsport Inc	29
Autopia	10
Auto Edge	BC
Auto Vault	17
Betterliving Patio & Sunrooms by Portico	39
Bill Wolfson, Commercial Real Estate	42
Bravo	21
Bursch Travel	32
Car Biz Cards: Diamond Interiors, Diversified Cryogenics, Higgins Insurance, KW Commercial, Doug Arndt, Lakes Sotheby's - Tom McGlynn, Trackside Tire, Performance Auto, RaceSuitRental, Schmit Towing	9
Creative Color	11
Collision Center, Inc.	29
Courtney Truck Service	37
Dent Kraft PDR	23
Dent Werks PDR/Midwest ClearBra	38
eglass	8
Further Performance	19
Imola Motorsports	IFC
Merrill Lynch, Peter Vickery	35
Nurburgring, Inc., Rick Moe	35
Porsche of Minneapolis	23
Porsche of St. Paul	23
Racing Products MN	29
Raymond Autobody	17
Sterling Enterprises, John Biesecker	19
Structured Network Solutions, Lon Tusler	20



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 Nord Stern Members

We hope to see you at upcoming events!



Robert Grommesh

2006 911 Coupe

Steve Jensen

Walton Mahlum

2008 Cayman S

Gregory Leitza

1999 911 Coupe

Tom McNeill

2004 Boxster

Patrick Miller

2002 911 Targa

John Schellhorn

2008 C4S

Steve Weisbrod

2012 911S cab

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 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 upcoming events and activities. See Nord Stern's website for directions on how to subscribe and or how to unsubscribe..

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.

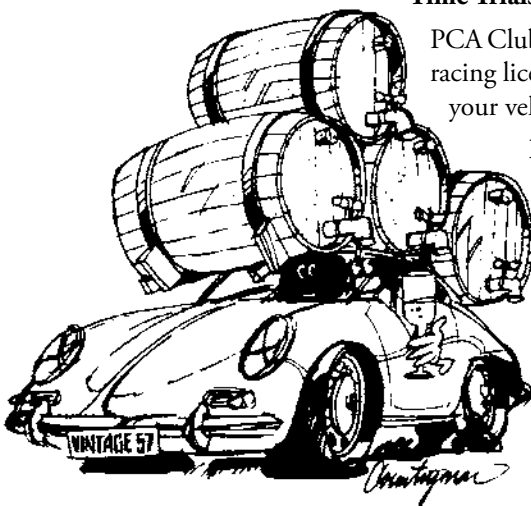
Time Trials: On course timed lap with controlled starts and exiting.

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 . . .

by Christie Boeder

It was a really BAD month for me as an 'editor' I have to confess. Not one, but two, major typos misidentifying bylines for two of last month's articles. I credit Rick Moe as one of the authors. Rick, you didn't know you were so prolific, did you?! Since I use elements from the prior month as I build out the current month, if I'm not paying attention or am hurried I will neglect to delete old type and replace with the correct info. Which is what happened to both of these stories. The first was the wonderful tale of driving at the storied Goodwood Festival of Speed. That was, of course, our own Dave Roberts who got me on an email wondering who 'this Rick Moe' was driving at Goodwood. I confess I had no idea WHAT he was referencing. And it wasn't until someone else pointed out the incorrect byline that I got that jab. Good thing Dave is

a great guy and took no offense. Of course my counter would be the adage 'you get what you pay for' which in this instance as a volunteer, it's a big fat nada!

The other story I neglected to replace the byline of our former Zone 10 Rep, Doug Pierce! Boy, was that off....and this was the reprint of the 'letter to the editor' by Robin Boone that may in all likelihood indicate the beginnings of our very excellent Driver Training program. I can't imagine this club NOT having a DT offering but it's very true that the high speed track events definitely evolved over time, opportunity and general interest of members. Definitely a signature program for Nord Stern!

Lots of photos and some event follow up here and next month I will have more. Since we are heading into the 'slower' driving months in our region, I'm holding

on to some nifty photo spreads to feature a bit later in the year. Which is NOT to say that there's nothing coming up in the next month as there sure is with Fall Color Tour, Last Fling, the return of business meetings and undoubtedly a 'Where's the Prez' and 'Pancakes and Porsches' popping up. And if anyone has taken some photos from those event pop-ups, do send them on over. Nothing like a photograph to showcase the fun and goofy things we like to do in Nord Stern!

Also, this will be a bit tardy arriving in your mailboxes as we have a wedding in the family and the newsletter has taken back seat. What can I say, a daughter's wedding comes first!

Hope to see you at the next event!



Out and About at 2014 Club Race Weekend in Brainerd

photo by Ron Faust

Left, Mike Jekot, one of our very talented Nord Stern artists brought up and displayed several of his recent pieces of automotive art. Stunning work; the object on the easel is actually a 356 hood!

2014-15 Calendar . . . Get Around with Nord Stern



SEPTEMBER

2014

- 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!
- 12 Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net
- 13-14 Last Fling Driver Education**
Eventmaster: Chuck Porter
Register online at: clubregistration.net
- 13 German Carfest/Octoberfest**
Details: See ad page 36
- 26-28 Annual North Shore Fall Color Tour**
Eventmaster: John Dixon, eyerack@tcq.net
or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

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September 18, October 16, November 20, December 18



OCTOBER

2014

- 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!



All Porsche Show - more photos in October!

photo by Phil Saari

NOVEMBER

2014

- 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

2014

- 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!

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PCA Zone 10 Calendar 2014

DATE	EVENT	HOSTING REGION
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

Vino in the Valley 2014: Pictures paint a 1,000 Words!

photos by Lisa Schneegans





Above, members are definitely having a great time at this year's Vino in the Valley Drive!

Below, Eventmasters Randy and Sherri Walker





Cars, cars and more cars; beautiful drive enjoyed by the sold-out annual Vino in the Valley outing

Right: Jayne Mueller, Mike and Marsha Drake, Rudy Mueller





Vino in the Valley 2014:
Pictures paint a 1,000 Words!

photos by Lisa Schneegans

Letters to the Editor

Courtesy ClubTalk Listserv

Advertiser Kudos!

Broken cayenne fender - I live in Bloomington. I know **Raymond** is good so I could just go there but it is "all the way" in St. Paul. Who do we like in Bloomington / Minneapolis / golden valley? I will drive if necessary to get the best service and results though. Thanks.

– Nathan Reader

I drive there from Dayton. Worth every mile!

– Todd F Smith

I tried **Auto Vault** for my parking on the last trip to China. It worked very well. Called and set a time to arrive, arrived and advised when I would return. Was driven over in in the Tesla. Got and text when the plane landed and I sent arrival notice and pick-up spot message. Tesla arrived 5 minutes after I got my bags. I picked up a clean car and was on my jet lagged way in 20 minutes. I would recommend this service to anyone.

– Slum Dog aka Steve Meydell

What's the cost? For Nord Stern members it is \$13.50 per day for inside storage and \$9.00 for outside. Includes a private car to and from the airport, hand wash and vacuum and truffles and hot towel service upon your return.

– Thanks, Mischa Remond

Vino in the Valley

First off, a big thank you to the Walkers for once again having put together a most enjoyable day for all of us.

Here is a link to the Vino in the Valley

pictures Lisa took. (see pages in newsletter!) Feel free to download what you like.

The lighting was not as nice as in previous years, but still, there are a couple of good shots here. (editor's note: there were a lot of very nice photos! I think the fun of this annual event is quite evident from the turnout and the smiles on many a face).

– Klaus Schneegans

Thanks, Klaus, for the great pics - good memories. And of course, thanks Randy for extra special routing this time. Our best road rally of the year!

