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Auto Edge and
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Nord Stern member
Gary Yee's Cayman at
the Circuit of America
track in Austin, Texas



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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.

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**Contact Ed with any membership
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Call Christie Boeder 612.845.4509

The Prez Sez . . .

by Dave Anderson

They say that November is a month for giving thanks, but I'd like to add my gratitude to Nord Stern membership at large. In my year at President I've come to learn that this is a phenomenal group of folks from all walks of life with a widely varied collection of interests when it comes to our common enjoyment of Porsches. I'll be the first to admit that I have approached Nord Stern from a track-centric point of view which has left me somewhat blinded by the other activities and benefits that Nord Stern offers.

Since my last column I've been on three separate drives: Fall Color Tour to the North Shore, Bark and Beer in Rochester, and a re-run of the Vino in the Valley tour as an 'October Where's the Prez' destination drive. All three drives were well planned and executed to the enjoyment of the drivers. Heartfelt thanks to **John Dixon** for the Fall Color Tour, **Randy Walker** for the Vino in the Valley tour, and **Jeff Boehm** for the Bark and Beer tour. If you haven't been on one of the Club's tours yet you should consider one or more in 2015. I'll also make this a call

for additional drives in 2015; especially in the spring when we're getting our cars out of hibernation. Would some of you grab a friend or two and map out a spring drive to start the 2015 social driving season?

I do have a humorous story to relate about the Fall Color Tour. Raffle tickets were handed out during the lunch stop at the Chocolate Moose and as luck would have it my ticket number ended with "951". I didn't believe the coincidence of owning an '89 951 (944 Turbo S) and getting handed a similar ticket. Must be my lucky day! Ultimately that wasn't the case, but I believe it was **Susan**

Arndt that did win with ticket number "944" to which **Bruce Boeder** quipped that



the next ticket to be pulled will have to be "911". Guess what ticket was pulled from

the bucket? Yep, "911". That's so freaky that I kept

the tickets so that I could share the story with you this month.

As mentioned in October's column, Nord Stern business meetings have resumed after our summer break. After some lower than expected participation in DE track events in July and September, it appears that the Club is financially on track or at least won't be severely impacted. It's our track events that fund much of the other activities such as socials and drives. The Club's chairpersons discussed some possible solutions to advertise or otherwise get the word out about our Driver Training and Driver Education events. We're also looking into moving the Road America event to June to fill the spring gap between First Fling and Fast Fling (Club Race). Watch for 2015 track dates in upcoming newsletters and ClubTalk announcements.

Charity chair, **Keith Jones**, reported that we had an "astounding" response to the Fall Charity Challenge. Both Keith and I want to extend heartfelt thanks to Club members and advertisers for their donations and goods purchased at the Swap Meet, silent and live auctions at Club Race. A special thank you goes out to those that answered the Fall Challenge with cash donations totaling \$5,750. Collectively we exceeded 2013 by 10%!

Continued on page 7

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2015 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
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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

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Welkommen . . .

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!

Check here next month for updates!

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.

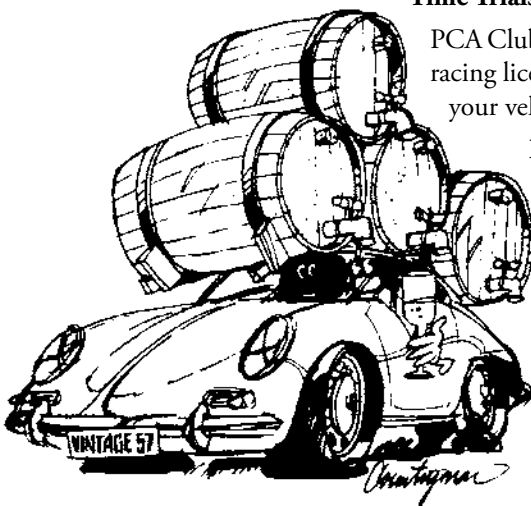
Time Trials: On course timed lap with controlled starts and exiting.

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

So in an effort to 'get back on track' I am hoping to turn in this issue much closer to my monthly self-imposed deadline I have to get these files over to the printer. And that's with an issue that is larger than 'usual.' I started this issue with almost nothing on hand and viola, before I knew it there was material galore. Such a problem . . .!

Have a very nice spread of photos from our recent Fall Color Tour, mainly the Friday night social. Enjoy, and I think I got 99% of the names right but do let me know if I goofed up. Even with zooming in on nametags for those attendees I've not met yet, it can be a bit of a guessing game.

This issue features the first half of one of our very own, Bob Fleming's adventures. Which I am so pleased to feature in our newsletter, partially as the Boeders have

a particular 'tie' to Bob and his 'skinny wheel' Porsche.

And now we are moving into a quieter time of the year for our Porsches. Although with the current spat of very wonderful fall weather and foliage I know many of us are delaying any storage plans as we enjoy some great opportunities for driving and soaking up this year's spectacular fall foliage. It's been a 'wow' fall for sure.

Business meetings have started up again, all members are welcome and encouraged to attend - let your voice be heard. Want to see more drives, rallies, socials? Come and join other members and find out how easy it is to volunteer and help out so such events CAN be offered. Lots of experienced organizers on hand to mentor new volunteers and eventmasters. You'll be glad you did, it's fun and rewarding! Hope to see you there.

Prez Sez . . .

continued from page 5

After a number of years' service to the Club, both Keith and **Phil Saari** are stepping down as our Charity and All Porsche Show chairs, respectively. Both have indicated that they're willing to provide guidance and a bit of help to their replacements so I'm making a call to the membership to fill these positions for 2015. Please contact either V.P. **Mike Sabers** or myself if you (and a friend?) would be willing to step into one of the positions.

I'm reminded nearly every day that Nord Stern exemplifies PCA's "It's not just the cars, it's the people!" I'd like to express my gratitude to the membership for making Nord Stern what it is; a group of people willing to generously and charitably help each other without question. It's been my pleasure to serve as your President this year and represent Nord Stern in my travels.

— Dave



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



NOVEMBER

2014

9 Old Log Theater Event
See ad for details!

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!

“Third Thursdays” of each month
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November 20, December 18

Great Plains Region 2015 Driver Ed/Club Race Schedule:

- Spring Fling: April 24 & 25 at Mid-America Motorsports - Glenwood, IA
- **Carrera GT Club Race and advanced Driver Education:** May 29th, 30 & 31 at Motorsports Park Hastings - Hastings, NE (Friday the 29th is DE and practice laps)
- **Summer DE:** July 18 & 19 at Motorsports Park Hastings - Hastings, NE
- **Fall Finally DE:** September 19 & 20 at Mid-America Motorsports - Glenwood, IA

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Fabulous Fall Fun, Friends and Foliage 2014

Photos by Jill Daneu



Ryan and Lara Dant



Roland and Sandy (?) Ugarte, Bret Bailey, Laura Catania, Suzanne Dixon, Kim Fritze



Fred Daneu, Don Miller



Keith Fritze, Don Lawrence, Bill Groschen



Cheryl and Greg Adams



Marsha and Mike Drake



Dave and Barb Kearn



Klaus Schneegans



Suzanne Dixon, Susan and Keith Jones



Darlene Miller, Debby Monson



Mark Cree and daughter Stephanie



Fred and Jill Daneu



Glen Robertson, Elizabeth Welch, Jean,
Terry Saxton



Marty and
Sandy
Noonan
Suzanne
Dixon, Jill
Daneu



Rachael, Mark Cree



Dave Anderson, Kim Fritze
and Suzanne Dixon



Jim Holton,
John
Rutherford,
Doug Arndt



Lisa and Klaus
Schneegans



Teresa Pfister



Carol
Rutherford and
Susan Arndt

Photos by Jill Daneu

Fabulous Fall Fun, Friends and Foliage 2014



Prez Dave Anderson, Zone
10 Rep Kim Fritze and
Eventmaster John Dixon



Nancy Meydell and
Janie Saxton



Darlene Miller and
Wendy Oldendorf

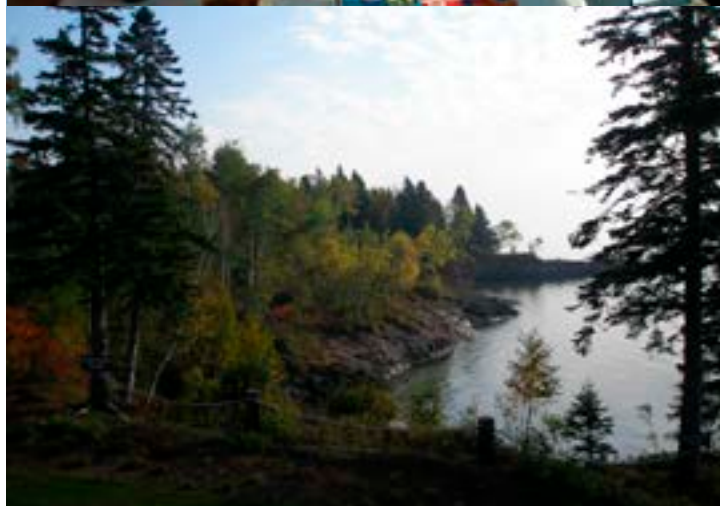


Suzanne Dixon,
Prez Dave Anderson, Zone
10 Rep Kim Fritze and
Eventmaster John Dixon

Photos by Jill Daneu



The Wolf Center



Fabulous Fall Fun, Friends and Foliage 2014

Letters to the Editor: Where's the Prez and September Cover Photo

Courtesy ClubTalk Listserv

We had a beautiful day for a drive! Still some color to be had in the hills of Wisconsin and Vino in the Valley accommodated our group of 20 with flying colors and great food. I appreciate everybody taking a fall Saturday for what might be a final joy ride in our Porsches before putting the babies into hibernation.

For those of you that got my modified directions with the idea of running the drive later this month, I wanted to reach out and let you know that there is a stated mileage problem in the version I sent you. I think I may have transposed some numbers on entry which resulted in a listed mileage at the cheese factory and thereafter to be off a fair bit. The turn directions are right, however, so you should be able to hit each

of the waypoints without worry. Just don't rely on the accumulated mileage towards the tail end of the 2nd segment of the drive.

