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October 2014







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## OCTOBER 2014

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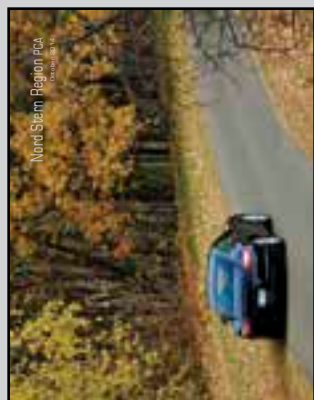
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Online issues, past and present are available in pdf format at  
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A lovely setting  
for a beautiful  
Porsche!

And a perfect  
photograph for  
an October issue  
with the foliage  
so enjoyed  
most years in  
Minnesota.

### Table of Contents

#### Departments

- 5 The Prez Sez . . .
- 6 Welkommen . . .
- 6 So, Just What Do We Do In Nord Stern??!
- 7 From the Editor . . .
- 7 Prez Sez . . .
- 9 Car Biz Board . . . One Stop Shopping!
- 14 Letters to the Editor
- 20 Advertiser's Apex . . .
- 31 Book Reviews for Porschephiles . . . Grand Prix Century: The first  
100 years of the World's Most Glamorous and Dangerous Sport
- 36 Tech Quiz Fun: 2013 Parade Q & A
- 39 October Column: Hey, Anything is Possible . . .
- 40 Classifieds

#### Features

- 11 Last Fling 2014 - 'Scenes On Track'
- 12 Vino in the Valley Pics
- 13 Vino in the Valley Pics
- 15 Last Fling 2014 - 'More Scenes On Track'
- 16 The Porsche 918 Experience . . . September 3, 2014
- 17 News Flash!
- 18 Windshield Treatment
- 26 Getting To Know Your Porsche: The Owner's Manual
- 28 Five Years Later . . . 45th Anniversary of the 914
- 29 Time to Renew Your Subscription
- 33 ClubTalk: Why Own it if You Don't Drive it?
- 37 Out and About . . .
- 42 A few fun license plates . . .

#### Upcoming Events

- 8 2014-15 Calendar . . . Get Around with Nord Stern
- 38 Old Log Theater Outing: November 9



## 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](http://www.pca.org) for membership instructions, then . . .

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

- Go to [www.nordstern.org](http://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](http://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.

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# The Prez Sez . . .

by Dave Anderson

I had every intention of writing the October column at Last Fling while the students and advanced lappers enjoyed their time on the track. As it turns out those good intentions never came to fruition and at the risk of getting the switch from Christie, our editor, that's okay as I enjoyed helping out chasing cones in the braking exercise, setting braking and apex cones (did I get them right?), and watching everybody come off the track with the biggest grins on their faces.

Speaking of Last Fling, I need to publicly thank Chuck Porter for taking on Event Master duties and Paul Ingebrigtsen (Safety@NordStern.org) for their tireless efforts handling one of the most difficult track weekends we've had in a very long time. I won't get into any details here, but we'll probably make some policy changes over the winter so that we're all having a safe and enjoyable time at the track.

If my recent attendance at this year's Dakota Region Run for the Hills is any indication, next year's Escape 2015 will have some great drives. Many of you know

that I grew up in eastern South Dakota and with family in the Rapid City area I had multiple opportunities to travel in the Black Hills. As an adult my last trip through the Hills was a honeymoon drive of the Rockies some 33 years ago. That was in a Pontiac Sunbird of all things so I was anxiously looking forward to driving the Black Hills in my 968. I wasn't disappointed!

You'll have two opportunities to experience the Black Hills next year. Dakota Region will use their usual Run for the Hills as a final test for Escape 2015. If you can't make the national event in early October look for the August dates. The Black Hills is one of those areas of the country that should be on your bucket list of destinations. Okay ... Okay ... I'm a biased South Dakotan, but we live so close to a number of scenic drive areas of the country that you really need to consider them.

Nord Stern plays host to two scenic drives over the course of summer. Until this year I never attended the Vino in the Valley and that has been my loss. I liked the drive through western Wisconsin that

I'm planning on doing it again this month. When I first joined the Club I did attend one of the early Fall Color Tours, but a young family and life took precedence for the past 17 years. As I write this, the FTC is about 10 days away and I can't wait to get back to the North Shore to experience a Minnesota fall everybody raves about.

As mentioned in last month's column, I am restarting the Nord Stern business meetings after the summer hiatus. Watch ClubTalk for dates and times. We've got plenty to discuss and recap as my term of President transitions to a seat on the Board. I'd appreciate some input from the membership at large. I especially looking for comments about what's worked, what's failed, and where we might have some improvements or changes that will help for years to come. Nord Stern's membership demographic is shifting older as are the baby boomers. As one of those leading-edge boomers, myself, I feel that we need to find a way to get our Gen-X/Y/Z members more involved. This is a volunteer organization and the only way to continue

Continued on page 7

## Advertiser Directory

Aero Upholstery .....	25
Alpine Transport .....	39
Anderson Motorsport Inc .....	41
Autopia .....	10
Auto Edge .....	BC
Auto Vault .....	14
Betterliving Patio & Sunrooms by Portico .....	35
Bill Wolfson, Commercial Real Estate .....	37
Bravo .....	19
Bursch Travel .....	31
Car Biz Cards: Diamond Interiors, Diversified Cryogenics, Higgins Insurance, KW Commercial, Doug Arndt, Lakes Sotheby's - Tom McGlynn, Trackside Tire, RaceSuitRental, Schmit Towing .....	9
Creative Color .....	7
Collision Center, Inc. ....	27
Courtney Truck Service .....	33
Dent Kraft PDR .....	21
Dent Werks PDR/Midwest ClearBra .....	34
eglass .....	8
Further Performance .....	17
Imola Motorsports .....	IFC
Merrill Lynch, Peter Vickery .....	32
Nurburgring, Inc., Rick Moe .....	32
Porsche of Minneapolis .....	IBC
Porsche of St. Paul .....	IBC
Racing Products MN .....	41
Raymond Autobody .....	8
Sterling Enterprises, John Biesecker .....	17
Structured Network Solutions, Lon Tusler .....	18

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1/8 pg.	N/A	\$30	\$20
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# Welkommen . . .

## Welcome . . .

### New Nord Stern Members

We hope to see you at upcoming events!

**Michael & Lori Rich**

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#### 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.

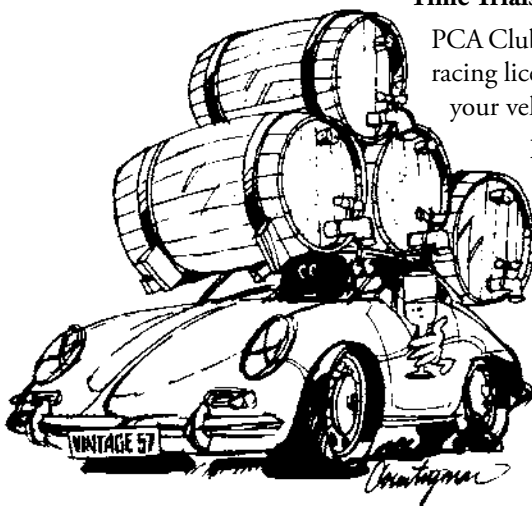
**Time Trials:** On course timed lap with controlled starts and exiting.

**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

Well, latest issue ever, I will have to admit. But I have lots of good excuses, not the least of which is our daughter's wedding smack in the middle of September and of course that was the household priority! Great fun, beautiful venue, weather, good food, lovely service, gorgeous flowers combined with wonderful friends and family for memorable event filled with much love and joy. Sigh, hard to believe it's over but then again, great to be back to as normal as life ever is.

Since several signature Nord Stern events are now to be talked about in the past tense, I'll be featuring them in our next issues. Such as the ever popular Fall Color Tour; we were ever so fortunate to have perfect weather plus gorgeous foliage. Another great event 'up north.'