– Terry Saxton

Just wanted to thank Randy and Shari Walker and all that help make Vino in the Valley a wonderful event. A large contingent of I believe 33 Porsches took the roads of Western Wisconsin in some spirited driving with short stops at Lake Pepin, Eau Galle Cheese, and our final destination Vino in the Valley for a wonderful Italian dinner. Good driving, wonderful company, and a beautiful day made for a great time.

Thanks Everyone, Greg Stanich

2014 BIR Club Race

I had a wonderful weekend at BIR with the Loonacy Club Race & DE. I continue to be amazed and delighted to be affiliated with the members of Nord Stern Region and all the folks who came in from around the country to make the event what it was. The time, talent, and energy of all the people who volunteered was amazing yet again. They are too many to call out individually and the last thing they look for is to be hoisted on the pedestals they deserve. All of us who enjoyed the event did so because they made it possible. For

my part, I did my best to stay out of their way and let them do expertly what they do.

Thank you all,

Event Chair Doug Anderson

Doug, Sincere Thanks to You!!

– Mark Dekutoski

Thanks, Doug for running a great Club Event. And thanks to the volunteers who helped grid and work the hot pits during the Enduro. We had a great crew and it made my job easy. And thanks to the drivers for being so cooperative and for getting to the grid in a timely manner. That makes our job of putting you in the right slot a lot easier. I know it isn't any fun sitting in a hot car on a hot day, but we really appreciate everyone being in place on time.

– Dale Trippler, Grid and Hot Pits

Doug and all, I had numerous out of town racers tell me that this was a wonderful race. A fun track, great people, well organized, good food, etc!

– Bruce Boeder

Doug, It was you, your volunteers, corner workers and incredible Kim F. that made it a spectacular weekend for all. I heard that the Texas group plan on coming back with friends. A big thanks to everyone that worked on this weekend from the racers at Purespeed

– Mark Steingas

Awesome job, Doug and all the volunteers. Great event. Well run. Great people and great racing. Can't miss this event.

– Chip Smith





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Don't you just love
 license plates?!

submitted by Dave Anderson

Above, Ed Vazquez was at the 'Porsches and Pancakes' gathering in August and had this Nord Stern license plate on his car. Got a plate that's fun or interesting? Send your editor a pic to share!

Show of Shows: '14 The All Porsche Show

Courtesy Dave Anderson, photos by Phil Saari

I've got a special message to pass on from Phil Saari and Keith Jones about the 2014 All Porsche Show held the last Sunday in June. The weather held off for the day and we couldn't have asked for anything better. By all accounts, everybody enjoyed the time walking through the biggest collection of shiny street Porsches I've seen in one place! I can't close this message any better than Keith does so I'll take this opportunity to thank both Phil and Keith for their hard work coordinating this event and all the volunteers willing to assist; some of which didn't get a chance to walk through the park and take it all in.

From the Prez ... thank you all!

– Dave Anderson

Phil Says: The recent All Porsche Show was the biggest yet in all respects. Not only was \$3,300 raised for Courage Center which was the most ever for this event, there were 180 Porsches and an estimated 400 people in attendance. It was a premier event for Nord Stern and the City of Roseville.

The volunteers made it the event is was and namely: **Hal Voges, Jim Bahner, Dave Kaus, Greg Lukins, Mark Swanson, Eric Erickson, Phil Hancock, Klaus Schneegans, Lee Warner, Dave Sorenson, Tom Moen, Mark Kogler, Rich Iwen, Doug Dye, Jack and Nancy Sousa, Mark Reimler, Gary Chisholm, Jim Holton, John Rebane, Brent Poppenhagen and Kari Berg.**



Keith Jones, whom organized registration and Courage Center donations, **Dale Trippler**, whom managed the Concours and his crew (I don't have their names - sorry!), and **David Anderson**, Nord Stern President were the back bones. Talented and committed people, I sincerely thank them all.

I have held a variety of responsibilities with the the All Porsche Show and formerly known as the Concours. It is time I step down and let other creative people step up to the plate. It is a premier event for Nord Stern that can grow



even more from this point. It has been a pleasure for me to see the growing interest and enthusiasm!

– Eventchair Phil Saari

Keith Says: I want to thank the following volunteers who helped do car check -in at the All Porsche Show Sunday. Hal Voges, Jim Bahner, Dave Kaus, Greg Lukins, Mark Swanson, Eric Erickson, Phil Hancock, Klaus Schneegans, Lee Warner, Dave Sorenson, our esteemed president David Anderson, and our exalted Zone 10 rep Kim Fritze.

I also want to thank Phil Saari and his fantastic crew for putting on such a great



event.

Most importantly, I want to thank all of the club members who showed their cars and graciously donated to our club's charity. Because of all of you we were able to give Courage Kenny \$3,257 this weekend! That number is 68% above our average All Porsche Show charity haul.

It just shows again Nord Stern.. it's not the cars, it's the people!

– Keith Jones



Out and About with Nord Sterners!


submitted by Bob Carlson

Bill Wolfson of Bill Wolfson Commercial Real Estate at Coldwell Banker Burnet-Wayzata received the drawing prize (a Porsche Classic air-gauge) from Nord Stern advertiser and Roseville Porsche show exhibitor, Bob Carlson of MplsDesign.com.

Of the 32 other entries, Bill's name was drawn, and a visit was paid to Bob's brand design office also in Wayzata. Congratulations to Bill!




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DATE	EVENT	SPONSOR	LOCATION
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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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

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

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DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

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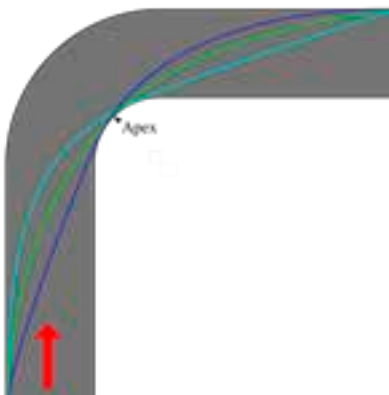
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7. My favorite Nord Stern event is ...?

The annual Fall Color Tour and any other driving event that includes restaurant stops.

8. My favorite PCA event is ...?

The DE event in Elkhart Lake. Wow...what a place to see what your car can do! It's also so easy to get distracted by the beauty that surrounds the track.

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

During the past five years, I have purchased more Porsches than anyone nationwide. I have also owned over 250 cars in my lifetime. Obviously I have a problem.

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

Hanging out with my wonderful wife and three daughters, or finding some peace on my road bike in the hills of River Falls and Hudson.