– David Anderson
Nord Stern, President

Christie, The photo of John Graves' RSR on your September cover brought back some really great memories. In long distance races, Graves teamed up with St Louis Region member, John O'Steen. Just days after Graves bought the car from Peter Gregg, it was trucked to Mid-America Raceway here outside St Louis for an IMSA race. Gregg never bothered to tell anyone that the engine in the 934 was totally used up. Graves tried to practice and qualify on Friday and early Saturday, but the car was a real dog. O'Steen

owned an IROC 911 for his street car. I was part of the team that spent much of Saturday morning - early afternoon taking the engine out of O'Steen's IROC and installing it in #3. Since it was O'Steen's engine and home track, Graves turned the driving chores over to O'Steen. Having not qualified the car, O'Steen started at the back of the pack and carved his way up to 5th before the checkers fell. All the while, O'Steen's wife, Judy, was constantly screaming at John as he pushed his way through the pack...worried about the engine that had to go back in his IROC to power their drive home. It was a really interesting and fun weekend. Thanks for the memories.

– Earlwayne Stump,
St. Louis Region editor.



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How About A Play Date?

Hey, Big Shot!

by Danielle Badler, courtesy PCA Newsletter Editor

Is it me? Am I getting sanguine in my old age? Am I falling into the rut of contemplating the fate of living on savings and social security?

All I know is that, nowadays, I get very uncomfortable when I read about a house in Los Angeles that comes with an “auto gallery.” It’s on the market for \$55 million.

According to a story in the Wall Street Journal, this “car space” (you’d probably be tasered if you called it a garage) is air conditioned, exhaust-vented and features a spinning turntable. There’s total room for 15 vehicles.

It’s a spec home, meaning the developer is betting some hedge funder with oil in his veins is going to pull the trigger... er, hit the starter button. Which won’t be a problem, because, with that exhaust, he’ll apparently be able to blip the throttle for all his friends, at will.

But he’d better be careful. The property, in Brentwood, requires finger print recognition to enter the master bedroom and the wine cellar. No finger print doohickey for the parki... sorry, auto gallery?

I’d upgrade the alarm system. Because just the idea of what to put on that giant lazy susan has me spinning wildly.

In my mind, the wheel stops on the 250 GTO that was auctioned this year by Bonham’s at Monterey for \$38 million.

I mean, really, the car you drew in study hall, the one with the perfect lines, doing a perpetual 360 degree pirouette, just for you.

Posing before it, glass of Burgundy in hand, what do you think about? About your oh so good fortune? About how great it is to be a master of the universe?

About how you should have also snapped up Steve McQueen’s 275 GTB/4, which, according to Sports Car Market,

went at RM for \$10.175 million? For true provenance, it was allegedly delivered to the King of Cool on the set of Bullitt.

Or how about the ’74 Carrera RSR 3.0 coupe that went for \$1.1 million at Bonham’s? Or the ’73 Carrera RS 2.7 coupe that was gaveled at \$935 thousand?

Chump change!

Then you can hop on your Gulfstream and jet to New York, where you can snap up a pied-à-terre in the sky... up to some 104 stories in the sky. That equates to 1,396 feet, some 146 feet taller than the Empire State Building.

At 432 Park Avenue, it’s the tallest residential building in the Western Hemisphere, according to another Wall Street Journal article. And the crowning glory is a \$95 million penthouse. In this building, a wire mesh storage box is \$200 thousand.

The irony, according to the reporter, is that, while trophy houses and apartments stretch higher and farther, corporate spaces are going low-key. Gone are the corporate monuments to the titans of industry who historically have bought these trophy places. Instead, out in the hinterlands, where real people work, we find low-slung, downscale spaces that put the focus, first and foremost, on employees and their cubicles.

I saw it first-hand this past week. I spent three days at a meeting hosted by Ford in Dearborn.

Someone asked me what Dearborn was like. I said it’s everywhere-land. Or anywhere-land. Nothing like the death-star aftermath of a city called Detroit we all read about.

Oh, we saw that too. On the way to a real, authentic barbecue shack for dinner, we passed block after block of what Bob Dylan

would call desolation row. The restaurant, it seems, was an anchor for an oasis of stability in an otherwise very bleak panorama.

But back to Dearborn. Before entering the meeting site at Ford, we passed a series of low-slung buildings, fenced in, with no signage whatsoever except the words “Experimental Vehicles” on one, and “Experimental Engines” on another.

Yeah, we wanted in.

But it was not to be. Instead we were ushered into meeting space that looked like corporate everywhere-land.

The highlight of the trip was a private visit to the Ford corporate archives.

Without a guide, you’d never know it was there. But inside this inconsequential office space was a trove of just priceless memorabilia and documents. Engineering drawings for the original GT 40. Whiz Kid Robert McNamara’s resignation letter which said in part that, when the President-elect asks you to serve your country as Secretary of Defense, duty calls.

I asked the head archivist if it was true that the GT 40 program had cost overruns on an unlimited budget. He tried not to nod and smile.

And we all know what happened to the American automobile industry in the decades after Henry the Deuce opened his checkbook to defeat Ferrari at Le Mans.

Is there a lesson here? Maybe. Something about the Great Divide getting wider and wider. And the fact that people are falling into the crevasse.

But I’d still like, just once, the thrill of bidding on a priceless piece of automotive heritage. And a giant rotating saucer, on which to show it off.

October Business Meeting Minutes

submitted by Betsey Porter, Secretary

President – Dave Anderson

- Thanks for coming! Hope everyone had a great summer! Had great “Where’s the Prez?” participation this year. The social activities the Club has introduced are really paying off.

Treasurer – Jeff Bluhm

- First Fling, Club Race, Fast Fling, all money transferred
- DE’s were down 17%
- We were down a lot at RA
- First Fling and Final Fling were down a little bit
- Up 10% in advertising
- Up 7.9% in membership
- Expenses up in corner worker fees, newsletter and track rentals.
- But the bottom line is we will break even for the year

Social Committee

- No report

Advertising – Jill Daneu

- We had several advertisers in arrears in July, all but one have paid up
- Proposal to change the way we deal with advertisers who are late
- Change invoicing to Dec. and June
- We need to let them pay by credit card, if possible, either PayPal or Square, Jill will follow up with Jeff to see what the possibilities might be. Issue are transaction fees
- Our website is out of date and advertisers are starting to notice. Jill emailed updates to Mark.
- Thanks to Jill for being so professional and on top of things!

Newsletter – Christie Boeder

- October in the mail this week. November in the works. We now have all 2014 newsletters on the website, requires a search in the newsletter section of the website. Will be updating the chairs page in the newsletter. October has a full page

renewal notification. Ed suggests we take out the renewal envelopes and encourage PayPal renewals. We could also direct checks to Jeff instead of Ed to save time, will transition to that information/ Bret – reminder to add the election info in the November edition

Webmaster – Mark Kedrowski

- No report

Membership – Ed Vazquez

- Need to update the website as wording is confusing for New members. We are also really pushing electronic payments. Membership is 621, this is PCA membership and not all elect to join Nord Stern. The dealers no longer give PCA membership forms to new car owners. We need to try and capture that population. Suggestion is to get the tri-fold brochure updated and to the dealerships and service shops for display.
- Maybe start a mentorship or buddy program for new owners who are interested in coming to the track
- Perhaps add a school in the summer for novices. There is a big gap between First Fling and Fast Fling.
- Maybe put out an email blast, “30 spots, register now, don’t wait!”
- Look into publicizing our events more in newspapers, etc.

Autocross – Harvey Robideau

- No report

Board of Directors – Bret Bailey and Ron Johnson

- We need to hold a meeting, BOD will decide when and where.
- Need to start thinking about the Holiday party
- The social efforts this year have really paid off. Will bring in more people and help the club.

Met Council – Bob Kosky

- No report

Charity – open position

- Keith reports we had a very successful challenge at the end of the summer on Club Talk and collected \$5,750! We were 10% over last year’s total contributions. Keith will retire as chair, but is willing to continue helping with the silent auction at Club Race, unless someone wants to take all of it over right away.
- Suggests we drop some events as high work/low return
- A new chair is free to propose a new charity if they want, subject to Board approval
- We will put out a call for a new chair person

Insurance – Michele Deml Johnson

- No report

Club Race – Doug Anderson

- July 24-26, 2015
- We were up in attendance in 2014, probably due to the 944 Cup attendance

Driver Education – Steve Meydell

- We had a significant number of safety issues at Final Fling; both serious and non-serious. Lots of black flags and checkered flags not seen, windows down, non-instructor passengers. Also had cars stopping on the hot track and drivers/passengers getting out.
- Need to make the driver’s meeting mandatory, how can we accomplish that?
- Discussion ensued over a proposal that two significant incidences in a weekend would result in a driver being asked to leave the event. Comments ranged from not wanting to be drill sergeants couple with our concerns over needs for participation.

Continued on page 38

NORD STERN NOVEMBER 2014



2015 NORD STERN OFFICERS ELECTION TIME

President: Mike Sabers _____ ☐
write-in _____ ☐

Vice President: Paul Ingebritsen _____ ☐
write-in _____ ☐

Secretary: Betsy Porter _____ ☐
write-in _____ ☐

Treasurer: Jeff Bluhm _____ ☐
write-in _____ ☐

Board of Directors: Dave Anderson _____ ☐

Mark your ballot and return to: (both member and associate may send in separate votes). Officers will be presented at the upcoming Holiday Party in January 2015

Dave Anderson, 7965 Egret Drive, Independence, MN 55359, 612.850.7411 (c) or email: president@nordstern.org



Fun Scans from August
1987 Nord Stern

Courtesy Ron Faust

Monterey, 2013: The Skinny Wood Wheel Tour

by Bob Fleming

Monterey, 2013: The Skinny Wood Wheel Tour . . . A wonderful trip

This drive had to be named. Over the years some of my grand adventure drives have names as a short hand to when or where the drive had taken place.

One prior trip, the “Black Vinyl Seat Tour”, a Minneapolis to southwest and California drive including 115 degree drive thru the Gila Bend Arizona desert, 110 heat at the Riverside International Raceway, CA and a 112 degree jaunt thru the Great Salt Flats of Utah. All the places to take a non air conditioned car - with BLACK Vinyl Seats on a summer drive. . .