This month I do, however, have some fun articles from several sources, one of which is a newer member, a Technical Specialist/3M Automotive Division who has volunteered to write on technical matters. I'm excited to welcome Mike Nelson! Thank you, Mike. This month he's put together information on Windshield treatment and we look forward to more in future issues.

And we have a review of the 918 by our very own Bill Groschen who writes just as he speaks - which is so fun to read. Enjoy his commentary, whether you agree with his opinions or not, he does not disappoint.

In the interest of getting this 'to the printer' here's an adieu to our summer weather and a half-hearted welcome to fall and the coming of winter (I write this as the weather report is saying that 's' word: snow!). Ugh.

## Prez Sez . . .

*continued from page 5*

our success is to ensure that we continue to get involvement from the membership at large. Reach out to any of the Committee Chairs listed on page 4 if you have some interest in helping Nord Stern.

Many of you have noticed that we're making a bumpy transition from the old "dark" website to a bright new version. Not all the content has moved over and webmaster Mark Kedrowski webmaster@nordstern.org is working diligently on the transition along with some help from newsletter editor Christie (Editor@NordStern.org). If you see some gaps that need to be filled contact us. It would help if you can provide content rather than simply pointing something out. Please continue to be patient during the transition.



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



## OCTOBER

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

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## NOVEMBER

- 9 Old Log Theater Event**  
 Details TBA
- 11 Nord Stern Business Meeting**  
 Location: Lifetime Fitness Center  
 755 Prairie Center Dr, EP  
 6:30 p.m. Social, 7 p.m. Business Meeting  
 All Members welcome!

2014

September 18, October 16, November 20, December 18



## DECEMBER

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

2014

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# Last Fling 2014 - 'Scenes On Track'

*all photos by Phil Kittock*







## Vino in the Valley Pics!

*all photos by Lisa Schneegans*









## Where's the Prez?!

I was the late arrival at Lynde's this past Saturday's "Where's the Prez". I thought I'd given myself plenty of time to travel the back roads from Maple Plain to Lynde's in Osseo, but I didn't take into account the morning traffic that didn't care what time they made it to breakfast or wherever they were going.

It didn't help that my GPS database was old enough to have routed me about a quarter mile east of the current location. Working my way back west through the new 169 exchange proved to be a little challenge that had me doing a couple of u-turns.

I was amazed by the turnout for a Lynde's breakfast! The expectation was we'd have maybe a dozen members show between 7:30 & 8:00 a.m. on a Saturday morning. With 17 in attendance we blew by that expectation and thankful that Lynde's had the room to accommodate us.

There were members in long standing in attendance as well as new members. Thanks to all that joined Steve Meydell and myself for breakfast and many thanks to Lynde's for their excellent food and hospitality!

– David Anderson, Nord Stern  
President

## Rochester Labor Day BBQ Picnic

Dear Jeff and B.J., Thanks for the warm reception from your group of local Rochester Porsche owners at yesterday's picnic. In addition to the regular members, I think we had three new members make this their first event.

I hope that more people will come this Labor Day event in the future. It was a perfect day for a top down drive from Eden Prairie, and your hospitality made it a Perfect Porsche Picnic!\

– Ed Vazquez



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# How About A Play Date?



# Last Fling 2014 - 'More Scenes On Track'

*all photos  
by Phil  
Kittock*



# The Porsche 918 Experience . . . September 3, 2014

by Bill Groschen

There are words to describe this experience but maybe not enough.

Awesome, fantastic, unbelievable, mind-blowing, thrilling, eyeball pressing, once in a lifetime ride, etc. add your own words as you can think of them.

On Wednesday September 3rd, 2014 I was fortunate to be invited to ride and drive Porsche's Space Age Rocket Ship, the 918 Spyder. The price is other worldly as is the car. Somewhere in the Million Dollar range with tax I am sure. You may order the vehicle in whatever paint color you desire at a mere \$63,000 for you optional color. The car is almost totally made of carbon fibre except for the front and rear fascia that must be plastic for some US or German Government regulation. (Note the inner front fender well.)

Getting in and out of the car is a bit tough for a large person, especially while wearing a helmet. Easier if the T-Top is removed. I am sure Porsche does not refer to that piece of Carbon Fibre as a T-Top. Too much association with General Motor's Corvette maybe?

At any rate this outing was by invitation only to those deemed able to afford such a futuristic vehicle. Certainly I was not one of those as I suspect I could not afford a door handle much less the paint job. Luckily I was invited along as a guest of one of those suspected mega million type of folks. Thank you, thank, you, thank you Rodger and Russ.

The deal was that a Porsche factory driver named Cass would explain the inner workings and switches that control the mode of the car. Basically a three position switch labeled "D", "N" and "R". Cass cautioned that the German cockpit designers may have made a slight error in designating the switch

in the up position for the "DRIVE" action and down for the "Reverse" action. Apparently us "Amurricans" naturally expect that the opposite direction is "normal". He intimated that ya gotta pay attention or you will blast thru the front of your garage if you make that mistake. Do you think maybe some Poor Sad US of A person did just that recently? I asked Cass and he just smiled.

Any way, Cass (Porsche Factory Driver) did the first Lap showing the various switch positions and the effects of each on



the vehicle's operation. We started out of the pit lane on electric motors only. The acceleration was fantastic, got to 70 MPH in about 100 yards, the only sound was a little whine of the electric motors. He switched the dial to the next level which pulled in the engine and was activated with pressure on the accelerator. 120 MPH came up before we got to turn one (short Track).

The car tracks like a Cheetah, has all wheel steering by the way, and turn 2 was 130 MPH no problem. Carbon /Carbon Brakes are 16.14 inch front and 15.36 inch rear. Aggressive application of the brake pedal was like hitting a wall. Turns 3,4,5,6 happened like they were all banked at 20 degrees. Cass slowed to 25 MPH between 6 and 7, then he put the car in "Race" mode and slammed the throttle. That uses all the power and traction the car has available. (944 Ft Pounds of torque and 877 HP at your immediate service). The acceleration was incredible. I actually felt my eyeballs moving back into my head and my vision got blurry. I assumed that my eyeballs moved because the space behind my eyeballs was maybe empty. We hit 97 mph before turn 7. This car has been clocked at a zero to 60 time of 2.2 seconds and it weighs 3700 pounds without driver or passenger. Porsche 918 time on the North Loop of the Nurburgring was 6:57 and 4 sec less if you push the Red "HOT LAP" button. I am definitely buying lotto tickets every week for the next year just in case I might get "lucky". There will be at least 4 of these beauty's in Minnesota before the end of the year.

One dude is buying three. One for track, one for show and one for use as a daily driver. Really? (God's way of telling you, you have too much Money!)

I heard that maintenance will be quite spendy (MN talk) to say the least, and may only take place in Germany. What do you suppose it costs to send one of these to Weissach by Delta Air from Minnesota? Probably more than the \$63 K cost of custom paint on one?

Needless to say, I did not have the possibility of driving a Porsche 918 Spyder,

*Continued on page 25*

*NORD STERN OCTOBER 2014*



# News Flash!

*Brought to us by Bob Fleming*


The Spring of 2013 the same car featured on the September Nord Stern cover was shown at Amelia Island Concours . . .

1975 Porsche 911 RSR of the Brumos Collection, Jacksonville, FL – This 1975 911 RSR, #43, was the winner of the Daytona 24 Hours in 1977. An ex-Brumos car, it was bought by John Graves, who traditionally bought all of his cars from Brumos. He was allowed to run the car with #43 on the condition that it would not race in traditional Brumos livery. Today, the car appears exactly as it did in 1977 with the Ecurie Escargot paint scheme, approved personally by Peter Gregg. Not satisfied that the Porsche turbos were fully reliable for the 24 hour race, Hurley Haywood accepted an invitation to join Graves

and Dave Helmick as a driver for #43. During the night, Haywood took the lead during a marathon eight-hour driving shift. As the turbo cars encountered mechanical problems, #43 persevered to take the victory. It was Haywood's third Daytona 24 Hour win in just four years, and earned him an invitation to join the Porsche Factory team for the 1977 24 Hours of Le Mans, where he shared a victory with Jacky Ickx and Jürgen Barth, making him the first driver in history to win both 24 hour races in the same year.