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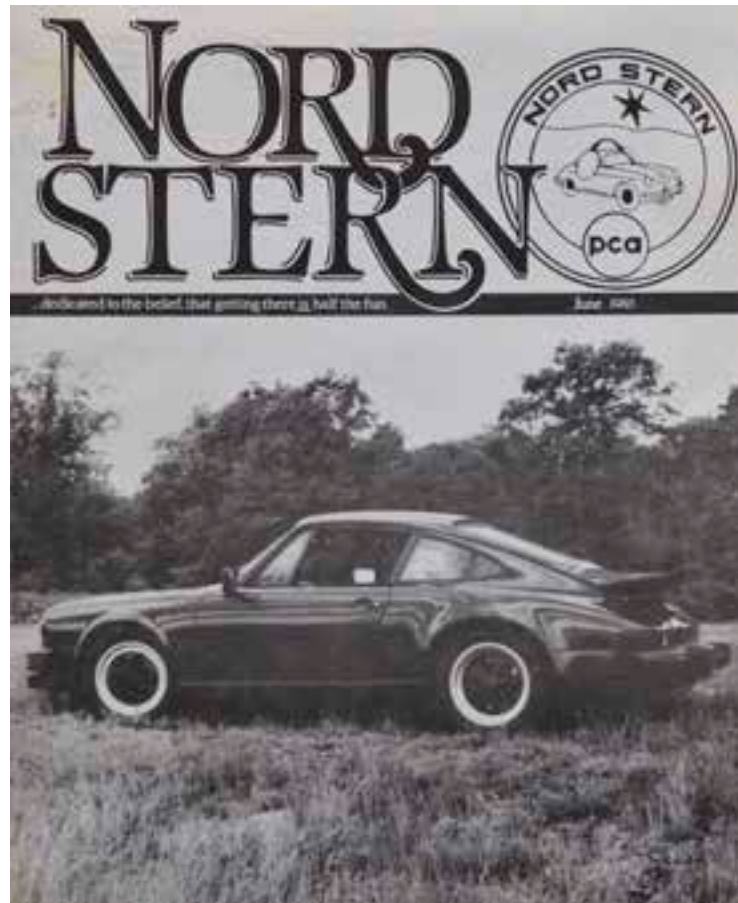


June 1985

This stack of Thomas Longfellow 1985 issues was on top of my pile and the June issue caught my eye. The cover is a photo of **Roger Johnson's** 911SC shot by **Chris Weber**. Red or blue, Roger? A recent slurry of Club Talk notes linked to an internet review of somebody's list of the most beautiful Porsche spoilers ever created. This whale tail made the list. It's my favorite of course. The flat spoiler appeared first on the 1976 and 1977 Turbo, but a few were put on the 400 Weissach Coupes built in 1980. The old 911's with their primitive suspensions became more stable than 911's without the option, even at only highway speeds. The issue's photography is also innovative. Decades before Photoshop and iPhone, Editor's Dave and Susana Weber made panoramic shots by splicing photos together, then artfully added handwritten notes to identify the people.

– Ron Faust

- Upcoming events included three autocrosses in addition to those at BIR. There was one at the State Fair Grounds, and a 3M Sports Car Club "Pan-O-Prog" autocross on a half mile road course that looped the Lakeville Industrial Park. A third autocross was scheduled at the St. Cloud Highway Traffic Safety Center. Low speed autocrosses sponsored by Nord Stern were timed events. Points were awarded which were calculated into the year-end Nord Stern results.
- **Corey Johnson** offered an article on concouring with Nord Stern. Nord



June 1985 Cover: Roger Johnson's 911, with whale tail

Stern always ran it's concours based on "car preparation and maintenance or the restoration of the car as it was originally manufactured". If you had something in the glove compartment that didn't come from the Factory, you lost points. This was modeled after the PCA national concour, an important part of each year's annual Parade. Other clubs like the 356 Registry put on much less formal shows where many cars are shown with vintage picnic settings and other paraphernalia of the period. People's Choice judging was the only competition used instead at the North Shore Holiday in Duluth a few years

ago. Detailing the car for Afton was fun for those of us that played that game; the rest of the year we only had to wash the car to keep it looking great.

- The June Autocross and Driver's School was called the "48 Heures du BIR". It attracted 20 new drivers to Nord Stern. The photography and formatting in the newsletter were fabulous.

- **Roger Johnson** was a racing junkie even back in 1985.

He updated readers on the professional racing scene in his "Race Ramblings" column. Porsche 962's had already won 6 of 7 IMSA events. Three were won by the Lowenbrau 962 of Al Holbert, the third 962 built. Top speed of the car was 220; twin calipers were mounted on each rotor. One 962 was clocked at 191 at Road Atlanta.

- **Bill Caldwell** wrote an article on bras. These were said to be used on the 30 mile test drives Porsche was said to do on each new car when it left the Factory. Many of us drove with them in this country to prevent stone chips, but the bras had to come off when they

The Scans Continue

got wet or they could damage the paint while drying. Bill didn't mention that it always rained when you put your bra on and you then had to put this wet, gritty

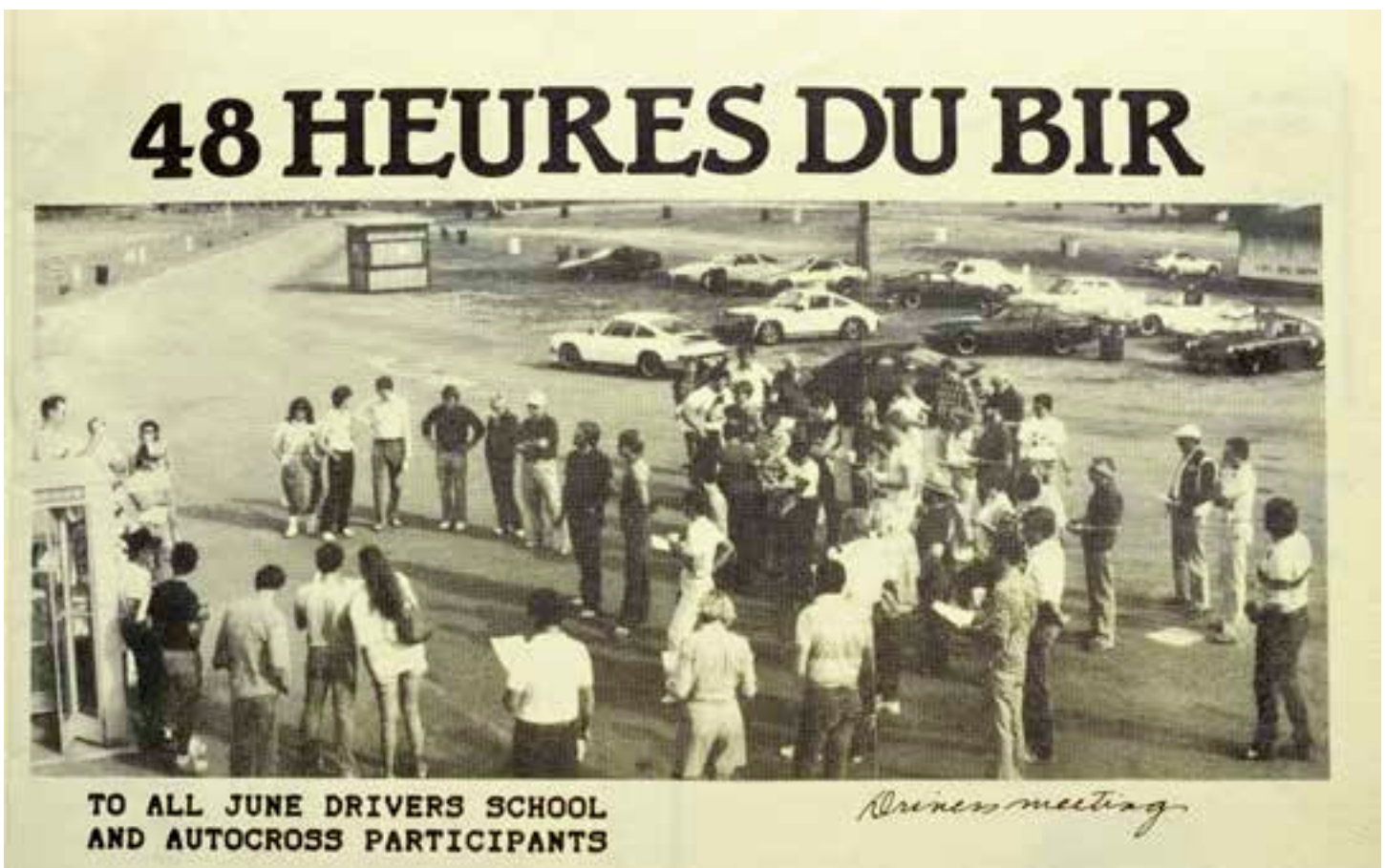
thing in your trunk, take it home, wash it and hang out to dry.