The “Key Lime Pie Tour” - Midwest to Daytona and on to the southern most tip of the USA, Key West Florida. Mmmmm, ate and drove our way around and thru the delights of Florida.

Or the “Toronto Tour”. Mosport, Mont Tremblant, just a delightful club race and drive.

This recent trip is named for the



instrument for contact to the car . . . the steering wheel. A little back ground - the wood wheel that is on TK has been in Brett Johnson's book on 911 Authenticity because it is the only example of a factory rivet experiment to hold the wood rim to the 1964 aluminum frame. It is the only one known to exist. And, yes it's the real deal, we did the CSI thing, the varnish covering the inner

aluminum exposed frame and the rivets are the same color and material.

Because of that specialness the wheel has been wrapped in a leather cover for the last 28 years. It's wood color and pristine condition is a time capsule. To take a long distance drive with the skinny steering wheel and a return to skinny tires was a experiment in deja vu. This 1964 driving experience in one of the early 911's with modern compound Vredestein tires (which have good stick), is just a thrill to enjoy.

Drive Date 8-8-013

(I hear Star Trek's Captain Kirk saying that as I mouth the words). Millage 404325. Overcast - light sprinkles. Tire pressure front 29, 29. Rear 31, 31.

Car is loaded for the drive to points west. Clean roads and making good time from Minneapolis down the scenic rivers drive to Mankato. Take one little “off route” to drive what looks like a little grey road on a map, that went wiggle - wiggle, around some lakes. Back to the main road and pick up the Interstate 90 going west. Up to speed, to get as far west in this days drive as possible. Sky has cleared, sunlight overhead.

The other side of the interstate, heading east, is the start of a day long parade of Harley Davidson's. Riding in groups, riding as singles, trailers with one, two, four and 12 bikes. Motor homes, vans, 18 wheelers, pick-up truck after pick up truck with bikes in tow heading back from the largest gathering of bikers in the US. Sturgis. I'm thinking “good” the worlds largest gathering of Harley's is braking up, they are heading back home and I'll get a chance to drive Highway 16 and 16A one more time down to Custer South Dakota and thru the Black Hills into Wyoming. Hours into the drive I stop for gas. This Sioux Falls SD gas station has bikers lined up at the pumps. Most streets and each major intersection has the rumble of Harley's. I'm a five hour drive from their event, this is some big “thing”.

The parade of biker traffic continues

going east on the other side of the road, I'm making good time heading the other direction - west.

Some place just outside of Chamberlain is a huge electronic sign flashing road information. It's the size of a giant bill board. “Alert - 25 mile traffic jam - east of Rapid City” . Oh No o o o.

Rapid City is 30 miles from Sturgis. That will be hours long traffic jam. I stop at the town Murdo, only about 200 miles from the last fill-up to find an optional route. I decide to head south on Highway 83. Nice little two



lane road, within a few miles it snakes it's way into and out of the White River canyon. That was fun. It pops out of the river gorge to become a straight county road. Not much traffic, not many curves. I can maintain the same revs as I was making on the freeway, a tick over 4 grand in fifth gear. A short drive to Nebraska. Drive into a small town called Valentine. Must be a bustling small town, a bunch of cars and pick up trucks parked everywhere, could this be a Thursday evening commute traffic jam in Valentine? I turn onto main street and the traffic is parked on both sides of the street, angled in with the tail gates down, and filled with people sitting on the tail gates.... Not one vehicle driving in front of me. I don't think they are here to see this one little red car drive by. They must be waiting for the start of a parade. A slow roll down main street, get a lot of “look at that” from the locals. Gees,

it's only a old sports car with a windshield full of splattered bugs. I roll past the VFW hall and it has rows of chairs, lined up next to the curb and filled with old gents, I salute, one old guy pops a crisp return salute... We both smile. Don't hit the kids scurrying to get across the street. More cowboy hats and boots than tennis shoes and baseball caps. A few blocks down the street, the road is empty. I turn onto US 20. It's noted as a scenic route, from Gordon to Harrison. Making good time, hope to get to the rock out-cropping and a few winding roads at Fort Robinson before it turns into night. At Harrison the sky turns rolling black. Deep dark clouds. Very heavy rain in those clouds. A wide open plains gully washer. It comes on in a hurry. I wait for the wash to move some of the bugs off the window but before I can even get my hand to the wiper stalk the glass is full of defused view. I pull over to the shoulder and stop. Wipers on at level three. Headlights on. Can't see more than 20 feet. This lasts more than 10 minutes. The inside of the windows fog over almost

immediately. I'm wiping with a soft cloth and can't keep up.

A large truck and pick up flash by so close it rocks the car. I better get moving or I'm a sitting duck, I crawl along for over an hour and drive less than 20 miles. Still heavy rains but the speed grows to 25-30 mph.

I can make out tail lights ahead and headlights way behind so I'm still on the road. Got thru Lusk without actually seeing the town. By Shawnee I could make out the road so picked up a little more momentum, got a pass by a larger truck so had a beacon to follow over to the I-25 freeway interchange. Turned south and could get to about 40 mph and still see some of the road ahead. Motored on for another two hours to get to Cheyenne. Drove out from under the clouds about 10

miles from town. The rolling thunder and lightning was all to the north and east. Cheyenne must have had a lot going on, made three stops prior to finding a motel room, just about midnight. Caught a few hours sleep and on the road by 6 the next morning. I wanted to get south to Colorado Spring to see some long time friends.

Drive Date 8-9-013

3 hours down the road I stopped for a coffee and to wash off the bugs and road dirt so the car will look a little cleaner. Called to let Hank and Phyllis know that I

was about an hour away and made arrangements to meet him so he could lead me up the winding road(s) to get to their spectacular ridge home. It sure is easy to follow a



Continued on page 27

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Fall Color Tour in Words: Pictures are Awesome but so is the 'Written Word!'

courtesy Clubtalk

Thanks, Christie, Teresa and Wendy for your kind words and feedback regarding this past weekend's Fall Color Tour! Also, thanks for the fabulous photos, Klaus!

Approximately 67 members enjoyed this year's Fall Color Tour weekend to the north shore of Lake Superior. Temps ranged from the mid-70's at Tofte/Bluefin Bay to mid-80's in Ely. Cabriolets, Targas and coupes popped their tops or sunroofs to enjoy the unseasonably warm weather. Several dined outside at the Chocolate Moose on Saturday and again for Sunday brunch at the Waves Café at Surfside. As eventmaster John Dixon stated on Friday night, it takes a village to pull off the annual Fall Color Tour. There are many behind-the-scenes logistics that need to fall into place before the curtain even goes up. We research places of interest, map the tour route (checking for last-minute road closings or gravel), and select a lunch location that can accommodate 60 - 90 people. Then there's the issue of insurance, waivers, and door prizes, oh my!

Kudos to the following Fall Color Tour 2014 team who made it all come together to ensure a successful tour. If you are interested

in joining the FCT team for 2015, contact John at eyerack@tcq.net

* Eventmasters: John "Mr. Up North" & Suzanne Dixon

* Assistant Eventmasters: Jill Daneu (JD #2) & Christie Boeder

* Friday Night Social Party Room Organizers: Terry & Janie Saxton

* Friday Night Social Welcoming Hosts: David Anderson & Teresa Pfister

* Friday Night Clean-Up Crew: Teresa Pfister, Dave Anderson, Rob & Elizabeth Welch, Jill & Fred Daneu, Christie & Bruce Boeder

* Saturday Drive Wranglers: Greg & Sue Stanich, Steve & Nancy Meydell, Cid & Jim Holton

* PCA Observer's Report: Bret Bailey

* Insurance, Waivers: Michele Johnson

— Jill L. Daneu

I also can see and more importantly, download the wonderful photos you took Klaus (or should I say, Lisa took since I am sure you had your hands full

on the steering wheel!) What a fabulous weekend, absolutely perfect weather. A gorgeous drive to Ely and I hear the **Wolf Center** was wonderful, we goofed up on the Soudan Mine as the tour was sold out for those willing to drive the extra mileage. Boo hoo; if we head in that direction on some future date, my suggestion will be to have those interested buy their tickets online ahead of time. There wasn't enough of a response ahead of time to justify arranging a group tour and I'll confess I didn't have the time to pursue that option due to a family event I was 'in charge' of the week prior. Live and learn as they say. **Chocolate Moose** did a very nice job of accommodating all our tables so we could order off the menu and enjoy the atmosphere of an 'up north' icon. Their desserts were excellent and I saw a lot of them being delivered (and devoured!). And I for one, enjoyed being able to order right off their menu. Yum! I hope all attending the 2014 Fall Color Tour enjoyed the weekend's options as much as the Boeder's who as always, are the last to arrive for the Friday night social! But you know you can count

Continued on page 39



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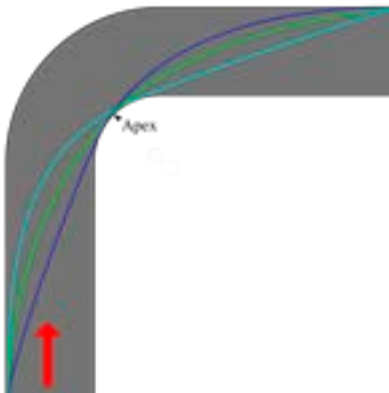
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Tristan@FPTuned.com
Mike@FPTuned.com
Tristan or Mike

3. Type of business?

European repair, maintenance,
performance tuning, and
mechanical restoration services

4. Years in business?

In 2000, I started as a part-time
business out of my garage. In
2005, I opened as a full-time
business in our current location.
We have been expanding ever
since.

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

This is our first year as
both member and advertiser and
we look forward to many more to
come.

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

We are focused on making



L to R, Tristan Henderson, Mike Olson, Frank Buntzen, Matt Henderson, Nick Sanchez

cars run to their full potential.

Whether just syncing and tuning
carburetors or performing a full
'break out' refresh after sitting for
years, we're not satisfied until you
are! There is no "good enough!"

We love the engineering and
design that goes into building a
fine automobile, and work hard to
maintain all of the fine points in
their assembly and operation.