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# Windshield Treatment

by Mike Nelson

**E**ditor's note: I'd like to introduce a new member who it turns out has been kind enough to agree to contribute a few It took driving a loaner car in the rain last week to bring me to a startling conclusion: people cannot see well in the rain. The vehicle I was driving had less than 10,000 miles on it and was well cared for by the dealership. Yet I could barely see out the windshield as the wipers caused great big smears with each pass. Obviously this can be a huge safety concern and, at a minimum, is inconvenient and somewhat dangerous.

Some options to improve the situation include frequent windshield replacement, frequent windshield wiper replacement, and rain repelling coatings. Windshields should be repaired or replaced when excessively pitted or chipped and the law requires replacement when cracked. Wipers age like anything else and are typically exposed to harsh conditions of extreme sunlight, abrasion, and chemicals so yearly replacement is often recommended.

This brings me to the rain repelling coatings option. Rain repellent coatings basically allow the rain to form round droplets instead of turning into sheets of water. The round droplets then roll off the

windshield while driving. This phenomenon is called hydrophobic behavior and results when a surface has little or no affinity to water.

Probably the most common product discussed is Rain X but this has become the "Kleenex" or "Velcro" of windshield coatings. Rain X is a good product for the first few weeks but durability is limited as it is a silicone layer simply applied to the glass surface. Another option I have seen used for windshield treatments is wax or paint sealant, the same product applied to the vehicle's paint. Of the two, the paint sealant has improved durability but it is still just a topcoat. Cleaning the glass with any of these options is problematic: the glass cleaner's key ingredient, isopropyl alcohol, does a fairly good job of removing these coatings. Another problem is repeated applications can build up on the wipers making them much less effective. Lastly, the wipers will wear the coating off depending upon frequency of use.

So is there a durable windshield treatment? While doing product development in vehicle appearance products, I came across Aquapel. Of dozens of options, we found this to be the best, most durable

solution for a hydrophobic windshield treatment. Now is a good time for me to mention that I have no affiliation with Aquapel and I benefit in no way by making this recommendation.

This product forms chemically bonded fluorinated compounds that literally become the top layer of the glass. It is applied and cures via catalytic reaction. It was developed and patented by PPG and can be purchased at a variety of places.

Since discovering it, I have used it on all of my cars and typically get over a year's worth of coverage or more before re-applying. Besides repelling water, it forms a slippery surface so bug splatter removal is very easy and ice scraping in the winter becomes much easier too. In fact, I know it is time for re-application based on the amount of effort required to remove bug guts.

Key to that durability is the application process. It must be applied to a CLEAN, dry windshield in a relatively cool location. The windshield cannot be clean enough – any oils or contaminants left on the glass prior to application will interfere with the coating and greatly decrease effectiveness. When applied outside in the sun, for example, I

*Continued on page 30*



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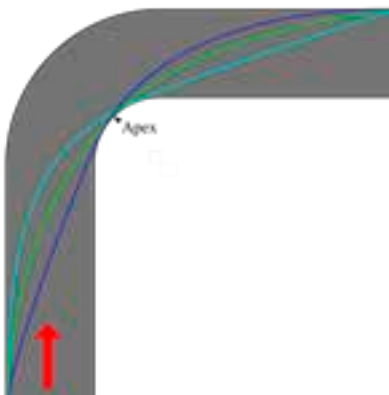
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# Advertiser's Apex . . .

## Aero Upholstery



**1. Company name?**

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**2. Address/phone/email/main contact?**

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763.478.8500

**3. Type of business?**

Auto upholstery

**4. Years in business?**

We have been in business since 1991, so 24 years.

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

This is our first year as a full-time Nord Stern advertiser.

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

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can accommodate more vehicles and special leather upholstery equipment to better reproduce Porsche upholstery back to Porsche factory standards. We are experts in leather working, hand-stitched leather wrapped steering wheels, shift knobs and shift boots along with custom



upholstery, convertible tops, top boots, headliners, and upholstery repairs. Please feel free to call or stop in for a free estimate.

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

Meeting Nord Stern Porsche enthusiasts and their cars.

**8. My favorite PCA event is ...?**

Road America

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

I have known Rick Moe since I was a teenager and have worked on many of his customer's cars. Rick helped me to better understand the attention to detail that Porsche customers expect. In addition to offering upholstery services, I provide complete car restorations. Also, I have owned several Porsches, VW bugs and Audi Quattro cars over the years.

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

Going to car shows, scrounging swap meets and the Internet for vintage hot rod and speed parts, working on my 1931 ford Model A coupe hot rod (pic below!), boating, swimming, snowmobiling and reading.







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# Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



## September, 1986

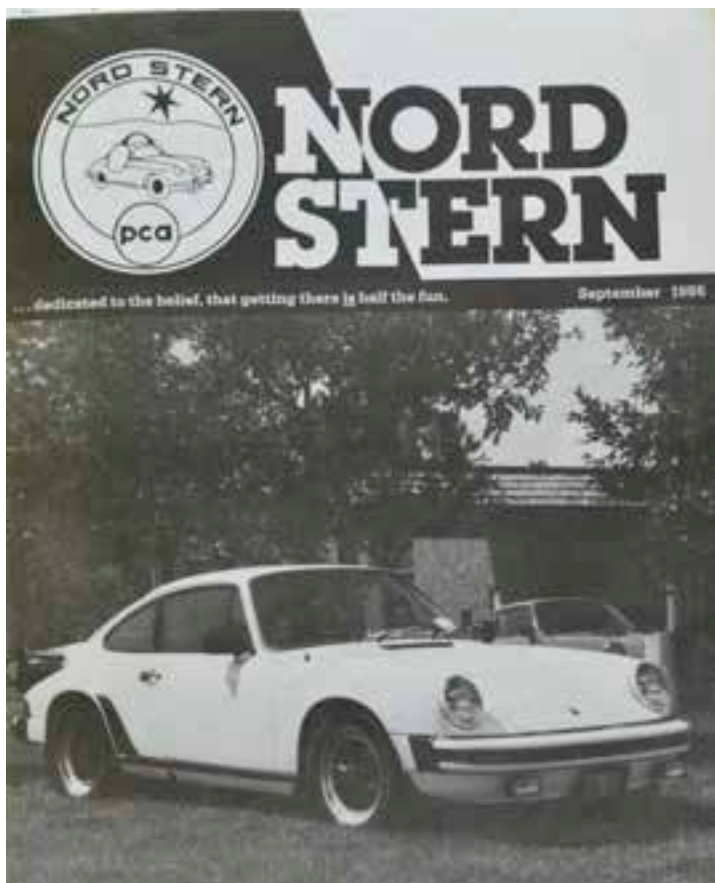
Although the cover shows this is still the old format, the issue's content is huge, 36 pages. Editors **David** and **Susana Weber** have an issue they can take pride in 28 years later. The enthusiasm for club activities is palpable in the pages. A decade before Club Racing began, the July autocross was called the "invitational" and was said to have been the best attended in memory; 63 drivers posted timed runs. A special class of Quattros participated; **Steve Beddor** winning the Fastest Time of Day rating. Enjoy the "scans" which I actually photograph with a macro lens to save time (and show the dots).