- The Marketplace fills two pages. Of note are a rusting 1960 356 B for \$4500 and a 912 coupe for \$6,500. Rick Moe

had two 911's, a 912, and a 914/6 to sell. Hank Godfredson was selling a 1963 B coupe. A rusted VW Beetle winterbeater was also for sale for \$400; it was said to start and run well even though it did not have a muffler.



Above: Panoramic Drivers' Training Shoot



Above: BIR Drivers' Meeting, 1985

The Scans Continue

Right: BIR Mass Transit

Below Right: Bill Groschen

Below: June 1985 at Brainerd International Raceway



Chris Weber getting his camera set up for the photo contest

inside: Hank and Bill help out with the Bodden Quater brake pads.

Teresa Vickens leading through track #7.



Right: John Belgarde: He Was Fast!



Early Porsche Parades

by Ginny Case, San Diego Region (from *The Windblown Witness*)

Editor's Note: Since we just published in our August issue a report from the 2014 Porsche Parade in Monterey, here's an older article from one of the original PCA members, the late Ginny Case, about the EARLY Parades. I am sure the programs have evolved mightily!

It's Parade time again. This brings to mind the First Porsche Parade held in Gaithersburg, Maryland in July, 1956 at the Motel Washingtonian. It was a four day event and the room rent was \$12.00 a day.

We were excited to attend the First Parade and to meet Bill Sholar who started it all, and to talk with other Porsche enthusiasts. The event consisted of a gymkana, rally, and a written test of technical



Jack and Ginny Case (photo by Skip Carter)

questions. There were 71 cars registered. We also had one Victory Banquet with the awarding of trophies. The attending Porsche factory representatives were Herbert Dramm and Wolfgang Reitzel. Karl Grassow came from Max Hoffman in New York City, Importer of Porsche cars. The Factory Representatives had a limited command of the English language as this was their first time in America. It was amazing how well we all communicated. When questions would come up about fixing our Porsches or "souping them up" they understood them well enough. Herb Dramm answered one of these questions with: "That's none of your domm business." Everyone roared laughing at that.

As the days progressed however, he mellowed some and was looking in his little black book and saying, "Yah, you can do that." The Porsche Factory was not enthused

about having us work on our cars. Another of Herb's "Drammisms" occurred when a number of Porsche novices wondered what would happen if they ran their engines beyond the red line. That question was asked him over a midnight "bull" session... Dramm, whose rapidly expanding command of the English language was something of a wonderment to everyone, including himself, observed: "Take off duh hut and put it auf dem tailpipe." We bit... and asked "why?" "To catch der vah-l- vuzz as they come oot!" They were wonderful and worked very hard.

A nice "bonus" was having them check everyone's car and finished with a test drive to show up any defects! We did have several technical sessions on maintenance, ignition, clutch, carburation,

valve train, transmission, steering and finally, driving our cars.

One of the reasons the club was formed was to be able to collectively have a voice to the Porsche Factory requesting parts and better service. In those days a good Porsche mechanic was hard to find. You had to do some work on your cars. By the time the third Parade was held, there were Factory Representatives giving talks on: "How to Drive der Porsche" and "How to Fix der Porsche."

The First Parade naturally spent time in organization. I was amused to read again from the Panorama

issue following the Parade regarding Family Memberships... and I quote: "The Family Membership is to give the wives of PCAers an official status in the club and the dignity of "belonging" inasmuch as they are called upon to work on rallies, committees, gymkana, and social activities." How times have changed! We recently had an excellent, enthusiastic female President and continue to have a female National Editor who manages to turn out exciting and informative issues every month.

We didn't have a Concours d'Elegance until the second Parade in 1957, held at the same Washingtonian. There were 117 Porsches registered from 18 states. Jack was elected Executive Vice President. His job transferred him to California, so his task then was to help the Western Regions organize. We also flagged down every Porsche we saw to give them a PCA application form. We then met Paul Madigan, the founder of the San Diego PCA Region.

Jack was also associate editor for Panorama. This was great for us as Press Passes got us into the pits at the races and on the corners of Laguna Seca.

It is hard for us sometimes, to adjust to the fact that the club has gotten so large and the Parades sometimes cumbersome. We look back to those simpler times when we really did have a Parade through the

Continued on page 28



First Parade trophies.

streets and everyone just enjoyed driving their Porsches. The fun was immeasurable!

Ed: Jack and Ginny Case are charter members of PCA. The license plate of their Boxster is "PCA IN55"



Bill Sholar's International Porsche Club badges



The cars were lined up to form a "P" for Porsche Parade (photo by Ginny Case)



This was one of the first Carrera GT Speedsters in the gymkhana (photo by Jack Case)

From August, 1956 Porsche Panorama

FIRST ANNUAL PORSCHE PARADE RALLYE

The First Annual Porsche Parade Rallye turned out to be a gala...the kind to gladden the hearts of Porsche dealers and service garages.

Due to the tight time schedule of the Parade it was decided to compensate for the short rallye course by making it a rugged one in order to do justice to the handsome First Place trophy donated by Hoffman as well as to the other awards. It was...and did.

The course ran for 125 miles (a shade more for some contestants) thru the hills of Central Maryland, with National Pike 260 as an axis. All cars and contestants arrived at the finish line looking as if they had driven thru a flour mill. Few Paraders had the courage to examine their Porsche's belly pans after the constant din of boulders, stones, rocks, rabbits, fishes, turtles and whatnot throughout most of the Rallye.

The Porsche Parade Rallye Champions for 1956 are John and Virginia Case of Levittown, Pa. John and Ginny, a smooth functioning team, ran a remarkably steady rallye thru all checkpoints, including secret ones, for the low score of the day.

The first ten cars in the rallye finished as follows:

Position	Driver	Navigator
1st	John Case	Virginia Case
2nd	Nick Sakiotis	Gusbie Penn
3rd	Max Dunsell	Herb McGough
3rd Tie	John Christian	Ray Pitts
4th	Norman Willard	Harvey David
5th	Bob McCarthy	Rudy Balch
6th	Don Wester	Karl Kirschbaum
7th	Willard Van Nest	Donna Van Nest
8th	Peggy Lusk	Elizabeth Mann
9th	Allan Fine	Tom Donaldson

The Porsches proved themselves on the rallye. Herb McGough, who came to the Parade as Max Dunsell's navigator, after seeing how the Porsches handled and survived the beating of the rough course, decided "That's for me." Herb is now arranging to take delivery on a 1600 Convertible next Spring. Join PCA and will be at the next Parade with bells on.

PORSCHE MEMORIAL TROPHY

The Porsche Memorial Trophy, donated by the Porsche Factory in memory of the late Dr. Ferdinand Porsche as a perpetual award to the Overall Winner of the Parade, was won by John and Ginny Case of Levittown, Pa. John and Ginny accumulated the best score overall on the Rallye, Gymkhana and written test for Drivers to take home the "loot" for this year.



Herbert Dramm showing us the new Carrera engine. Karl Grassow in background.



Wolfgang Rietzel "Up-fixing der Porsche".



Although it's not mentioned in this article, Jack and Ginny Case are charter members of the Porsche Club of America. When the San Diego Region was created, Jack, then living in Pennsylvania, flew out here and presented the charter to Paul Madigan, founder. This photo is from Jack and Ginny's Boxster. (photo by Steve Grosekemper)



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Club Race Memories

by Ron Faust

Don't have very many 2014 club race photos but this one is fun. Enduro Group 'gets the black flag' but lines up in the hot pits to be ready to get back on track!