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

So far, it has been the All
Porsche Show in June at
Central Park in Roseville. The
event featured a great showing
of vintage as well as modern
and recreation vehicles, and the
weather couldn't have been better.

8. My favorite PCA event is ...?

I really like the track events that
the PCA puts on at BIR and Road
America. There is such a great
collective of people and cars, all

with the same common interest...
burning gas and going fast!

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

I'm from Massachusetts. You
wouldn't guess it by my accent,
but you might if you find me in
traffic.

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

Touring the upper Midwest either
on two or four wheels. You may
also find me boating, or hauling
someone's "baby" to its
new home anywhere in
the country.



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After reviewing a couple of issues from the mid '80's I moved ahead to the series where the format changed to allow full color covers and each one was a different member's car with it's owner. The quality of the inside photography was much improved as well. After looking at several black shiny cars in full color (or the absence of color) there was this Talbot yellow 1978 911 SC with whale tail on the front of the August 1987 issue and I had to check it out. That's because my second 911 was a 1977 Talbot yellow 911S. I kept it for 13 years and never tired of the color; it always reminded me of sweet corn. It was a unique yellow, much different than speed yellow, the only yellow the factory seems to produce any more. Check out this color on the newly revised Nord Stern website if you can find it there (and good luck on that).

– Ron Faust

August 1987

- The 1978 Talbot yellow 911 SC is **Mary Hill's** first Porsche. She was known to the club as "Mrs. Clean" and had won or placed in multiple concours events locally and regionally, and a second in the national Parade competition. Kim Crumb and Nord Stern President Joann Speidel won their classes at the Parade that year.
- BIR autocrosses are so popular the number of drivers had to be limited to 120. Cost is \$40.00 for the first driver and \$20.00 for the second.
- A blurb says that vintage Porsche 356 parts are once again available from the dealers. The current ads claim the same, but I was unsuccessful in getting a 356 C oil filter cartridge from a dealer this summer. Bob Viau at nearby Auto



Edge had one on the shelf. It took three days, but Jeff Schwalbe at Nisswa Automotive got me an original German fan belt for the 50 year old car this week; the price was \$9.00.

- **Corey Johnson** reported on the Afton Concour. Many familiar names appear on the winners list. He said the attendance was light. The concour competition was fun but only seemed to attract 30 or 40 competing cars year after year, while many interesting Porsches parked on the surrounding streets. The All Porsche Show in Roseville attracts many more people and cars now and the number (of us) willing to have our cars judged has dwindled even further.
- **Ed Jacobson** offers an article on how to mount a fire extinguisher without drilling holes in your car's pan. He chooses the area just in front of the passenger seat, just where Porsche mounts it's fire extinguisher that's offered as an option in it's new 911's. The job is relatively easy in a 911 but more difficult in a 944 due to space limitations.

• **Rick Moe** offers a great humor page on automotive history, crediting the invention of the car and its enthusiastic drivers for the reason the Industrial Revolution and all subsequent technological advances happened. The non drivers were just delaying us and all technological progress.

- **Dan Hartill** from the "Circular Newsletter" wrote about "Whale Tales (sic)". Porsche had just learned the importance of spoilers on the 917-10 and 917-30 which ran in 1973. That technology quickly made it to the street cars and the duck tail appeared in 1974. Then the whale tail came on the 1975 Carrera and then on the 1976 and 1977 Turbo's. The whale tail with the lip came on the 1978 and 1979 Turbo's. In their usual fashion, the Germans had



Deb Johnson holding one of the beautiful trophies

The Scans Continue

measured the lift: at 140 mph, the basic 911 generated 430 lbs of lift. The whale tail and front spoiler reduced that to 37.5 lb at 152 mph. The early whale tails gave the 911's a bodacious look; now almost every car made has a trunk with a shape that probably provides some spoiler effect.

- **Kim Crumb** follows with a two-page article on how to retrofit a spoiler onto a 928. Parts were \$650.
- Thirteen new members are listed, including **Rudy** and **Jayne Mueller**.
- One page has two interesting titles; *"Take Off Your Bra If It's Wet"* (which everybody who used a car bra already knew) and *"Sex in a 914"*. If you fell for the last one you read down to "continued on page 36", but the issue only had 32 pages . . . :)

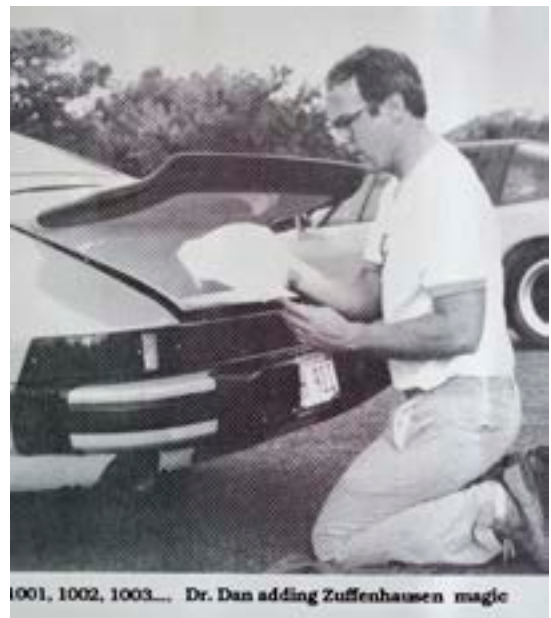


These scans are a series of photos from the 1987 Afton Concour. All pre-titled!



The Scans Continue

Nord Stern At the 1986 Porsche Parade in Dallas, Texas



Skinny Wheel

continued from page 19

Mexico Blue 911. Many of you know Hank or you know about his racing fiberglass products. He and that gorgeous Phyllis moved from our local area so they would be closer to racing venues, hiking trails and a spectacular view of Pikes Peak and a valley that looks like it goes on for 50 miles. (And something about not missing the snow and cold and a longer rose growing season.) Got a tour of his garages and met some cool folks and looked over his present project of building SC's and newer cars as backdated light weight long hoods. Got a ride...yup, it was a good ride. After building race cars and prepping cars for over 50 years he has it dialed in - gears, grip, horsepower. Lunch at the historical Johnny's Navajo Hogan. The Hogan building is a domed shape roof formed by cribbed logs and no nails. Excellent food in a unique historical building. Said our so-longs and headed up to the reason for this drive thru Colorado.

In Denver I had the pleasure to review

a sister car that is just being finished after a multi-year restoration. It's Adam Gordon's 1964 911. Car # 300 133. I hope you get to see this car. The quality of the restoration is probably the best in the world. The restorer, Dave DiMaria, famous for his 550 and other early Porsche classic cars, is also an owner of car 300 040. A super rare Type 901. With our three 901/911 cars parked in his shop this is one of the largest gatherings of 1964 911's in the USA. The work crew that Dave has pulled together for his shops and particular to this build is world class quality craftsmen and features possibly the leading Concours preparation expert in America, Tom Scott. The car is being finished for it's inaugural showing at "The Quail", part of the Pebble Beach festivities the third week in August. This is one of the 3/4 of a Million dollar cars that just holds your attention because of the mastery of the design, and



the brilliance of the presentation. A car from which 50 years of development has sprung.

At Dave's shop one of the final adjustment crew brought his special car, a four cylinder derived from the flat six 911 engine. A special built engine based on Dean Polopolus' invention. The Polo engine, as it is known, is a 2.4 screaming power plant. It's nestled in a 912 coupe body. It's owner Chris handed me the key for a drive. I don't think he was expecting

it to be a hooligan drive but with all that power it quickly became a thrill ride with extremely satisfying grace and speed. I can sum up the drive, his car and that engine in a single word - z o w i e e e e y. (When you say that word - turn your audio to position 11).

Dave DiMaria and his lovely Karen were gracious and caring hosts. Another bright spot on this trip.

Drive Date 8-10-013: Late afternoon, drive

Continued on page 43

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A is for Autobahn

by Johnny Speed, Courtesy PCA National Newsletter Editorial Archives

If you are interested in driving the Autobahn, consider a few suggestions: Work your way up to the high speeds. Take a day or two to become acclimated. Respect the speeds, mishaps can and do happen. Look far ahead and be smooth. Do not move into the left lane without first looking way, way behind. Get back into the right lane immediately after you make your pass. Don't stay in the left lane unless you are really moving, 240 km/h (150 mph) or better. And do not pass on the right. This is a big no-no in Germany.

Only certain sections of the Autobahn are designated no speed limit—watch the signs. The unlimited speed sections are becoming fewer and shorter as traffic volume increases and lobbyists are pushing to have Germany conform to the 130 km/h speed limits of the rest of Europe. If you want to enjoy what the Autobahn has to offer, don't wait too long.

If you plan to take European Delivery of a new Porsche, consider taking delivery after the tour. The tour cars get run hard and it is not the optimum way to break in a new car. But do not feel you have to drive fast while in Germany. It is a beautiful country that requires moderate speeds to truly enjoy.

Note: J. Speed is the pen name of the author who participated in the 2007 Spring TREFFEN.

My pulse quickens at the moment I see the sign and hear Sebastian's voice over the radio: "No speed limit" he declares, his black Carrera 4 speeding away. I wait a moment, shift down to third and squeeze the throttle until it is hard against the floor. Greg, riding shotgun, turns off the air conditioning—we are going to need all the horsepower the new 997-generation Turbo offers.

By waiting a moment, I allow the Carrera 4 to gain some distance on us. I hope it will be enough. I run through the gears, up-shifting just prior to redline. The Turbo accelerates like a musket ball being fired out a barrel. As the speedometer shoots past 270 km/h (168 mph), I ask Greg if he is OK. "Doing fine," his calm voice replies. The section of Autobahn we are on is mostly straight and smooth, with a couple gentle sweepers, ideal for high speed driving. A quick glance at the speedo shows 285 km/h and still climbing.

We start to come up on slower cars, dutifully maintaining their position in the right lane. Anything moving under 150 km/h (93 mph) is considered slower traffic here. My left fingers are poised to flash my high beams if necessary (we were told to avoid flashing our high beams unless absolutely necessary, it is very impolite). We are compressing the space between our car and the Carrera 4, the Turbo still gaining speed, but at a slower rate. Would we see 300 km/h?