– Ron Faust

- Editors **Dave** and **Susana Weber** recount their summer activities including a three week road trip with other Nord Sterners driving to Portland Maine for the PCA Parade. They made stops through Canada on the way there and also stopped at Al Holbert's racing shop in Pennsylvania to see the Lowenbrau 962's and the headquarters for Porsche Motorsports for North America. They came home just in time to go to BIR. How about a month of summer dedicated to your Porsche avocation?
- **Hank Godfredson** tells how to drive a Porsche without a clutch; his clutch had broken or stuck in several ice races and also while driving home from the

into gear silently. Sorry folks, this advanced technique only works on vintage cars with strong 6 volt batteries.

- A people's choice car show at Carousel attracted about 40 cars including a Jag and **Mike** and **Joann Spiedel's** AC Cobra and their Bugatti (investment vehicles).
- Four Nord Sterners made the pilgrimage to LeMans and were rewarded by getting to spend two hours with Peter Schutz, President of Porsche AG. They learned 959 development was progressing but the DOT wouldn't allow them in the USA without changes which would destroy the basic design concept. There was a racing version numbered as the 961. It was doing well in that LeMans race with lap times close to the 962's. Schutz was praying for rain which would give it the 4WD advantage. Some exotic transmission called "PDK" was running in one of the 962's on the track.
- Since January Nord Stern had added 76 new members!
- New 1987 models would list at \$33,250 for a 944 Turbo, \$48,500 for a 911 coupe, and \$58,750 for a 911 Turbo. Watch out for that option list.
- The Marketplace includes a 1970 914/6, a 1972 911T for \$11,900, a '71 911T for \$9,000 and two unrestored 356's from Bob Cox for \$1,600 and \$600 (sans motor).

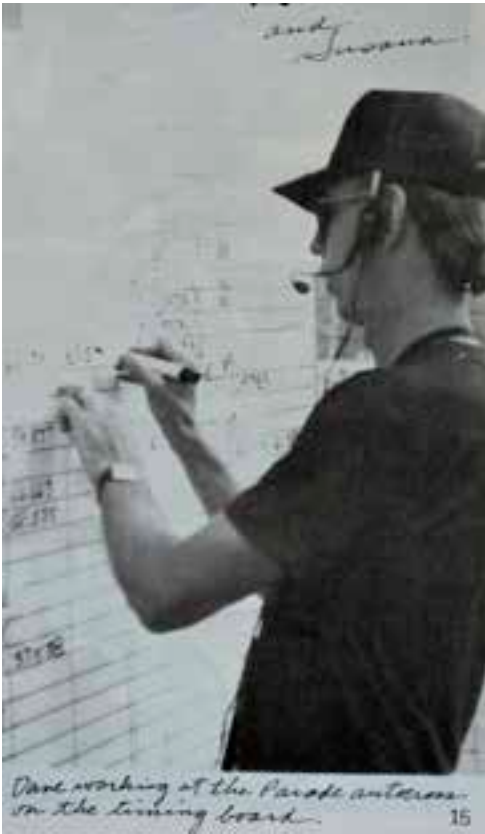


Gary & June Groebner's 911SC makes the cover; photo by Dave Weber

Maine PCA Parade in his 356 A. The technique involves starting with the car in first gear; I've noticed my 356 will do that. If you just stopped, you have to turn the engine off to get into first. For the upper gears you can pull out of gear into neutral as long as you are not accelerating or decelerating. If you match the RPM perfectly the car will go into the next higher gear. If you are close to the correct RPM, the transmission will go in but grind; if your RPM is perfect the transmission will slip



# The Scans Continue



Above: Dave Weber at the 1986 Parade in Portland, Maine



Above: 962 innards at Holbert's race shop



Left: The Editors make a pitstop at Al Holbert's Pennsylvania racing shop on the way back from the 1986 Parade



National Councour class winner in Portland, Corey Johnson

# The Scans Continue

Nord Stern goes to the 1986 24 Hours of LeMans:



Nord Sterners do LeMans in style



At LeMans in 1986  
you could even see the  
drivers



## 918 Experience

*continued from page 16*

at speed, on track at BIR on my "Bucket List". Even under the sub heading of "Not Possible but if God likes you, Maybe."

This experience was only matched in my life time by only one other event. That was the half hour flight in a P-51 Mustang many years ago. I am So Lucky!

Eat Yer heart out, peasants! Cheers!

P.S: Other persons that got to drive this vehicle on this day:

Rodger and Peter Finke, Russ McCandless, Rick Polk, Some guy from Cargill and a few others I did not know. Don't believe my rendition? Ask one of the above!



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# Getting To Know Your Porsche: The Owner's Manual

*by Dean Lewellen, reprintd from Going Places, official newsletter of the Arizona Region PCA*

---

As the lines of that old song standard go--"Getting to know you, getting to know all about you..."-- this month's space is devoted to getting on more familiar and intimate terms with the favorite Porsche in your family or home. A comprehensive way this can be accomplished is to take your owner's manual and go sit in the driver's seat of your parked Porsche and point and click, and touch and feel your way through the one hundred and forty or so pages describing the operation and functionality of the various controls and systems on board. If your garage is on your home's west side like mine, this is not the best time of the year to spend an hour or two in a 100F degree cockpit, so your favorite recliner and quick trips to the driver's seat will suffice. If you do not drive your Porsche on a fairly regular basis, you should review the operation and location of the controls at least annually and for sure before a significant trip to insure maximum pleasure on the road.

After commending you for purchasing a Porsche sports car, the owner's manual writer concedes that you must be a special breed of motorist and probably are not a novice when it comes to motor cars. This great ego buildup is then followed by a page or two of warnings about misuse, alteration and unlawful operation of your Porsche, as well as the obligatory reference to NHTSA for safety and fault reporting. The first few pages also contain information about fuel quality requirements (octane rating and oxygenated fuel usage) and tire pressure requirements--very important!

A couple of "Before Driving Off" checklists are next. First, a list of operational items: tires and pressure, lug nuts/bolts torque, fluid levels and leak checks, battery charge level, doors and hoods, clear and clean windows, wipers and washers, lights, and luggage stowage. An important note

here for any Porsche with electronic fuel injection is that the battery must be near full charge to crank the engine, pulse the injectors and fire the spark plugs to get things underway. This is true for other modern electronic fuel injected automobile engines as well. Infrequently driven cars should have a battery maintainer connected to minimize Sunday drive disappointments. Second, a checklist of items to be accomplished from the driver's seat: horn, seat position, mirrors, seat belts, brake operation, warning/indicator lights' functionality with the key on and the engine off, warning displays after startup and door locks. Run these checklists once or twice monthly and you will develop an intimacy with your Porsche that will provide instant recognition of any item or system not up to par for travel.

There is a section covering "Break-in" of a new car, but by the time you have purchased your car, perhaps joined PCA, and, are reading this article, it is just folksy news. Two good points here which are applicable for any new or older automobile are--never run a cold engine at high rpms, and do not let your engine labor, especially when driving uphill. The warning on the break-in of your new car's tires and brakes also applies to new replacement tires and/or new brake pads. New tires will not develop maximum traction during the first 200 miles. New brake pads will not develop maximum braking efficiency during the first 200 miles. Please drive and stop with moderation during the wear-in period for new tires or new brake pads. The engine oil consumption wording has gotten quite vague for the newer cars with Porsche stating that oil consumption may be higher when the car is new and can vary according to speed, climate, road conditions, oil quality, viscosity and oil dilution by unburned fuel. Porsche used to state that one liter per 1000 kilometers was acceptable oil consumption

for the earlier air-cooled engines but that comment has been eliminated as of model year 1995.

The next seventy pages or so cover all the controls, indicators and warnings for the safe and comfortable operation of your Porsche and describes the function and control of all the on-board systems except for the audio system which comes with its own manual. A good point on the starting procedure is that temperature sensors on the engine automatically provide the correct fuel/air ratio required for start-up, therefore, it is not necessary to depress the accelerator pedal while starting a cold or a warm engine--keep your right foot on the floor. Before stopping your engine after hard or extended driving, let the engine run at increased idle for a minute or two to cool down the catalytic converter and allow the oil in the engine to return to the oil tank on the air-cooled engines.