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It's Route 66 . . . Part Two: Sometimes Preparation is not enough

Text and photos by Pam and Steve Flaten

Editor's Note: When the Flaten's mentioned their idea of driving the Route 66 of old, I of course immediately said, oh, how I'd love an article about your trip! And Steve didn't immediately look at me funny, nor say no. So I am so pleased to publish Part One of their 'adventure' And yes, it was an adventure. Thank you, Steve and Pam for sharing what I am guessing is something many of us would like to do at some point.

S o m e t i m e s Preparation is not enough

Well, even with that preparation we had a few unexpected problems. First, heading out of Albuquerque NM we were about 52 miles west of town when a terrible noise came from the rear end. We had a flat. Pulled over on the shoulder and found the right rear

down. Tried hooking up the air compressor and found it would hold no air pressure. Concluded I needed to use the inflatable spare, and pulled off the flat and found the entire interior edge of the tire was worn down to the steel cords and sidewall torn-unrepairable. Since we were 50 miles from nowhere we had a problem. We started calling the Albuquerque Porsche dealer and Discount Tire to try and find a replacement. We only heard 3-5 working days to get a tire. This could be a problem, since this was a Friday. We limped back on the 75 mph freeway at 50 mph with the tiny donut tire.

Got to Discount Tire that was the closest to us and found they could dig up a slightly different size tire that would fit the 11 1/2" rims. They also found that the opposite side tire was also down to the cords. Something was obviously not right with the alignment. We got hold of the local Porsche dealer (great people to help us out



on a moment's notice) and they were great at working us in to the schedule and getting the alignment corrected, and for the third time we crossed the same stretch of roads back out of town and to Winslow AZ. All seemed good.

The next morning we headed off to the Meteor Crater about 20 miles west of Winslow. As I pulled off the highway to our turn, the engine RPM stayed up at 3000 rpm-a bit off. Crossed the highway and over a cattle grate-suddenly the rpm returned to normal, but at the exact same time the PSM and ABS warning lights came on. What the---! The engine also seemed to have an odd falter. Shut off and restart, but did not clear the issue. I was not as concerned about the ABS lights as we still had good brakes, BUT, as we headed to our next destination the Check Engine light came on and all stayed on, plus we had a bit of a different accelerator feel. We drove to Flagstaff which was about another 50 miles, and I hoped I could find someone that could help diagnose the problem, but we have already figured finding parts and service for a Porsche in the middle of nowhere would not be easy.

Pam started searching the internet on the phone looking for service in Flagstaff just before noon on a Saturday-making finding



service even tougher. We pulled into town and ran across an Auto Zone store and inquired if they knew of anyone in town to help, they did not, but, they grabbed an engine code analyzer and pulled off the codes, which we found related to the accelerator pedal potentiometer. They gave us a couple service shops and luckily one of them had an emergency phone number. The owner was very helpful and helped us figure out that we could probably continue our drive. At the same time we called around and found that a Riverside, CA Porsche service person was still answering the phone, and advised us it was OK to drive as long as the light did not flash, or the car vibrate etc. As we left town, all the trouble lights went out, but still a feeling of falter in the throttle. Set the cruise control at 75 and went down the road. Decided to pass on staying in Needles CA to drive to Barstow to be closer to Porsche service and parts (and our selection of that hotel-as we drove by-was not a good selection and best passed). The car even got 28.3 mpg on the drive, so it was not wasting fuel. Eventually made it all the way to LA and arranged our hotel and tourist events to get the car in for repairs first thing Monday morning. The parts had to be overnighted from Atlanta-twice. The first time it came as the pedal, and not the sensor. The folks at Rusnak Porsche in Pasadena were great and got us back on the road in a few days while we toured in our rented car.

All of these problems could have spoiled the vacation, but we choose to look at it as if

this was just a challenge and part of the experience. We worked the problem rather than letting the problem overcome us. The other thing to keep in mind is that this was a specialty car and with that comes certain limitations. Learn how to deal with it. Porsche parts are not like looking for stuff for a Chevy. Which brings up the point- Would you want to drive Route 66 in a Chevy? Yuk!

Impressions on the route

Although the economy is supposed to be on a recovery, you could not prove I ton our route. Major landmarks like the Rocket Man Café were closed. Many places that looked like they recently remodeled and put up new billboards and advertising were closed. Tucumcari, New Mexico is one of those old towns that have all the neon Motel signs lining the road, but the majority were closed. Very sad.

The people along the road were great! One of the first was Henry at Henry's Rabbit Ranch in Illinois. An old service station

turned tourist stop. Even had his own "Cadillac Ranch" copy using VW Rabbits buried nose first. He pointed us to a guy in Missouri that built a duplicate of an old gas station. That guy was a character as well. He handed out free bottles of Route 66 Root Beer to toast then end of the drive



in LA. Loved taking pictures and getting signatures of everyone that stopped.

We did bypass a section of the old route going through St. Louis and part of LA. Much had been changed and did not follow any of the three old routes. We did find it would have taken many hours of stop and go driving for little history or scenery.

Through the southwest, in NM, AZ, NV and CA the old route is actually the frontage road to the freeway. These frontage roads were full of large cracks and bumps. We found taking the freeway helped cut down time and did not miss anything on the way.

A "not to miss" scene is the "standing on the corner in Winslow Arizona" of the Eagles song fame. It is like a diorama of the entire song, including a flat bed Ford being parked by the curb. Tourist stuff on each corner, and a giant logo in the road. We met 4 couples that were driving their old Chevy, a Chevelle, Ford Sunliner and Road Runner around to different sites and then back to California. They were having a great time. Along the road we talked to so many great people, all looking to enjoy the route. We never got a chance to talk to one guy, but every day we saw him on the drive from St. Louis to LA. It was a guy traveling in his own on a bright yellow three wheel motorcycle. I think the plate read MR LUCKY.

The route Home

We took the freeway home. Passing through



Route 66

continued from page 31

Nevada, Utah, Colorado, Nebraska, and Iowa. The mountains were great. We stayed overnight in Moab, Utah. Arches National Park is there and worth a day to see. Start early as the parking fills up quickly at some sites. There are also ATV's to rent; zip lines, great dining and other active events. Moab is the center of a number of National Parks for day tours. We plan to go back.

The drive back through the mountains through Aspen still had snow on the ski hills when we went through. Great drives along the river and valleys.

The travel through Nebraska and Iowa was uneventful and a bit Ho-Hum compared to what we had seen.

The total route was about 6000 miles. It was relaxing, interesting and educational. Definitely worth doing. The official planners suggest allowing two weeks for the drive to the west coast. We thought that was too long, but came to the realization to give time to all the locations and some side routes, two weeks would be about right.

Feel free to talk with one of us if you have any questions on doing your own trip.





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Up Close and Personal with Russ Hagen's RS60

by Ron Faust

Below Center: Ludvig Heimrath, This is from Rick Moe's loose leaf binder documenting the R60's history. Didn't catch the year of this program. I would be afraid to race Ludwig no matter what I was in.

Above Left: Canadian Grand Prix Program: Mosport, 1963

Included with Ludvig Heimrath in the autographs: John Surtees, Graham Hill, Pedro Rodriguez

Below Left: The Mysterious White Tach Needle

Below Right: Lipstick Red in a Race Car: How Sexy Can a Car Get?!! (do look at this newsletter online)

This car takes my breath away. The artists at the Factory must have snuck into the racing division and wanted to have fun too. No wonder an RS60 made it to the North Carolina Museum of Art. The Minneapolis Art Institute should be the first to put one in it's permanent collection before the Met or the Chicago Art Institute gets the idea. I don't think it was idling at 7000 RPM at the time I shot it. That must be Rick's red line rev limit (or the vintage "black box") that would tell the owner if he was having too much fun).