My Autobahn Experience had started two days earlier, the Mercedes-Benz tour bus dropping our group off at Porsche's Ludwigsburg facility. Our tour group is made up of 32 friendly, professional people from across the US, and a few from Canada. The group's two main commonalities? An interest in Porsches and a passion for life.

Out in front of the tour bus, sitting in a row, is an assortment of 19 Porsches, including three Turbos. I understand I will

be getting a Turbo... I walk down the row of freshly-detailed cars, each with the names of the assigned drivers on the dash. The first two Turbos have other people's names. I come to the last one. My name is on the dash! It's a moment full of exhilaration and anticipation of what is to come. I step back and take it in.

The car is jet black and heavily optioned, including PCCB brakes and GPS. I open the door to see Terracotta leather with black accents, accessorized with bits of carbon fiber. Very nice. A glance at the odometer shows 440 kilometers (about 273 miles). The car is virtually brand new! Peter Sontag, our Tour Treffenmeister, walks by and asks if I like the car. Like it!? I am in love! I ask him if I should follow the break-in procedures since the car is essentially new. "Just get in and drive the thing," he replies.

For years I have heard stories about what it's like to drive the Autobahn. The most common? "We stayed in the right lane most of the time because the few cars that used the left lane were going at unbelievable speeds, flashing their headlights at us." I knew which lane I wanted to drive in.

Tour members are assigned into one of three groups, each with different driving expectations: slow, 120 mph; medium, 150 mph; and fast, over 150 mph. Being in one of the three Turbos, I am in the "we came here to drive fast" group. Each group has a professional driver as leader, driving out in front. Sebastian is ours. The first day I am solo in the Turbo, the second and third day I share it with Greg (alias the Beermeister), a Florida surgeon who not only enjoys fine cars but also fast Italian sport bikes and good beer.

We are asked to not pass each other until given the OK and to stay behind our group leader throughout the tour. This works well, allowing all the drivers to become comfortable with the higher speeds without

feeling pushed. Each car has a two-way radio, allowing us to communicate with each other. Sebastian will let us know when there are speed zones, traffic cameras or anything else we need to watch out for.

We quickly load our gear, start the engines and are off. 10 minutes later we pass a sign. THE sign. Blue background with a white symbol of a road and bridge—I am about to enter the Autobahn. It is the same feeling as the first time I pull out onto the front straight at Portland International Raceway: I am finally doing it, I don't have to watch the speedometer, I can just focus on driving fast.

I am second to last in our group, Peter Sontag is behind me. We quickly get up to speed, about 190 km/h. I am a bit nervous. It is one thing to drive at high speeds on a track, where the actual average speed is well below 100 mph. On the Autobahn, there is no slowing down. The right (slow) lane is

moderately full of trucks and slower cars—there are just two lanes going each way. I'm concerned a slower car will pull into the left lane and block traffic, as is common on our Oregon freeways. But it did not happen, a good thing considering we are traveling 65+ km/h faster than the vehicles in the right lane. After awhile, we pull into a rest area to take a much needed break. Peter Sontag assures us that we will be getting out of the "traffic" soon and will finally be able to "open it up."

Traffic soon thins out and we are running along at about 130 km/h on a beautiful, two-lane rural highway. I am a little bored, so I let the car in front gain some distance and then squeeze the throttle just to feel the acceleration. Peter's voice comes over the radio, saying "Johnny, I feel your pain." I know the time will come for passing, and I can wait. I do not have to wait long....

I have been watching the other lane and, just as I thought "this is a great place to pass," over the radio comes Peter's voice saying "OK Johnny, if you want to pass him, go ahead." Before he finishes the sentence, I have down-shifted and am around the first car. The Turbo accelerates rapidly. A quick up-shift causes the car to pull even harder. I feel I am riding a race horse that has been given the reins and spurs. But just as it is starting to get interesting, I have to brake hard and fall in behind Sebastian, our group leader. From the other cars, their windows down, I hear "Wow, that sounded so good!" and "Where did he come from!?" over the radio. I key my mike to Sebastian: "Come on, let's go!" He has been waiting to hear just this and shoots off, with me close behind.

Over the next three days our driving tour goes south from Stuttgart into Austria,

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M96 and M97 Tech Session Kudos

courtesy Clubtalk

Great tech session indeed. I wish this would have happened about 45 days ago so my car wouldn't have been the one on display. The good news is that it is completed, and with the upgraded parts and performance additions, she's happily home in my garage and begging to go out and run.

Will is correct, the sealed bearing looses it's seal over time and allows hot oil in to wash the grease away. This slowly degrades the bearing until it gets to a point that it 'lets loose'. I was fortunate that mine failed at idle. Why is that fortunate? when the bearing fails, it allows enough play on the cam chain to loose timing and could grenade your valves. I had ZERO tell tale signs of failure and even did an oil change this spring with 1,000 miles on it until the 'event'. I had the LN magnetic oil plug and there wasn't any sign of shavings. I also pulled apart the oil filter, inspected both visually under a high lumen lamp and ran a magnet over it to search for magnetic material. Again, nothing.

My vehicle had an IMS failure earlier in it's life and had a Porsche crate engine installed at 21K miles. The car now has 45K miles and we got to have fun with this again. The interesting part is the dual row IMS bearing that was originally in the early M96 motors were 'upgraded' to a single row sometime around 2001. It just so happens that my replacement engine had a single row, and it failed marvelously.

Here is a short list of what had to be replaced on my motor, for those wondering what will be needed (at a minimum) should you choose not to take preventative measures on this topic:

- New IMS Shaft as mine was destroyed (LN Engineering with keyed gear)
- New LN Engineering IMS Bearing
- New Scavenger Oil Pumps (as mine were ruined from metal fragments)
- New Rod and Main Bearings
- New Cam Tensioner pads

- New Cam Chain Tensioners
- New IMS Tensioner (upgraded to billet LN Engineering)
- Full Gasket Kit
- New Seal Kit (including RMS)
- Full Bolt Ki
- New Thermostat
- New Water Pump
- New AOS
- New Oil Pump Gear Drive (LN Engineering)

Basically, the repair went from a simplistic bearing pull to that of a complete engine disassembly (minus the valve train) Since it was all apart, I added a few other items to save on labor:

- Refinished Flywheel
- Spec Stage 2 Clutch
- LN Engineering spin-on oil filter
- Fabspeed Maxi Exhaust
- Evoms Stg 2 Software
- Evoms Air Intake
- IDP Plenum
- H&R Springs (ordered but not yet installed)
- Eibach Sways (ordered but not yet installed)

The car runs and drives great again, much quicker than before. My wife said to me yesterday, *"did they (Imola) do something different to your car? It's much louder than before"*. I muttered something about it needing to break in, etc etc. I think I learned that from Chip Smith. (editor's note: I do believe that was also spoken to me years ago when I realized I could hear our 911 SC coming into the neighborhood after it was at the shop 'having a tune-up!') That said, for the amount of the repairs you could have easily found another 996 to buy.

I cannot speak to the other shops here in the Twin Cities, but I can state that Imola Motorsports did an exceptional job on this project. I would consider myself like many of you, a rather fussy enthusiast with a very detailed eye and sometimes unrealistic

expectations. Imola took the time to send me over 75 photos of the different stages of the build and kept in the the loop as much as I wanted to be so I was comfortable with the process. Eric (the tech) was professional, courteous and had an extremely high level of detail and technical ability and it a huge asset to the P-Car community as a whole. It's a non-paid ringing endorsement that I would be doing Imola a disservice by not sharing.

I apologize for the long winded post, but the moral of the story for those that are tired of playing Russian Roulette, make an appointment at your favorite shop and get your IMS bearing upgraded so you can focus on the driving experience and not with a nagging reminder that you could very well be driving a 3200lb paper weight.

Best of luck all, Ryan Herrmann

For those of us who don't have 996s, can you tell us what was the problem with the IMS bearing? You called it a design error?

– Nick Cirillo

The IMS bearing was designed to be a dry running bearing but over time oil, water dirt, etc finds it's way in and destroys the bearing, taking with it the engine. There are a ton of articles out there on it. Best prevention seems to be driving the car and changing oil very regularly - along with all preventative maintenance. In fact some articles point to cars that are tracked, doing better than regular - sunny day only cars.

– Will Sigsbee

I don't think this design was intended to be dry. It is a sealed grease lubricated bearing that over time loses it's grease. Then it has no lubrication

– Steve Meydell

I want to say thank you to IMOLA and Eric for putting on a very good tech session on IMS bearings on M96 and

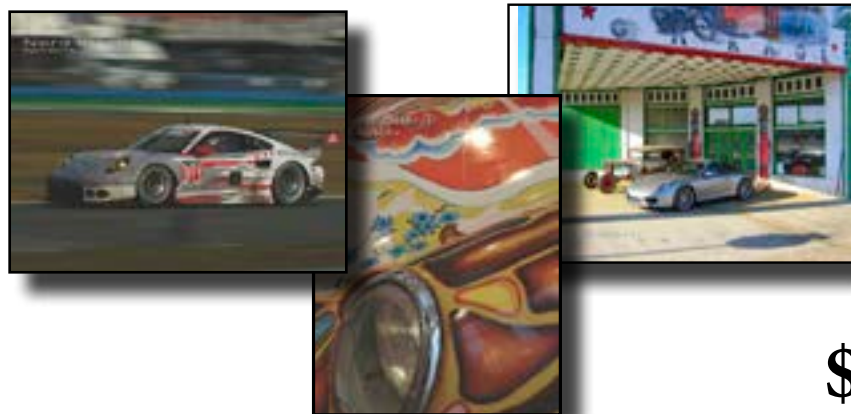
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Autobahn

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Liechtenstein, Switzerland and then back up to Stuttgart. We then tour the Porsche factory, museum and restoration shop (where I count six 959s being serviced – they usually have between five and 10 at any one time). Our group visits the Porsche test track, where, after riding along with factory drivers, even the PCCB brakes are smoking!

After returning our cars, Peter asks about the highest speed people saw. 230, 240 and 260 km/h are mentioned. Greg and I fall silent. “And how fast did you boys get up to?”