The next twenty pages or so cover maintenance items owners can perform or at least be aware of which may require action to be taken by their local service center. First, owners should be knowledgeable about the oil level in the engine tank or sump as oil is the life blood of any Porsche engine. Be aware that the oil level gauge on the instrument panel is only an indicator at best. Reliable oil level readings for the air-cooled engines can only be obtained from the oil tank dip stick when the car is running at idle at operating temperature (190F-210F) on a level surface for at least one half minute (30 seconds). After you really get to know your car intimately, you may be able to correlate the dip stick reading with the gauge reading on the dash if all the parameters are constant--pretty iffy though. Oil viscosity range vs. outside temperature recommendations for synthetic and non-synthetic oils are covered here as well. Brake fluid recommendations, manual



and Tiptronic transmission fluid checking and replenishment and more detailed information on fuel requirements are covered also. Air filter cartridge maintenance and replacement as well as windshield/headlight washer fluid checking and addition can be found in this section of the manual. There is information on the Federally mandated emission control system installed on your Porsche, a component description, how the parts work and recommendations on how to maximize component lives.

There are several pages of car care instructions covering the care and preservation of the outside as well as the interior surfaces of your Porsche. Tips on long term storage of your car are presented. There is a section dealing with emergency service requirements: Proper lifting and/or jacking of the car, inflation of the collapsible spare tire, and the proper sequence for tire/wheel removal and replacement. The

replacement of fuses, bulbs and the battery are covered as well as how to properly jump start your dead Porsche from a loaner battery. There is information on how to adjust your car's headlights.

The final section covers the technical data about the engine and transmission specifications, acceleration performance numbers, fluid capacities and the geometric dimensions for your Porsche model. The horsepower, torque, acceleration curves and transmission gear/speed diagrams are provided here.

There is a separate maintenance book which provides the schedules and descriptions of time and mileage required maintenance items with log sheets for recording maintenance actions. Faithful logging of scheduled maintenance actions will provide a valuable record of your Porsche's health and history for you or a concerned future owner.

Your Porsche owner's manual truly holds the keys to the knowledge, confidence, satisfaction and enjoyment you receive from ownership as well as the understanding of the marvelous engineering, manufacturing precision and exhilarating performance crafted by the wizards of Stuttgart-Zuffenhausen. This manual is just as important as the key to the ignition because it provides the key to the enjoyment and the love of and for your car. Happy reading!



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# Five Years Later . . . 45th Anniversary of the 914

courtesy PCNA

*Editor's note: Had this release sitting in my computer and now that it's actually 45 years since the introduction of the 914 - and my personal introduction to a Porsche when my then college roommate bought herself a cute little two-seater, boxy sports car. This was back in the mid-70s and it was something called a 'Porsche.' It was (and is) white, a '75 914-6 and it really was sporty! And she loved that car, she still owns it in fact and it's nickname was and still is 'Snowflake.' It currently isn't running but there are plans afoot to fix that minor issue.*

*I find it incredibly ironic that at that time I didn't know one P car from another and here we are 25 years later still involved in the local Porsche club, still racing Porsches and now have owned four Porsches ourselves.*

## VW-Porsche 914 Celebrates Anniversary

Stuttgart. Everything remained very quiet when today's Dr. Ing. h.c. F. Porsche AG established VW-Porsche-Vertriebsgesellschaft mbh, the VW-Porsche Sales Company, together with Volkswagenwerk AG, as it was called at the time, in April 1969. Holding stock capital of DM 5 million, the new company launched the strategy of success for two sports cars still carefully held back from the public pending their final presentation: the VW-Porsche 914 and 914/6.

The establishment of the VW-Porsche Sales Company marked the beginning of a true story of success – and the fortunate end of a dramatic development. Back in the mid-60s VW was looking for a successor to its then rather outdated Type 34 sports

coupe, better known as the “Karmann Ghia”. At the same time Porsche was striving to expand its position in the market with a sports car in the promising segment beneath the 911.

Facing this challenge Ferry Porsche and VW's CEO Heinrich Nordhoff agreed in spring 1966 on a joint venture destined to benefit both parties: Porsche was given the assignment by Volkswagen to develop a low-cost mid-engined sports car intended to enter the market as a Volkswagen with four cylinders and as a Porsche with a six-cylinder boxer engine.

With the development process continuing at a good pace, the Board of Management of VW was suddenly confronted with a tragic change: Heinrich Nordhoff died unexpectedly in 1968 and Kurt Lotz was appointed the new Chief Executive Officer. Lotz rescinded the contract agreed verbally and insisted on Volkswagen receiving the sole and exclusive sales rights for the car being developed by Porsche. After long and tough struggles bringing the 914 to the brink of failure more than once, the two companies agreed in a compromise to call the new car the “VW-Porsche” and to market this new model through a joint sales network.



The VW-Porsche 914 was presented at the Frankfurt Motor Show on 11 September 1969 as the first mid-engined sports car built in Germany in series production. The combination of the two brand names Volkswagen and Porsche nevertheless turned out to be an image problem for the new model series commonly referred to by the press as the “Volksporsche” or “People's Porsche”. This was a particular disadvantage for the 914/6 powered by the two-litre flat-six carried over from the 911 T 2.0. For despite its outstanding performance, the 914/6 was hardly accepted by most of Porsche's existing customers.

The four-cylinder VW-Porsche 914, on the other hand, became a genuine success in the market, accounting for a production volume of 115,631 units until the series ceased production in spring 1976, thus becoming the best-selling sports car of its time.

Most of the cars built were exported to the United States, where the 914 was marketed as a genuine, fully-fledged Porsche without the VW prefix.

Today the VW-Porsche 914 is acknowledged as a popular classic supported by numerous 914 clubs the world over. Particularly the 914/6 built only 3,338 times is one of the most sought-after collector cars from Porsche.

The Porsche Museum is celebrating the 40th anniversary of the 914 model series with a rare special exhibit on display from 9 April – 10 May 2009: the Porsche 914/8 with its 300-bhp eight-cylinder racing engine once owned by Ferry Porsche himself. With only two of these cars ever being built, one was presented to Ferry Porsche in 1969 as a special gift for his 60th birthday.



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## Windshield

*continued from page 18*

have found it will react too quickly, forming a haze that can be very difficult and time consuming to remove. Ideal application condition seems to be between 50 and 75 degrees in the shade.

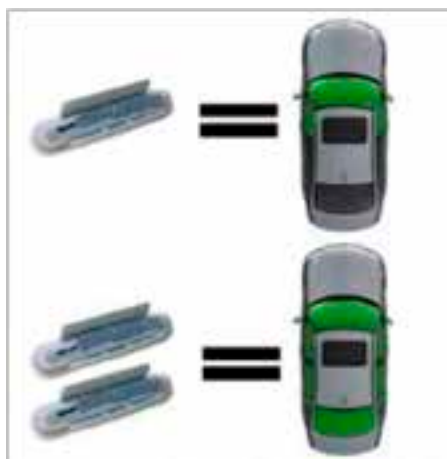
After putting on gloves and eye protection, I lift up the wipers and clean the windshield very thoroughly with glass cleaner containing IPA and 2-butoxyethanol at least 3 times prior to application. Only paper towels should be used. Any towels that have gone through the laundry process might have fabric softener on them (from home washing or from the manufacturer)



which will contaminate the coating process. Be very careful not to get it on paint or

moldings around the windshield as it can stain those surfaces.

Once the surface is ready, you simply squeeze the “wings” on the applicator to break the ampoule inside starting the catalytic reaction. I usually hold the applicator upside down during this process and shake it around a bit to allow both chemicals inside to mix thoroughly. I gently wipe over the entire windshield, working top to bottom on the driver’s side first. Then I move to the passenger side and do the same. I will return to the driver’s side and repeat the process only going side to side this time, repeating again on the passenger side. My goal is to provide an even coating on the



entire windshield including wear the wipers get parked.