Below: No Roll Bars . . .



Book Reviews for Porschephiles . . . The Very Special 1969 Porsche 912 & Building Your Own Highway Cruiser?

by Michael R. Newlon, published by Michael R. Newlon, Inc

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

These very readable and informative booklets are clearly siblings of Mike Newlon's fascinating series of books on cruising America's forgotten highways. Though smaller and dealing with different subject matter, they are equally well illustrated, informal, interesting and downright chatty in their presentation. Both books employ concise sentences and short paragraphs to efficiently present the information. No technical gems, just a very friendly, personal presentation of real, practical information. Mike is currently a member of Riverside Region, PCA.

The Very Special 1969 Porsche 912 deals with his stewardship of the Porsche he acquired (brand new) in 1969, a car he still drives regularly and extensively. It presents a very personal story wrapped within useful summary of 912 history. Porsche Enthusiasts generally will enjoy the history — 912 devotees will appreciate the

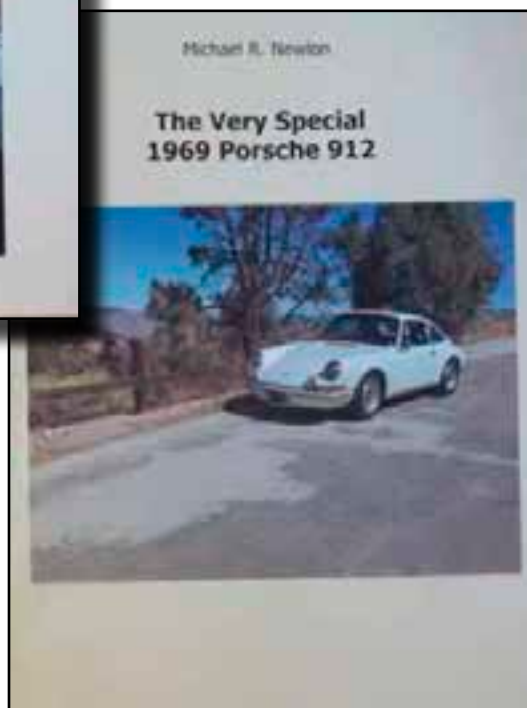
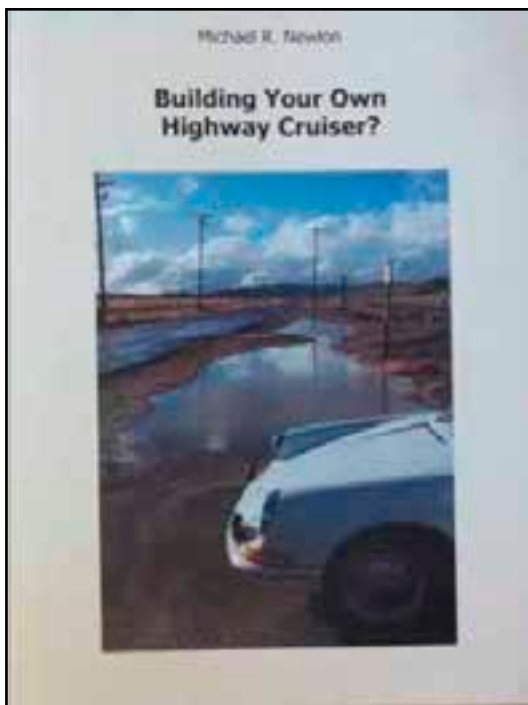
specific characteristics of these cars and will find the described rejuvenation (not really a restoration) of the car, fascinating for its practical approach, as might anyone interested in prepping a car of any sort for long distance cruising. In addition to talking about 912s in general, this story has a subplot of identifying unique structural items, implying that though purchased as a brand

new 912 in the spring of 1969, the subject car had entered the production line intended to be a 911E or 911S.

Mike has cruised many highways in his 912 and has gained considerable practical knowledge in the process. **In Building Your Own Highway Cruiser?**

clear, his suggestions are sufficiently general as to be applicable to any car. Coverage is comprehensive, with 16 Chapters ranging from Belts & Hoses to Exhaust System, to Oil Cooler, to Suspension Systems and finally Weight. Each booklet is 8-1/2 x 11 inches, with color illustrations and large readable type; 24 pages in The Very Special 1969 Porsche 912, and 32 pages in Building Your Own Highway Cruiser?

Each Full Color Deluxe Edition is available for \$9.95. They are probably not available from your favorite bookseller (though it wouldn't hurt to ask), so order direct from the publisher via e-mail — newlonindio@yahoo.com. See also <http://www.highwaytripbooks.com>.



he discusses applying the knowledge gained from long distance cruising in an air-cooled rear engined car to enhancing the cruise-ability of a water-cooled front engined car, specifically an '89 Lincoln Town Car. As he makes



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

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I will be a curator for a private Porsche collection.

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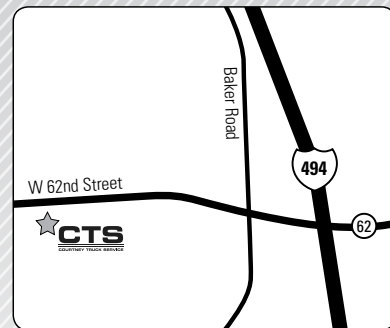
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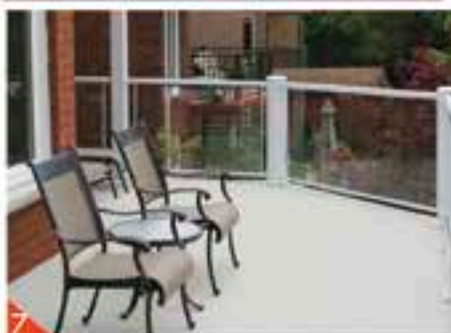
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Tech Quiz Fun: 2013 Parade Q & A

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 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. The film **Bullitt**, known for the famous car chase between a Mustang and a Dodge Charger also featured what model Porsche.

- a. 356 coupe
- b. 912
- c. 911
- d. 356 cabriolet

A French Kiss with Death pg.72

2. The Sportomatic transmission introduced in July 1967 married a hydraulic torque converter to a Porsche 5-speed transmission.

- a. True
- b. False

Excellence was Expected Vol 1 pg. 388



3. Pictured above is the extremely rare,

lightweight, 356 Pre-A competition seat.

- a. True
- b. False

Porsche Panorama August 2012 pg. 24

4. Porsche factory's mainstay for hillclimb efforts in 1965, the "Ollon Villars" Spyder used wheels, tires and suspension pieces from a Elva sports racer.

- a. True
- b. False

Porsche Panorama July 2012 pg 38

5. The T-7 body styled by Butzi Porsche for the type 695 prototype had 2+2 seating.

- a. True
- b. False

Excellence was Expected Vol 1 pg. 335

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

- a. True
- b. False

Excellence was Expected Vol 1 pg. 350

7. The race car with the lowest aerodynamic drag that Porsche was to produce is the _____.

- a. 907L
- b. 917LH
- c. 936
- d. 911L

Excellence was Expected Vol 1 pg. 409

8. Unfortunately an actual 917 was destroyed to film Steve McQueen's "shunt" in **LeMans**.

- a. True
- b. False

A French Kiss with Death pg.387

9. In 1984 Niki Lauda won the Formula One drivers title in a McLaren with a Porsche built TAG V8 engine.

- a. True
- b. False

Excellence was Expected Vol 3 pg.1059



10. Pictured is Bob Garretson who finished 6th at LeMans in 1981. What model is the car?

- a. 935K2
- b. 936
- c. 935K3
- d. 956

Porsche Panorama October 2012 pg.43

In honor of Bruce Anderson the next ten General questions come from his responses to readers.