We saw 295 km/h twice, overtaking our group leader and having to “back out of it”. After driving at 180+ mph for a short time, 270 km/h (168 mph) becomes a nice enjoyable pace.

The whole tour lasts seven days. My most fondly remembered non-Porsche event was the Cannstatter Frühlingsfest – the May equivalent to Oktoberfest – where one eats great German food, drinks good German beer, and dances with whomever is nearby (first on the floor, then on the benches and finally on the table tops), all while singing “Sweet Home Alabama” and “Jail House Rock” in English. I am not making this up!

This was my first trip to Europe; I came by myself and knew no one else on the tour but I had a stupendous time. I highly recommend Fast Lane Travel (www.fastlanetravel.com) if you desire a wonderful European tour. Peter Sontag, their president and founder, is a fantastic guide with over 30 years of experience. You will have a magnificent time in his care.

We need to go back. Under the right conditions, 300+ km/h is definitely achievable and perfectly legal.

Tech Session

continued from page 30

M97 engines as well as Water pumps on Porsche engines. It was very informative and interesting even if you are not intending to change your IMS bearing because you have an engine that does not use this design error. I also want to thank Keith and Michael for arranging this tech session. I apologize for the belated thank you.

– Steve Meydell

Letters to the Editor . . .

A “THANK YOU” from me to the All Porsche Show and Charity staff and volunteers for this event. I am amazed that when we do any event that there are always opportunities for membership to recruit new members for our club. This year was exceptional. The good news is that we have six new members, the bad news was that I never got to see the cars in the show! I had inquiries from PCA members who were not Nord Stern Members, Porsche owners who were not members of either club, future Porsche owners. I even got a offer to buy my car! Can we do this again so that I can see the cars that were there and I never got to see ? LOL. Thanks to Keith Jones, Dale Trippler, and Phil Saari for spearheading this. Thanks to our prez, Dave Anderson for being around the tent and talking to some “just joined” new members. I have always had a goal to go over 600 members, this weekend’s event may have done it Keep new members coming, they are our future club!

– Ed Vazquez, Nord Stern Membership



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Book Reviews for Porschephiles . . . Fast Ladies: Female Racing Drivers 1888-1970

by Jean-Francois Bouzanquet, published by Veloce Publishing, UK
Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

The heroines whose brief biographies are compiled in this book are indeed ladies, starting with the preface by the Marquise de Montaigu. Though members of the nobility were not the only ones who could afford a car to race, in the early days the female racers were all married and are listed as Mrs. So-and-so, or The Honorable... (something one does not think about these days). It is a book about the ladies, not race results or even just their on-track lives. A fascinating read about real people albeit mostly upper crust. And the term racing in the subtitle should be understood as competition because from the '30s on, many of the women presented were rallyists, not circuit racers.

Divided into 7 chapters, the documentation of these ladies and their successes (or adventures, as the case may be), ranges from "1900, The Very Beginning" to "Formula 1". In addition to the biographies, each chapter begins with a paragraph expanding the title concept. There are also a few summary write-ups of significant eras in the more or less chronological presentation.

Amazing to this reviewer is the depth of information and pictures contained in *Fast Ladies* about pre-WWI women drivers, and especially the number of pictures from the '30s on. It seems that European archives are much more comprehensive than American.

Just looking at the pictures and reading the captions can leave one in awe of how these women handled these massive cars on crude roads, with very primitive support facilities, and nothing in the way of crowd control.

The first woman to enter races, Camille du Gast, finished 33rd out of 122, in the 1901 Paris-Berlin race, in part because of she could afford a very good car. Her story gets more interesting after that success.



The first English woman racer was Dorothy Levitt, who won her class in the 1903 Southport Speed Trial. Most infamous might be Violette Morris. She also won Olympic shot-put and Javelin medals, was a boxer and, in modern parlance, a dyke. Her sexual preferences got her in trouble with the French sporting authorities. Surprisingly, she found the Nazi authorities more tolerant and became an all too effective anti resistance spy for the Germans.

Fast Ladies tells another interesting story of a woman racer with possible espionage, Hellé Nice. Allegations of involvement with the Gestapo, first made in 1949 by Louis Chiron, were never proven,

but ended her career of racing cars borrowed from various owners/lovers. Then there was that photo of General Von Richthofen, found in her personal effects after her death.

Other stories, eye-opening to this reviewer, are about women racing at Le Mans in the '30s, and even setting long distance records in cars built by their husbands. Unreal seeming, to a southern Californian at least, are pictures showing ladies driving open cars, some without windscreens, on snow covered roads. Also at odds with modern practice, these ladies are shown driving race cars whose bonnets were taller than their shoulders! And as macho as these drivers might be considered, these ladies are shown racing, in skirts, over hundreds of miles of public roads in open cars!

Yes, there is Porsche content - Not only are Spyder racers (notably Denise McCluggage) and Rallyists in cars ranging from Gmund Coupes to a '75 911S included, but it is amazing how often the words "Huschke von Hanstein" show up in the biographies of *Fast Ladies*!

If you have ever followed motor racing/rallying history, it is interesting to be able to put a face, and a personality, with a long known name. And some of the unknown names, like Annie Soisbault, have really spectacular stories to tell!

Fast Ladies consists of 176 9-1/4x11-1/2 inch pages, profusely illustrated (mostly black&white of course), and should be available for \$59.95 from your favorite bookseller (ask for it), or from <http://www.motorbooks.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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Rick Moe
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Exhaust - Excitement Wanted!

courtesy Clubtalk

Question: Does anyone have any experience with either B&B or Borla exhaust systems? I love my newly acquired 2008 Cayman but would like a little more “excitement” in the exhaust tone.

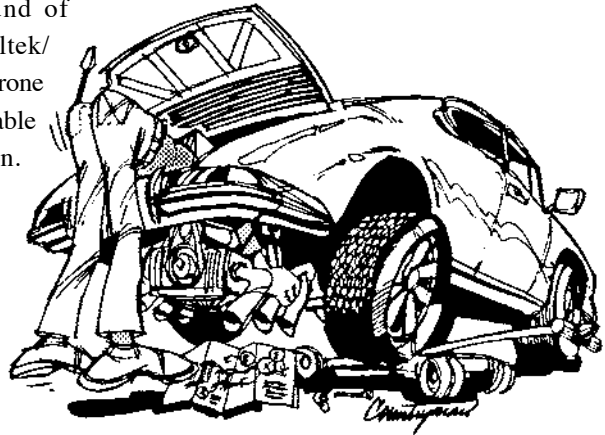
Thanks,
Jeff Boehm, Rochester

Answer: I previously had a 2008 Boxster S, owned 2 different exhausts and heard a few others in person: - Milltek (owned): Nice tone, low and rumbly, not too loud, just a little drone at low RPMs. Unfortunately, the baffling inside the muffler cans deteriorated and started rattling around after a few track days so I had to replace it. - NHP (owned): Second exhaust I owned on my Boxster. Louder than stock, no drone, low rumble but not as low as Milltek, held up fine on track. I really enjoyed the NHP exhaust.

- Borla: One word: LOUD. I mean really loud, like scare children and wake up the neighbors. Also significant drone at low RPMs. - Cargraphic: Made in same factory as Milltek and appears to have same design at least as viewed from exterior. Very similar sound to Milltek. I think they might be identical, just re-branded. - Fabspeed Maxflo: Middle ground of loudness between Milltek/NHP and Borla. A little drone but not too bad, manageable with manual transmission. - Fabspeed Race: Loud like the Borla. I heard this one at the track so it didn't seem quite as

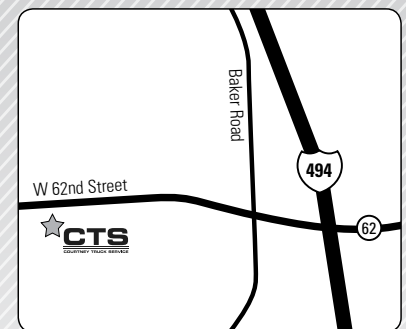
obnoxious as the Borla but it's probably about the same. I can't comment on B&B, never heard it. I'm considering a Fabspeed Maxflo for my new Cayman S.

Good Luck,
Cory Hoeglund



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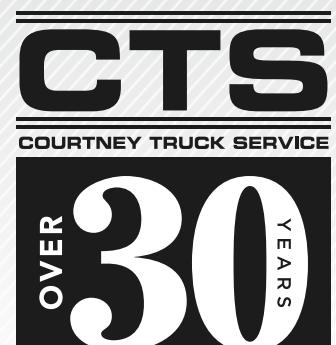
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October Business Minutes

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Ideas ranged from setting stages for penalties. First, lose a session, etc. Some infractions are safety issues and some are not. More needs to be emphasized at the driver's meeting. How do we make sure that visitors know and understand our rules?

- Also suggested that we need to move the checkered flag to turn four. It's too hard to see at six.
- Sent an email to High/Great Plains asking for their dates which we will publish and in turn, will send them our DE calendar as soon as it's known.

Track Relations – Jim Bahner

- Should RA be moved to June?
MOVE IT!
- Ask Jim to check dates

Driver Education Registrar – Dave Anderson

- Maybe send out an email early in the year with the track event dates to past participants to try and lure them back
- Look at moving RA to June, since there is a big gap now with no Fast Fling, July is busy.
- Many RA participants from Milwaukee and Chicago come to our event. Send info to those regions EARLY

Driver's Training – Ron Johnson

- First Fling went very well, we had good attendance
- Last Fling had lower attendance; need to try and get more participation earlier and ask members to recruit
- Dave – several people mentioned scheduling issues with Final Fling
- We need to publish our dates year round and get the dates out early
- Ed V. suggested that we add a new member social mid-summer to build up interest and enthusiasm for Final Fling
- Bret – suggestion to add an additional event at the Polo Classic on the west

side. There currently is a car show, champagne, big hats, it's really fun! Bret could organize for 2016.