Next is the removal process. Using a

clean paper towel folded in fourths, I gently wipe the windshield using the up and down movement, driver’s side first, followed by the passenger side. Turn the towel over often. It might be necessary to wipe the entire windshield more than once to remove the excess product.

One applicator is enough to do two windshields or one windshield and back glass on the same car along with the mirrors. Using Aquapel on the side and back glass along with the mirrors will have the same benefits.



Much more information including application instructions and “where to buy” information can be found on the internet. With winter coming quickly, now is the time to get your windshield coated.





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# Book Reviews for Porschephiles . . . Grand Prix Century: The first 100 years of the World's Most Glamorous and Dangerous Sport

by Christopher Hilton, published by Haynes Publishing, Sparkford, UK  
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

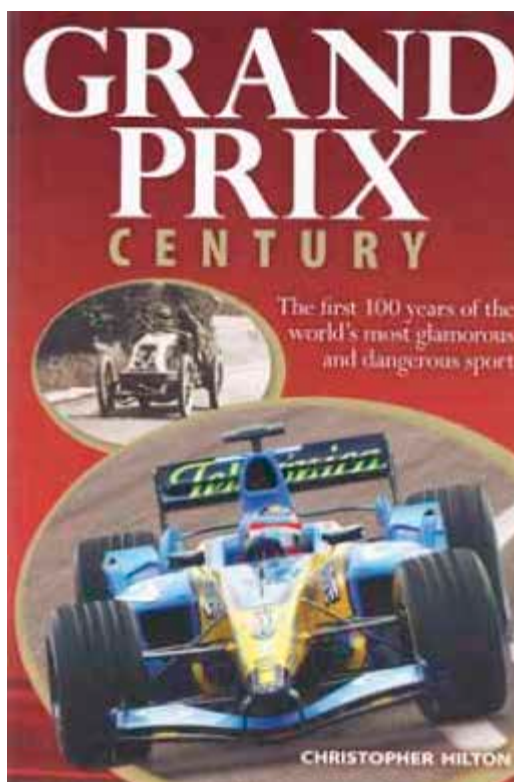
The century to which this book refers ranges from 26 June 1906 to 3 July 2005. The world's first Grand Prix was held on public roads in the vicinity of Le Mans, and was won by a Renault. The century ended with the French Grand Prix at Magny-Cours, some 180 miles from Le Mans, and was won by a Renault! An incredible century indeed, told eloquently by one of the greatest writers you never heard of. Not that Mr. Hilton isn't prolific! He had written ten books on motor racing and Grand Prix drivers prior to this book, but as a Brit, he is little known on this side of the pond.

Much more than a compilation of race reports (though many race reports (some very interesting) are included), this book presents the history of that series of automobile races labeled Grand Prix. Taken chapter by chapter, it is about the performances of the cars, the drivers and the manufacturers. Taken as a whole, this story is about the development of Grand Prix racing as it evolved from a social activity for wealthy auto enthusiasts to a major industry.

*GRAND PRIX Century* is divided into 12 chapters – some based on the environment of the time, others on a driver whose performance dominated a period. It is the stories that make this book – the chronology is downplayed to the point that the reader sometimes wonders what year the author is talking about. The index itself is a masterpiece, listing every occurrence of every driver's name, and most occurrences

of car manufacturer's name as well as many bit players who appear from time to time.

Well written, but particularly well researched, much of what the author has written serves as transitions between quotations from on-scene observers (there are roughly 50 references cited in each chapter). Needless to say, these on-scene



observations give the book a sense of first person, you-are-there, reality, even with respect to the very earliest races. Racing prior to WWI was really something else, by modern standards – hours (even days) long, on-track repairs, and multiple tire

changes per lap!

A special thread, unique to this book, is a tabulation of the then current average wage, car price and the weeks of work required to buy even a basic automobile, and a running comparison of Monaco Grand Prix times and speed with those of the previous year's event. It is an interestingly non-linear progression. Another interesting feature is the summary of the merry-go-round of driver changes each year.

Along the way, *GRAND PRIX Century* tells of the revolutions in safety and advertising/sponsorship and management/control that occurred in the second half. The late '60s are presented as the end of amateurism in financing and running a team (led by Colin Chapman), in running the sport (a position created by Bernie Ecclestone), and in being a (professional) driver, a path blazed by Jacky Stewart. Then, in 1978, we see how Mssr. Jean-Marie Balestre interjects politics into the sport. Later on there is, for this reviewer at least, new insight into the Prost-Senna war, and the strange combination of Schumacher's incredibly mature driving skill, and the petulant juvenility of his behavior.

*GRAND PRIX Century* is a book to read, printed on off-white, non-glare, matte paper. Pictures, of which there are almost 100 (counting drivers' portraits), are relegated into 4 sections of glossy plates spaced throughout the book.

This paperback book, with 496, 6x9 inch pages, is the bargain of (dare I say it?) the century, at \$3.99 from [http:// www. Amazon.com](http://www.amazon.com).



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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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# ClubTalk: Why Own it if You Don't Drive it?

by Doug Pierce, Zone 10 Rep

*Editor's Note: There was a fun exchange this past summer debating the perennial issue for many Porsche owners: how driving is too much, or not enough! I didn't save all of the fun stories but here are a few;*

**W**hy own it if you don't drive it? I believe that the total mileage on Bob Fleming's 65 911 was north of 400K when he sold it and the mileage didn't seem to effect the sale price of that car.

As a practical matter, almost all of the Porsches that club members own were made in such large numbers that the value of the cars will not go through the roof no matter how few miles are on them. And if they are rare, the mileage doesn't really effect that price that much, now does it, Bob?! Porsches are made to be driven.

Bruce Bruce

Well... that old 1965 911 had 407,000 miles when it went to it's new owner. Of those, over 100,000 were track miles. Brainerd, Mid Ohio, Riverside, Mosport, Road America, Heartland Park, Blackhawk, Laguna Seca, even a couple of laps on Daytona. Driven to the tracks and back home . . . then to the office the next day. (Excuse my smile....)

Bob Fleming

I flew to Chicago to drive mine back (although it was a 997.2). I will never forget the first date experience, or the construction in Northern Illinois, but it was a very entertaining and interesting way to get to know your car.

I have been having a debate with myself about putting miles on my Porsche as I love to drive it. I often drive mine to work and

take mine on short trips every chance I get. My wife and I pick a destination, usually a small town festival or event and drive there, its more about the drive than the destination. If we can drive with the top down on some smooth and interesting roads its all the better. I guess for me I bought mine to drive and have fun with not as an investment. Next PCA trip is the Fall Color Tour and Tofte, which is another destination to drive, hope to see you there as well.

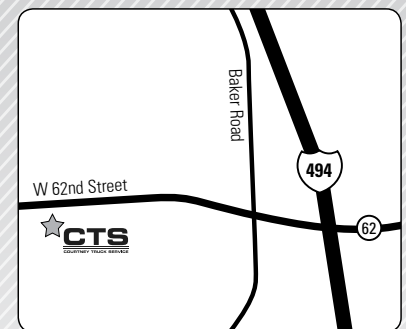
Greg Stanich

I used to wrestle with the idea of driving the car, putting miles on it, etc. when I owned my '85 Targa. Now that I have a '96 C4S and have ZERO plans of selling it, I am going to drive it as much as I can. Bought it last November- pulled it out of storage in April and since have put 4K on the car

Continued on page 42

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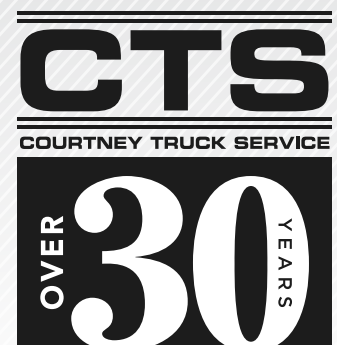


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# Tech Quiz Fun: 2013 Parade Q & A

Courtesy PCA Newsletter Editor

**E**ditor'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 1991 911 Turbo was the first 911-derived production engine to use an oil filter in the oil system's pressure circuit.