11. The real advantage of filling a passenger car tire with Nitrogen over Oxygen is that it _____.

- a. prevents oxidation on the wheel
- b. prevents the rubber from turning brown
- c. reduces pressure loss
- d. costs less money to fill

Excellence May 2013 pg. 30

12. In a sports car low polar moment is desired and achieved by placing the heaviest components (engine, transmission, fuel tank, major structural pieces) as close as possible to the outer edges of the car.

- a. True
- b. False

Excellence May 2013 pg. 30

13. To properly check the oil level on an air cooled 911 it is necessary to run the engine long enough to achieve 176 degrees F at which point the car should idle on level ground for _____.

- a. 30 seconds
- b. 60 seconds
- c. 1 minute
- d. 2 minutes

Excellence May 2013 pg. 38

14. Bruce Anderson recommends the following precaution to minimize M97 engine intermediate shaft (IMS) bearing failure.

- a. Change the oil and filter every 3000 -5000 miles.
- b. Install a magnetic oil drain plug
- c. Remove the engine every 20,000 miles
- d. Both a and b.

Excellence April 2013 pg.28

15. Motor oils consist of two parts: the base stock oil representing 60% of the mix and additives the remaining 40%.

- a. True
- b. False

Excellence February 2013 pg.24

16. For cleaning Fuch's wheels Porsche recommends an acid-free cleaning product with a ph value of 10.

- a. True
- b. False

Excellence December 2012 pg. 52

17. The largest electrical demand in the whole car is the starter.


- a. True
- b. False

Excellence June 2011 pg 36

18. As a rule, cars with a bad voltage regulator _____ the electrical system while car's with a bad alternator _____ the electrical system.


- a. undercharge / overcharge
- b. overcharge / undercharge


Excellence November 2012 pg. 38



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19. To test whether you have the correct silicon-magnesium "crush washers" when rebuilding your 911 engine the washer should compress when torqued to 15lb-ft.

- a. True
- b. False

Excellence November 2012 pg. 46

20. "Carrera" is the correct spelling for the white color offered on 2011 Porsches

- a. True
- b. False

Excellence June 2011 pg 56

21. The 964 based Speedster was only available in a narrow body.

- a. True
- b. False

Moments - The Official Porsche Anniversary Book 1948 - 1998 pg. 82

22. A _____ speed Tiptronic transmission was still offered on a 1995 911 Carrera 2.

- a. Six
- b. Five
- c. Four

Excellence November 2012 pg 105

23. If the electronics failed on the 1990 964's automatic transmission a hydro-mechanical limp-home mode left the box in second gear.

- a. True
- b. False

Excellence was Expected Vol 3 pg.1141

24. In 1992 Porsche Motorsports North America brought in 45 Carrera Cup cars for an IMSA Porsche Carrera Cups series. The cars were shipped to _____ and modified with more powerful engines.

- a. Brumos
- b. Champion
- c. Traco
- d. ANDIAL

Porsche 911 Performance Handbook 3rd Edition pg. 39

25. Technologie _____ on the 1997 993.

- a. was new engine management system
- b. was modified Tiptronic transmission
- c. were optional 18" wheels
- d. was an optional sound system

Porsche 911 Performance Handbook 3rd Edition pg. 49

26. The 993 GT2 street car had bolt-on metal fenders.

- a. True
- b. False

Porsche 911 Performance Handbook 3rd Edition pg. 43

Higher MPG's . . .

by Pedro Bonilla, Published in the August 2012 issue of "Die Porsche Kassette"

With the price of gasoline at \$3.50 and higher I get a lot of: "How can I get better gas mileage from my Porsche?"

I generally tell them: "I can sell you a Kit to increase horsepower which will make your car more efficient giving you better mileage, or just follow some of my gas-saving tips":

1.- TUNE-UP

Keeping the factory-recommended maintenance service schedules is one of the best ways to gain fuel economy. These scheduled maintenance services make



sure that the spark plugs are in optimum condition, that the brakes aren't dragging, that the engine breathes properly with a clean filter, that your oxygen sensors are reading the exhaust correctly and that your ECU is adjusting the fuel/air mix in the most efficient way, among other issues.

2.- TIRES

Having your tires properly inflated can save you a couple of MPG's. Check your owner's manual or the tire-inflation sticker on the door jamb for your car's recommended tire pressures. Note that with our Porsches,



we generally have different front-to-back tire pressures and remember that tires tend to lose a few psi per month, so make it a

habit to check them frequently and keep them optimized.



3.- GASOLINE

The lower the octane, the cheaper the gas, but does it save you money? Porsches in particular have higher compression engines than the larger displacement engines in domestic cars. This higher compression requires higher octane grade in order to eliminate knocking. Newer cars have knock sensors that retard the ignition to avoid knocking if a lower octane gas is used, but this makes the car less efficient, and in the end it uses more gas to drive the same distance and ends up costing you more. Check your manual or the sticker inside the gas lid for the recommended octane rating for your car.

A lesser known tip is when to purchase your gasoline. Buy it during the coolest part of the day. Evening or early morning is best. The lower the gasoline's temperature the denser it is, meaning that a gallon of cold gas weighs more than a gallon of warm gas. Gas pumps charge you by volume not by density.

4.- MAKE IT LIGHTER

We all know that making a car lighter will make it go faster, but it will also save you gas. So, check your trunk(s) and clear them as much as possible of the stuff you don't need which will translate into savings at the pump.

5.- LIGHTEN THE LEAD FOOT

At the track you shouldn't be worried about gas mileage, but in the city, you can save a lot of fuel by accelerating lightly. Full throttle acceleration is a sure-fire way to



drop your average MPG's.

6.- A/C or AL FRESCO?

The air conditioner, unlike the heater which uses the engine's "free" heat to warm you



up, uses the engine's power to run the compressor, thus lowering fuel economy.

But if you're driving on the highway, sometimes it's better to close the windows and run the A/C. Why?, Because of aerodynamics. The detriment from driving with the windows down is greater in a Porsche, which has excellent aerodynamics, than in a Hummer, which has ... none! The same applies to cabriolets. You'll get better gas mileage with the top up.

7.- MOTOR OIL

Use the correct grade of motor oil specified for your vehicle.



Following the factory's recommendation can improve your gas mileage by 1-2%.

The recommended oil and oil grade is specified in your car's manual

Continued on page 44

NORD STERN SEPTEMBER 2014

September Column: Hey, It's a Business . . .

by Danielle Badler, Rocky Mountain Region

Hey, It's a Business! It seems like, as enthusiasts, we tend to forget that our beloved automobile industry is a business.

And what we read doesn't help. Sure, we have a plethora of buff books and a burgeoning slew of on-line sites to peruse and view. But most of the content screams a latest horsepower rating, or 0 to 60 time or Nurburgring lap record or flat-out banzai run.

And the car reviews don't help. They overlap like crazy. Which isn't surprising, since the reviewers all attend the same ride-drive events and product introductions. It's all a bit numbing. Can you remember where you read something? I can't.

Not so if you read Automotive News!

For some reason - maybe a come-on through my subscription to sister publication Autoweek - I've been receiving, gratis, daily and weekly on-line missives from the car industry's premier trade publication for the past few weeks, and it's been fascinating.