Touring & Drives – Randy Walker

- Open position for Drives
- Randy has been organizing the very popular Vino in the Valley
- No report for Touring, Mike no longer organizing Spring Drive

Rally – Lon Tusler

- No report

All Porsche Show – Phil Saari

- No report
- Phil would like to retire as chair

Fall Color Tour – John & Suzanne Dixon

- Fun and beautiful once again as reported by a number of attendees at the meeting!
- Suggested that we add a Fri-Sat overnight event in the Spring somewhere more local? Just needs someone to organize
- maybe add a metro fall color tour
- Ed – we used to have a spring tour, it would be good to add one back (see above)

German Car Fest – Paul Bergquist

- No report

Historical Archivist – Kim Fritze

- No update

Safety – Paul Ingebritson

- We covered a lot already
- We encourage people to wear natural fabrics at our driver's meetings yet our Club Race t-shirts are made of polyester. Club Race chair duly noted the suggestion that cotton t-shirts are more appropriate
- Order two checkered flags for our kit.

Shop relations – Keith Fritze

- No report

Tech Sessions – Keith Fritze

- No report
- Since the Raymond tech session on detailing didn't happen maybe offer Sterling an opportunity to have one at their place. Jill will contact them.

PCA Zone 10 Rep – Kim Fritze

- No update

Old Business

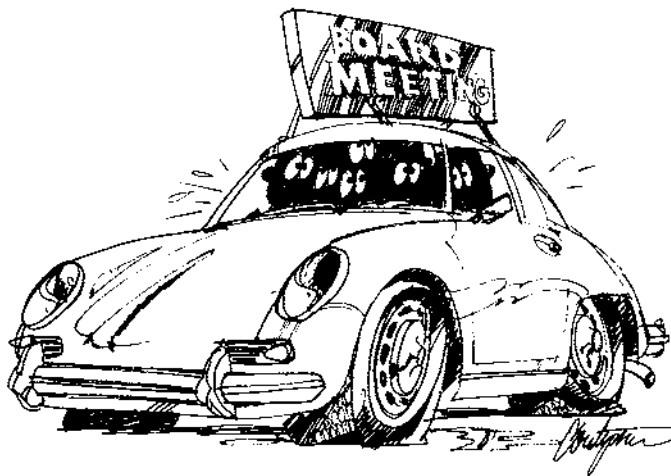
Escape 2015 – Arlyss and Jim

- Keith Fritze has agreed to hold a seminar on detailing at the Escape
- Some concerns about Rennsport's event the same week
- Progress continues, agreements with hotels are in place
- Promotion is the most important part right now
- They will be announcing the 2015 Escape at the 2014 Escape so the 2015 website will need to be functioning at that point in time – mid-November. Todd Smith is working on working weekly with Arlyss and Jim.

New Business, no new business

Meeting adjourned 9:01 p.m.

Respectfully submitted, Betsey Porter



Fall Color Tour

continued from page 20

on us for clean up, though! To Jill Daneu, my utmost appreciation and thanks for all you do 'behind the scenes' putting together the little pieces that make this weekend such a perennial favorite. There are absolutely not enough words to express my personal thanks, as well as on behalf of the club. You are one awesome organizer!

And what can we say about John Dixon, whose original vision twenty plus years ago has resulted in an annual Nord Stern event that has no peer. You are the best! We missed your guiding enthusiasm and leadership this year but I can attest to the work you put in beforehand to make sure the event went off 'without a hitch.' Which it did! Although I hear via the grapevine that many of us really, really enjoyed the wonderful sunrises (actually both Saturday and Sunday) from the comfort of our condo rooms since our fearless 'sunrise hike' leader couldn't be on hand this year! Thanks again to everyone involved for a memorable weekend; one that we will all reference in the future as the 'perfect fall weekend Up North!'

– Christie Boeder

What a great weekend we had up north this year. Picture perfect weather and great people and cars.

Here are some pictures for your enjoyment. <https://www.icloud.com/photostream/#A4GQOeMmGMDszV> (<https://www.icloud.com/photostream/#A4GQOeMmGMDszV>)

– Klaus Schneegans

Ind everything that Teresa says. We loved the weekend. Thank you Klaus for the wonderful pictures on line. How fun.

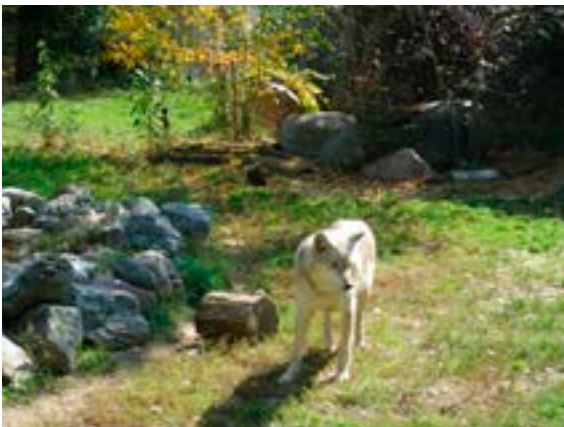
– Wendy Oldendorf

What a great weekend! Kudos to John Dixon and Jill Daneu for ordering up such glorious weather and fabulous color! Thanks to tour leaders, picker-uppers, and to Holtie and Cyd for getting us the discount coupon at Paragis. And thanks to the internet and cell phone gods for keeping me disconnected from reality. From Friday morning to Sunday evening no calls or emails. Heavenly!

– Teresa Pfister,
Marketing By Design

A few Fall Color Tour Scenes

Photos by Lisa Schneegans,



Photos from The Wolf Center, by Jill Daneu, in Ely, MN during this year's Fall Color Tour

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. In 2011 the PCA National Office moved from Springfield, Virginia to a new facility in _____.
 - a. Columbia, Missouri
 - b. Columbia, Maryland
 - c. Columbus, Ohio
 - d. Manny Alban's garagePorsche Panorama March 2012. "Any Questions" Section
2. Porsche Parade is not trademarked in the US Patent Office?
 - a. True
 - b. FalsePorsche Panorama March 2012 pg. 4
3. The name for Porsche's new compact SUV is Macan which in Indonesian means tiger.
 - a. True
 - b. FalsePorsche Panorama March 2012 pg. 72
4. Which PCA Region has hosted or co-hosted the most Parades at 5?
 - a. Potomac
 - b. Rocky Mountain
 - c. San Diego
 - d. Gold Coast2012 Region Procedures Manual pgs. 13&14.
5. Hospitality Tents also known as Porshecorral's are a member benefit provided by PCNA, IMSA and PCA at American LeMans Series and GRAND AM races.
 - a. True
 - b. False2012 Region Procedures Manual pg. 8
6. Special Interest Groups also known as Registers allow members with specific model Porsches to focus on the special aspects of these cars. Which of the following is not a Register.
 - a. GT2/3/Cup
 - b. 912/912E
 - c. 911S 1969 – 1973
 - d. 911 SpeedsterPorsche Panorama March 2012 "Any Questions" Section
7. The hybrid concept was not new to Porsche in 2010. In what year did Ferdinand Porsche develop the Lohner-Porsche "Mixte" with wheelhub electric motors and a spark-ignition engine?
 - a. 1960
 - b. 1949
 - c. 1902
 - d. 1900It Figures! As it has for 60 years Porsche AG 2008
8. The first Porsche advertisement appeared in 1950.
 - a. True
 - b. FalseIt Figures! As it has for 60 years Porsche AG 2008
9. In 1997 Porsche continued the supercar lineage of the 959 with the 544hp carbon fiber, DM 1.5M, 911 GT1. How many units did Porsche produce?
 - a. 1000
 - b. 100
 - c. 20
 - d. 5Christophorus "60 Years in America" Vol. 347 pg. 72
10. Porsche's customer magazine, Christophorus, is named for the patron saint of travelers.
 - a. True
 - b. FalseIt Figures! As it has for 60 years Porsche AG 2008
11. The unique 935/78 better known as "Moby Dick" the final expression of the factory 935's was in effect a tubeframe racer only retaining the upper portion of the 911 body shell. "Moby Dick" was also unique in that it was the virtually the only factory production based race car with right hand drive.
 - a. True
 - b. FalseEvolution of the Porsche 911 in Competition – Michael Keyser pg. 80
12. Virginia International Raceway (VIR) was the venue of the first International Motor Sports (IMSA) GT series race in April 1971. The overall victory went to _____.
 - a. Peter Gregg/ Hurley Haywood 911ST
 - b. Bruce Jennings/Bob Tullius 911
 - c. Peter Gregg/Hurley Haywood 914/6 GT
 - d. Steve Behr/Ralph Meaney 914/6 GTEvolution of the Porsche 911 in Competition - Michael Keyser pg. 33
13. 904 bodies were made from BASF Palatal plastic by an injection process at _____.
 - a. the Heinkel aircraft factory
 - b. Weidenhausen in Frankfurt
 - c. Monogram
 - d. DrauzMoments The Official Porsche Anniversary Book pg. 73

14. Roger Penske ordered 15 Carrera RS's in 1973 for his made for TV International Race of Champions?

- a. True
- b. False

Evolution of the Porsche 911 in Competition – Michael Keyser pg 45

15. In 1956 a variant of the Type 678 aircraft engine, the Type 702 was used in a one man helicopter.

- a. True
- b. False

Porsche Panorama Jan 1986 pgs. 11&12

16. A joint development of Porsche and Mann+Kummel Group produced _____ a multi-chamber

module to transfer acoustics pulses from the 991 air intake to the steel bulkhead at the rear of the passenger compartment.

- a. Symphony
- b. Symposer
- c. Acousticer
- d. Boom box

Excellence April 2012 pg. 57

17. The 2012 991 Porsche Torque Vectoring system helps to limit oversteer by applying braking force to the inside rear wheel in a curve, adding more torque to the outside rear wheel.

- a. True
- b. False

Excellence April 2012 pg. 57

18. A major 911 clutch design change occurred in 1970 with the introduction of the " _____ " clutch.

- a. pull
- b. push
- c. puck
- d. exploding

Up Fixin der Porsche Vol X pg. 39

19. What is the correct order of production for lightweight 911 wheels?

- a. Mahle cast-magnesium, Fuchs

forged-aluminum, ATS cast-aluminum

b. Fuchs forged-aluminum, Mahle cast-magnesium, ATS cast-aluminum

c. Fuchs forged-aluminum, ATS cast-aluminum, Mahle cast-magnesium,

d. ATS cast-aluminum, Fuchs forged-aluminum, Mahle cast-magnesium, Up Fixin der Porsche Vol X pg. 89

20. In early 1972 an evolution of the 914 appeared. With a 2.4L 911S engine, 911S brakes and a fixed Targa top the total production of 30 916's were quickly snapped up by the Porsche family and "friends".