- a. True
- b. False

*Porsche 911 Performance Handbook 3rd Edition pg. 38*

2. The 1995 993 retained the five -speed version of the G-50 transmission.

- a. True
- b. False

*Porsche 911 Performance Handbook 3rd Edition pg. 42*

3. The Tiptonic S introduced in 1994 had Formula 1 style shift controls on the steering wheel.

- a. True
- b. False

*Porsche 911 Performance Handbook 3rd Edition pg. 43*

4. The 964's front bumper and valence panel was cast of \_\_\_\_\_.

- a. aluminum
- b. fiberglass
- c. Bex Loy plastic
- d. Foam

*Excellence was Expected Vol 3 pg.1129*

5. What of the following was not a 1997 993 model.

- a. 911 Carrera S
- b. 911 Carrera 4S
- c. 911 Turbo S
- d. 911 Turbo 4S

*Excellence – Porsche Buyer's Guide 2012 pg. 97*

6. More power was extracted for the 964's engine by incorporating \_\_\_\_\_.

- a. four valves per cylinder
- b. two spark plugs per cylinder
- c. water cooled heads

*Excellence was Expected Vol 3 pg.1133*

7. The 993 was the first production 911 Turbo to drive all four wheels.

- a. True
- b. False

*Excellence was Expected Vol 3 pg.1301*

8. The last air cooled 911 produced, a Mexico Blue Carrera 4S, went into the collection of \_\_\_\_\_.

- a. the Porsche Museum
- b. Jay Leno
- c. Jerry Seinfeld
- d. Brumos Porsche

*Excellence was Expected Vol 3 pg.1292*

9. If the 964 distributor drive belt fails the \_\_\_\_\_.

- a. tachometer stops
- b. ignition shuts off
- c. all the plugs stop firing
- d. the second rotor no longer turns

*Excellence – Porsche Buyer's Guide 2012 pg. 81*

10. "Big Red " Brembo brake calipers appeared for the first time on a Porsche with the 1993 Turbo 3.6.

- a. True
- b. False

*Excellence – Porsche Buyer's Guide 2012 pg.80*

11. The America Roadster for model year 1992 was a Turbo-Look Cabriolet with the Carrera 2's normally aspirated 3.8 liter engine.

- a. True
- b. False

*Porsche 911 - Collector's Originality Guide pg. 115*

12. By August 1995 the \_\_\_\_\_ was the only model range offered by Porsche.

- a. 944
- b. 928
- c. 964
- d. 993

*Porsche 911 - Collector's Originality Guide pg. 138*

13. The 1993 Turbo 3.6 used a single spark plug per cylinder.

- a. True
- b. False

*Porsche 911 - Collector's Originality Guide pg. 126*

14. The one-off factory built 911 Turbo S LM GT was first run at LeMans in 1993.

- a. True
- b. False

*Evolution of the Porsche 911 in Competition pg.145*



15. The maximum speed for downshifting a 993 Tiptronic from D to 3 is 4400 rpm or \_\_\_\_\_ mph.

- a. 73
- b. 111
- c. 120
- d. 98

Up Fixin der Porsche Vol 11 pg. 35  
Tie Breakers

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

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

*Porsche 911 Engines 1965-1989 Wayne Dempsey pg. 93*

17. 2012 marked Hurley Haywood's \_\_\_\_\_ start in the 24 Hours of Daytona.

- a. 50th
- b. 25th
- c. 40th
- d. 10th

*Porsche Panorama March 2013 pg. 55*

18. In 1961 Porsche began 356 roadster production at the D'eteren Brothers located in \_\_\_\_\_.

- a. Paris France
- b. Paris Texas
- c. Brussels Belgium
- d. Heilbronn Germany
- e. Porsche Panorama January 2013 pg. 64

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

- a. True
- b. False

Up Fixin der Porsche Vol VIII pg. 241

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

- a. True
- b. False

Porsche Panorama December 2012 pg 26

## September Quiz Answers

q .02	a .01
a .61	p .6
c .81	c .8
c .71	a .7
b .91	b .6
b .15	d .5
b .14	c .4
a .13	a .3
d .12	b .2
b .11	a .1

## Out and About . . .

*photo by Christie Boeder*



I took this photo a while ago when visiting the late Craig Alexander in his south Minneapolis home. Craig was a founding member of Nord Stern whom my husband, Bruce, knew growing up (he was a classmate and friends with his two sons) and is probably the one

person most responsible for his early exposure to, and eventual passion for, Porsches. Although I do believe an underlying 'car gene' is undoubtedly more the culprit! What is not to love about this and when I recently drove by new owner had removed it.

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# Old Log Theater



The Mercedes-Benz Club of America Twin Cities Section  
and the

Nord Stern Region of the Porsche Club of America

invite you to their annual lunch and matinee outing to the Old Log Theater. This year we will be enjoying a performance of

## *“Life Could Be a Dream”*

Sunday, November 9, 2014

Bar opens and Lunch Service begins at 11:30am

Performance @ 1:30pm

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

The lobby and bar at the Old Log Theater open at 11:30am.

Lunch service begins at 11:30am, please be seated by 12:00 noon

Curtain is at 1:30pm

You have a choice of one of four main course entrées for lunch:

- 1) Beef Short Rib with potatoes and seasonal vegetable
- 2) Tilapia with potatoes and seasonal vegetable
- 3) Vegetarian Pasta –white wine/butter with seasonal vegetables and herbs
- 4) French Cut Chicken with potatoes and seasonal vegetable

*All meals include: Dinner rolls, Coffee, tea or soft drink, Dessert*

**Price is \$50.40 per person - (lunch, show, gratuity and taxes included)**

### *Exciting News From the Old Log Theater!*

*The Old Log recently completed a 2 million dollar remodel of the theater and restaurant dining area, they also hired a new chef, so members will be pleasantly surprised when they see what changes have taken place. Instead of huge long tables, they have smaller tables seating 6 to 8 people, but will put us in a group section.*

If you need to run directions use:

5185 Meadville Street

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**Please call the Old Log Theater DIRECTLY to reserve your lunch and show tickets!**

**Old Log Theater Group Contact: Karen Mohseniantell - Ph: (952) 474-5951 Ext. 104**

**Tell Karen you're with the Mercedes-Benz / Porsche Club group.**

**QUESTIONS about this event? Call John Elliott from the Mercedes Club 952-941-4040**

**Please call to make your reservations no later than Monday, November 3rd!**



### **Synopsis of “Life Could Be a Dream”**

In small-town Springfield, the local radio station is sponsoring a rock-and-roll contest, and go-getter Denny is convinced he can win and become a star. He enlists friend Eugene and church-choir singer Wally to join him. Needing a sponsor they apply to the proprietor of the local auto chain. He sends his top mechanic, handsome, hunky Skip, and his pretty daughter Lois to audition the guys, and by the end they're incorporated in the new group, Denny and the Dreamers. This is pure fun and every note counts in this rousing good-time musical.

This affectionate doo-wop jukebox is designed to incorporate hit songs of the 1960s, ranging from “Sh-Boom” and “Rama Lama Ding Dong” to anthems like “Earth Angel,” “Unchained Melody,” “The Great Pretender” and “The Glory of Love.”



# October Column: Hey, Anything is Possible . . .

by Danielle Badler, Rocky Mountain Region

Hey, Anything is Possible I have a framed ad for a Ferrari 308 from the '80s. It says "What can be conceived can be created."

I bring this up because I've been fascinated by the recent rash of news stories about Luca de Montezemolo departing Ferrari, and his duties being taken over by Sergio Marchionne, he of the ever burgeoning CEO portfolio.