Automotive News has been data dumping a steady stream of depth-defying content that you just don't see in Road & Track or Car and Driver or Automobile or Jalopnik or even Autoweek. Here's a short "best of" that I've collected. And, remember, this is maybe from a three-week span.

"How do you insure a driverless car?"

The pub seems to be really into digging deep on the subject. This article says that getting drivers on-board may be the easiest part. It's regulators and insurers that are the challenge.

The article notes that "traffic jam assist" for low-speed traffic is, like, a year away. And robotic control - up to 40 mph - is five years away.

The challenge? Not the technology, apparently. It's state legislatures... as if we couldn't guess... and insurers.

The former can't agree (some surprise)

on rule-making. For example, one potential rule would require event data recorders aboard every self-driving car, and the unit would have to be capable of retaining 30 seconds of data before a crash.

And the insurance industry says they would need to see lower costs, reflected in real-world experiences, before making coverage decisions.

Fascinating. Sounds like a classic Catch 22 to me.

Then Automotive News ran an interview with Volvo's R & D boss. He says Volvo wants to take the lead in self-driving cars, because their "heritage is safety and will always be." So Volvo is developing a fleet of 100 self-drive cars for the roads around Gothenberg, Sweden.

Next, the guy says, and I quote, "I am an old motor head, so maybe I'm too conservative, but I don't think autonomous driving is going to happen in the next 10 or 15 years. That's not a big deal. People enjoy driving."

And ownership of data collected in cars? "For us, it is very clear, data belong to the owner, the driver, nobody else...."

Has this man ever met a U.S. insurance company? Or driven the Beltway around DC? Or the 405? Or... never mind.

The most interesting piece I found for Porsche people was a magazine-length article with the headline "Porsche's rapid growth brings risk" and the subhead "Sports car brand is

booming, but is quality, exclusivity at risk?"

We've all read about Porsche's goal of 200,000 units sold worldwide by 2018. The article says they'll reach it next year - if not this year.

And that's with an operating profit of 700 million euros in Q1, alone. For comparison, the VW brand wouldn't have matched that profitability if it boosted earnings by half... despite selling 26 times as many cars.

And that's with a no. 1 rating in J.D. Power's US Initial Quality Study, this year and last, along with a no. 1 rating in their Germany car satisfaction study this year and a no. 1 Assembly Line in Europe rating for Leipzig, Germany.

What's the problem?

Let's start with the Macan. Porsche plans to build 50,000 Macans a year, and the total could rise, as the waiting time is already six months. According to the article, "managing such an expansion in a controlled fashion can prove problematic, especially for a brand that lives off exclusivity."

Is it already starting? Witness the 911 GT3 recall to replace whole engines, and the brake booster problem with Macans.

For a solution, the article cites the head of automotive research at ISI in London, who "fears VW Group is killing the golden goose and argues that Porsche needs to make headlines with trailblazing new technology rather than churning out more model lines to fill vacant market segments."



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Quiz

continued from page 41

27. Twenty 911 Carrera 4 Lightweights were produced in 1991 with none of them going to the US.

- a. True
- b. False

Excellence was Expected Vol 3 pg.1147

28. 1990 911 Carrera Cup cars were fitted with a catalytic converter.

- a. True
- b. False

Porsche 911 Performance Handbook 3rd Edition pg. 36

29. The 993 Turbo S had _____ brake calipers

- a. red
- b. yellow

Excellence – Porsche Buyer's Guide 2012 pg. 99

30. 964's built in 1990 used head gaskets.

- a. True
- b. False

Excellence – Porsche Buyer's Guide 2012 pg.81



September Quiz Answers

- | | |
|-------|------------|
| 16. a | 1. d |
| 17. a | 2. b |
| 18. b | 3. b |
| 19. b | 4. b |
| 20. b | 5. a |
| 21. b | 6. a |
| 22. c | 7. a |
| 23. b | 8. b |
| 24. d | 9. b |
| 25. c | 10. c |
| 26. b | 11. c |
| 27. b | 12. b |
| 28. a | 13. a |
| 29. b | 14. both a |
| 30. b | 15. b |

MPG's

continued from page 42

8.- DON'T IDLE

Shut the engine off if you expect not to move for a while. When a car is idling, it is giving you zero (0) MPG's.

9.- WARM UP

Avoid prolonged engine warm up. Even on cold mornings 30 seconds or so is plenty of time, but never fully accelerate an engine until it reaches its operating temperature.

10.- PLANNING

Plan your trips. Combine short errands into one trip using the shortest distance possible.

Following these tips you can easily gain 2-5 MPG's, guaranteed.

Here's an interesting exercise:

- If you drive an average of 15,000 miles per year and get 20 mpg, you will have used 750 gallons of gasoline. At \$3.50/gallon that's a cost of \$2,625.00/year, or \$0.175/mile.
- If you're able to squeeze an extra 4 MPG's, that's an extra 3,000 miles!
- (4 mpg x 750 miles = 3,000 miles).
- At \$3.50/gallon you just saved \$525.00.
- (\$0.175/mile x 3,000 miles = \$525.00).

To learn more about saving fuel and your Porsche in general, please visit my website at: www.PedrosGarage.com.

Happy Porscheing, Pedro



Badler

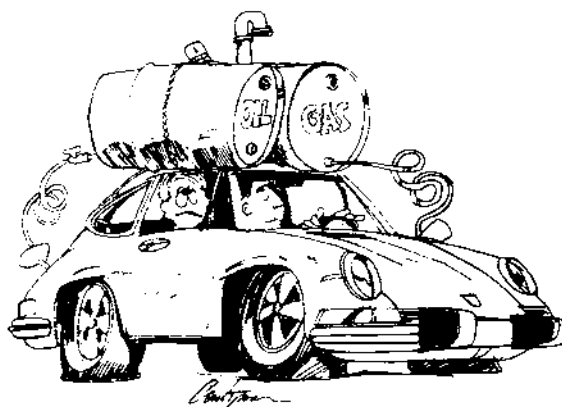
continued from page 43

Direct quote from the researcher, "Being an innovation leader is a different story, and that's where I haven't seen a lot coming from Porsche in the last decade. What BMW is doing with the i3, what Tesla is doing with the Model S, that is innovation-leading...."

Interesting? Yeah, I know!

So, will I subscribe, when my comp experience runs its course?

What, are you kidding? I just checked. A digital subscription to Automotive News is \$99 per year, and both print and digital is \$159/year. It's a business!



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Bell Sport Helmet – used in 2 DE events.

SA2010 Approved. White. Clear visor. Nearly new condition. \$190. Tom Niccum, tniccum@lancetsoftware.com.

1992 Guard Red Porsche 968

All maintenance up to date. Extra set of wheels (17 and 18 inches) Very good conditions. Maintained by Auto Edge. 72353 miles. \$13,000 or best offer. Contact Cal Townsend at 952.431.4442.

2002 911 TURBO

Design package Tiptronic, seal grey/full ruffled leather interior. Nav, premium sound, moon roof, rear wiper. 37,600 summer miles/ stored indoors for winter months. 6 CD changer, Tires have less than 4K miles on them. Car is up to date on all servicing. Routine maintenance done by German Auto/Minneapolis. \$41,500. Call Jack Sousa 612-226-2141 or email jnsousa51@gmail.com.

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.

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, bkasbohm@c4kaz.com

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.

Continued on page 46

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 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.



Left above, an overview from this year's All Porsche Show, by Phil Saari and Right, above, a cool shot of the RS60 at this year's Club Race event at BIR, photo by Mike Jekot



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