- a. True
- b. False

Porsches for the Road The Survivors Series 914-6 Section


November Quiz Answers

q '07	a '01
q '61	c '6
a '81	q '8
q '71	p '7
q '91	c '9
a '51	b '5
a '41	b '4
a '31	a '3
c '21	a '2
a '11	b '1




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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 12:00 noon - Lunch Service begins at 12:30

Performance begins @ 2:00pm

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 12:00noon.

Lunch service begins at 12:30am.

Curtain is at 2:00pm

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

Greenwood, MN 55331

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.”

Skinny Wheel

continued from page 27

out of the Denver area - destination Estes Park and Rocky Mountain National Park. Spectacular views of rugged mountains.... Hold it - let me back up. First you have to find a little road that has unbelievable beauty. Find a map. Go to Denver Colorado, just north is a town called Boulder...Drive into town and turn left onto road 119, Canyon Blvd. Drive west till there is a



wall of the Rocky Mountains. Turn onto 72 North. It continues as Highway 7. One of the most beautiful places in Colorado. Enjoy that extreme natural beauty. If you find a little piece of open road drive the stink out of your little Porsche. Bottle that sense of joy and sprinkle it lightly on thoughts for weeks to come... ahhhh. Oh back to the task at hand: Estes Park, Rocky Mountain National Park, north entrance....south entrance has just loads of people all looking for a slow ascent to the high passes.... Not so many on the other. I'll take the north side. Entrance Rangers warn of the Elk coming into the high meadows at this time of day.

The ascent is a handful of driving. About a lane and a half of roadway with as many turns as it takes to get from 5,000 to 11,000 feet in four miles. Think of it as a hour of second gear autocross, pause only as needed to gaze at Wyoming and strikingly beautiful vistas (30 miles and more). The rangers were spot-on, the elk were in the bush and making their way to the meadows at the top. Small herds of them. Stop and let them

pass. Alert is on high with each drive into a blind turn. Drive time from east to west is over an hour. Arms are spent. Breathing is heavy. Fun factor is pegged. This skinny steering wheel is a delight to turn.

Highway 34 out of the park and turn west onto US 40. Sun is starting to set and clouds moving in. Two lane scenic roads, and making good time. Heading for Muddy River and Rabbit Ears pass. It's night driving and the locals are setting a good pace. Roll into Steamboat Springs at about midnight.

Again, town is full, not many places have rooms open. Follow a recommendation for a resort hotel and lengthy instruction on getting there. Large room and a little pricey for a summers stay. It is a toney place during high winter rates. Up early but take my time to walk up the hills under the lifts. This ski resort is a nice place in the summer, I can imagine it during the snow season. Find a self wash and clean the bugs and road grime from the prior day and nights drive.

Drive Date 8-11-013

Route 40 in high country on the way to Utah. There is an animated film, by the name "Cars" (you may have heard of it). John Lasseter heads up the creative group called Pixar, they draw cartoons. He drew inspiration for the films locations from some road in the west, I'm thinking it might be route 40. After passing thru Steamboat Springs aka Radiator Springs in the film and finding the rock formations that look like the nose buried 1959 caddies - tail fins pointing to the sky - yup the formations look like some of the blueprint for the films grand vista's. Beautiful high desert country. Fun drive.

Proceed west into Utah, keep the mountain range in the windshield and you'll get there in a few hours. Had a chance to test the accuracy of the local welcome committee electronic equipment. We have a relaxed chat and must have helped the local highway traffic to maintain the local limit for the time we talk at the side of the road. Great day to be working outside. He even gave me a copy of the electronic print out of how velocity in the high desert is measured. Kept a nice sedate rpm during most of the state. I had the chance to drive freeway around the north to Salt Lake City or get to Heber City and go south on 189, to find the wiggly Highway 92. On this trip.. Wiggly roads are better. 92 goes to the Sundance Ski area (and home for the film festival). Continue on to and thru the Timpanogos Mountain forest.... Yes fun drive. I tried to wear out the steering wheel but it took every twist and turn... Not one complaint.

On to Provo. Continued on thru Salt

Continued on page 45

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

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.

WANTED

One FUCHS wheel 5 1/2 x 15 " Gary Greiner, 218-348-1849, email gtgreiner@gmail.com

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.

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

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.

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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.

Skinny Wheel

continued from page 43

Lake City and headed to Wendover by the Bonneville Speedway. I had heard there were two Porsche guys going to be there. Not knowing if they were camping at the Speedway, in a Hotel or a motor



home I gave a call, you know, while I was in the neighborhood. Got together and had a beer and some fun conversation. Eric Linden, out of Seattle and Gary Emory from McMinnville are some cool guys. After the sun set in the west, I headed on to Elko NV.

Drive Date 8-12-013

Tire pressures are front 29, 29. Rear 31, 31 prior to the days drive.

Partial days drive to Reno. Stop at Lovelock to chat with Rich and wash the bugs off.

In Reno I call ahead and again the locals meet me and I follow them back into where the house is. Have a very relaxed afternoon in Virginia City, an old historic gold mining town. Stop to see the wild mustang horses at the south end of Reno. My hostess drives us over 341 - I could have gotten into big trouble with this twisty road pass in the little red car.... We enjoy a great evening, fabulous sunset, meal and drinks. Terri and Don are enjoying this town.

Drive Date 8-13-013

Time to try out the noted "one of the best drives" from Nevada to California.

First a stop by to say thank you, for the help Doug, the parts guy at Reno RennSport, gave me on a trip thru in prior years. He's out to lunch but chat with the guys there. While in the office most of the service department are walking out the door. We join them. Oh. They are looking at the little red car with the out of state plate. They are pointing out the early parts this car has. These guys know their stuff...Oh they work on a sister car that is still being raced. Car number 300 032, Dean Watts has these guys service his cars. The conversation gets to - they know that his car is at Monterey at Laguna Seca - he's racing it, and by chance I know that a fellow early car owner Adam Richardson, who owns and races car #300 024 in England, is in the country to drive Deans car for that race... Small world. Friendly, knowledgeable Porsche people, if in Reno, call RennSport.

Get on the road. Drive north out of town, 395 to 70 to California 49. Follow it all the way to Auburn and I-80. Second and third gear

Continued on page 46

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Skinny Wheel

continued from page 45

- three hour autocross. With small quaint towns along the river like Sierra City and Downieville, I could have spent the day but was needing to be in the bay area at supper time.

I-80 clean freeway driving till we get close to Oakland, dead stop six lanes wide. Make a call and Judy, who is flying in, will meet me at a airport restaurant for supper. "Relax have a drink, I'll be there after I get thru the traffic". Less than an hour later I'm at the Airport. We eat and get caught up on the days of travel. By the time the two of us load the car and head into San Francisco the traffic is mostly clear until we get to within a half mile of downtown. Exit and drive on to our Hotel. We are downtown tourists for the next three days. Little red car gets parked in secured parking for a few days. Rode hard and put away wet. TK still starts and drives like he is meant to.

Drive Date Friday 8-16-013

Check tire pressure and they are at 29, 29, 31, 31.

Typical overcast foggy morning, cool.

A block from Union Square, Downtown San Francisco.

We find our way to California Highway 1 and take a leisurely drive down the coast to Santa Cruz. Bright sun shine, warm, clear sky. Lunch at a local bakery/ cafe. Car gets a quick wash.



Get a call from another road warrior. A fellow driving to the Monterey weekend, except he is a BMW exec from New Jersey. We met in Nevada and had a fun chat about my old red car. He and his lady were driving in a X-6 that would be shown at the Quail.... Small world. Judy and I were on the wait list to get tickets for the Quail, but it looked like it was a no-go. Today's call says BMW may be able to get us in if we can get there. Get to Monterey area, the motel, and over to the car rental to pick up a second car and return it to the motel. Quick unpack and head south to the Carmel Valley and the Quail. Traffic has a major slowdown while the north bound traffic is stopped. Takes more than an



hour to get close to the turn into the valley, and a phone conversation with those at the event we realize this is not going to work out. Judy and I drive "almost" to the Quail, and find refuge, to have a meal, at the Baja Cantina in Carmel Valley.

Super Fish Taco's and cold beer. Life is still good. After we finish the meal, and look at the car show in the parking lot we head downtown. Traffic is now moving, slow but still moving toward the festivities in town. The little red car is holding up very well.

Even with a rare old 911 we can

park it anywhere, to the rest of the world it's just an older red sports car. Within blocks of the auction hotels we park on the street. The crowds are moving in the same direction, our



destination is the Portola Hotel.

A person whom I'm doing some business with and who is out of the country has made arrangements that we can be his guest for the RM Auction. The buzz at the hotel indicates the auction is going well and the crowd is noted by a passer-by to be larger than recent years. The preview area is packed and as we move to the auction floor many of the cars that have caught my eye will be coming to the block soon. We are on the sidelines but have full view of the action. The blue 1961 Ferrari 400 appears to have gone beyond pre bid estimate. It hits 2 million and the strong bids were coming at 50k bid increments. We hear air being sucked by us spectators at each advancing bid. It topped out at 2 million,750K. Followed by the 1974 Ferrari Dino. I was unsure what the auctioneer was saying until it became clear, he was calling the car "GTS Chairs and Flares" it had body work to the fenders and the seats were a modification. It also surpassed the pre-bid estimate by an extra 23K, bid to 473K. The next 1957 Mercedes 300 SL Roadster met a high of one million 430K. Pretty darn exciting. We were not in the room when a later item, 1953 Ferrari 375 MM Spider topped out at 9 million 075K, even the knowledgeable in the hotel seem to get it - this could have been the high bid of the evening...Whew boy.

Stay tuned! The Skinny Wheel Tour will continue in your next issue of Nord Stern, December 2014 . . .!!





Porsche 911 Carrera S



Set your sights on driving fun, where there's something great for everyone.

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