If news reports are to be believed, at least part of the problem between them was Montezemolo's belief that Ferrari should keep total production to 7,000 units, while Marchionne said the brand could take 10,000 units.

I've never quite understood this exclusivity thing. The cars are expensive indulgences, let's face it. And then they make you qualify to buy a new one. My understanding is that if you walked into a dealership right now and said you want to buy a 458 Italia Speciale, they'd say you first have to own a California. Then, after a suitable amount of time, they'll put you on the waiting list. A LaFerrari? I think they were all pre-sold, probably to Speciale owners.

Yet, ponder this. You can walk into any Puma store, the world over, and buy Ferrari running shoes, Ferrari backpacks, Ferrari hoodies, Ferrari caps, Ferrari tee shirts... at maybe a slight premium over a plain Puma item. Maybe not. Especially if the store's running a sale.

There's more. They built a branded theme park in Abu Dhabi, called Ferrari World. And they've announced plans to build another one in Spain, outside Barcelona, called Ferrari Land... with a Ferrari hotel. The shape of a Formula 1 car's front wing.

This is exclusivity? Just how do they get away with having it both ways?

Or does wearing a Prancing Horse tee shirt signify that there's no way in hell that

you could possibly afford a real Ferrari automobile, but you're still a fan? I don't know.

And then you have Porsche's model. Just walk into a Porsche Design store, any Porsche Design store. Of course, you first have to find them. I've been to ones at the Frankfurt Airport, on Madison Avenue in New York City, at Caesar's in Las Vegas and on Rodeo Drive in Beverly Hills. I know there are more, but I don't know where they are.

My favorite is the one on Rodeo Drive, because you can be inspired to shop just by standing at the corner of Rodeo and Wilshire. If you don't see a Porsche go by in nanoseconds, you're not looking. The rest of the world's exotica? In maybe 15 minutes. Only in LA. Or maybe Dubai. Or Casino Square in Monaco.

You walk in, and the price for tee shirts will give you a nosebleed. It's as if they were sewn with real gold thread. The running shoes are all co-branded with Adidas — uh, a direct competitor of Puma at your local outlet mall — but the price makes it seem like the soles were molded with a rare, top-secret variant of silly putty, or flubber.

So, anyway, after the announcement that Luca was paddle shifting his way into the sunset, the Internet exploded with speculation about just what Ferrari would do to reach 10,000 units a year.

My favorite was a Jalopnik piece - they said they got their hands on Ferrari's staging website, and discovered that everything was Americanized... which is not surprising, considering the influence of Chrysler and the fact that the US is still their largest market.

The products under development: The F12 Brougham, featuring a vinyl top, porthole opera windows, wire wheel covers and bench seating (optional.) The 458 Montana, with 16 upholders, third row seating and 4WD with a low range. And the LaFerrari Van. Which is probably sold out.

Is Porsche soon to counter? You can bet on it, in their own way. I mean, a model to slot in above a Turbo and below a 918 — a 458 fighter — is already rumored.

What else? If Ferrari is any guide, use your imagination. Here's mine.

A motorcycle. Ferrari doesn't make one, but Audi bought Ducati... and we can't have that, can we. PDK shifting on a P-branded KTM? Hmmm.

A tractor? Been there, done that. An Indy car? Been there, done that. Airplane motor? Been there, done that. F1 motor? Been there, done that, too.

Lawnmower! Pick-up truck! Mini-van!

*Continued on page 42*



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# Classifieds

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

## D- Class Club Race Car For Sale

Jim Buckley Built 911SC D-class used in Brainerd's 2009 club race with a 1:53.894 qualifying lap. In 2010 Owner moved to a euro E-class and simply needs space. Current condition of car is excellent concours quality, needs nothing. Options for the car being pedaled are: Street Rod (currently tagged with classic plates), Weekend Track Car or Race (log book). For you street rod / track folks the current plan is to swap the fuel injection with 6 pack carburetors, soften suspension to aggressive street and have loads of FUN! For Build Sheet contact: Jeff Wiggins, 214-957-4385 or email: wiggins.jeffrey@verizon.net.



## 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.

## 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 bars, 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.

## 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.

## 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](mailto: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.

## 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 Boxster

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.



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## Fall Color Tour 'Leaves' Won't leave . . .

*submitted by Todd Smith*

**Y**es, the leaves were abundant and falling as they should; and those with cabs especially got to enjoy the colors, sounds, crackle, snap and pop of the annual rite of passage.

*continued from page 39**submitted by Todd Smith*

And let's not forget emerging markets. Ever been to India? Yes, that's right, motorized rickshaws!

And, if you like motorized rickshaws, and motorbikes, how much of a stretch would it be to do scooters?

Just what does all this say about exclusivity? I'm not sure. If Ferrari can pawn itself off as an inexpensive clothing brander and a family vacation spot, visitors can certainly tootle around on the Porsche of Vespas.

Ah, brand extensions. All you have to do is dream. And create an imagery that will translate to, well, just about anything.



## Drive it!

*continued from page 33*

this summer, including driving it to work every day (I am fortunate to have secure in-door parking). Ran to Des Moines this past weekend and back and man is it fun to get out on the highway and go. Every day someone gives me a "thumb-up" or stops me to take a picture of it- that's fun too - and what I expected to see when I bought an Arena Red C4S! They run better when you drive them a lot too!

Will Sigsbee

I will echo Chris' story - 7 days through MN, SDak, NE, CO, WY in my 993 in July-4,000 mile, lots of smiles on my face, lots of smiles on the faces of kids, dads, and truckers, and not a single P car the whole way! Gotta get out and run 'em!

Matt Jones

I once owned a 1972 911 S. I bought an S because I thought it would hold its value better than a T. When I sold it, the car was worth 5x what I paid for it. As it appreciated in value, I drove it less and

checked the weather more. I hated that. I wanted to be a Porsche driver, not a Porsche collector. Now I have a GT3 that is often dirty and I drive it on the track as often as I can. I miss that 1972 but I can't afford to collect and drive Porsches. I'm happier this way.

John Blackburn

Fun thread, and I have to share this. About the time the thread started, I got a post on Facebook from three fellow Fargoans who left last week on a "mountain melee." The post was a photo of their three cars on Beartooth Pass in Northern Wyoming.

The cars . . . one 993 (appropriate, given the discussion), a GT3, and a 944. Not only did they drive there from Fargo, but from some of the other photos, they ran into snow before hitting the pass (so John, you don't have the only dirty GT3!). Enjoy the drive...

Roger Grimm

176,000 miles and still going; driven daily and at the present, my only car. 1990 C4.

Ray Newman

Like Ray, my 89 911 C4 was my daily driver, winter and summer, for over 11 years. Took it offline when the clutch finally decided it had enough, at 180k miles. Yep, 180k miles on a single clutch! I've spent the last 2 years going through the car with an endless list of "while you're in there" fixes. Ok, I'm anal and I kind of got carried away. Just got it back from the paint shop and hope to have it ready to come to the Last Fling school. My input, drive the car, don't let it waste away. This has been the cheapest car I've ever owned as far as repairs and maintenance. After my recent "restoration" I expect to drive it for another 10+ years, daily!

Jon Beatty

These high-mileage stories are so inspiring. Signed, Spring, summer, fall daily driver (85k overall, 5k by my short commute!)

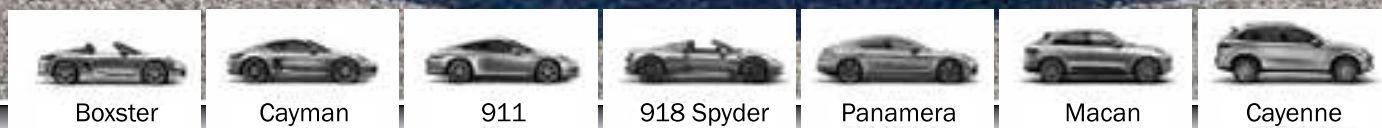
Rich Iwen







Porsche 911 Carrera S



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