

A close-up photograph of the rear quarter panel of a bright yellow car. The surface is highly reflective, showing distorted reflections of a white grid ceiling. A black plastic trim piece runs horizontally across the upper part of the frame. In the lower right, a portion of a red taillight is visible, integrated into the bodywork.

Nord Stern Region PCA

June 2015



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

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

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

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

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

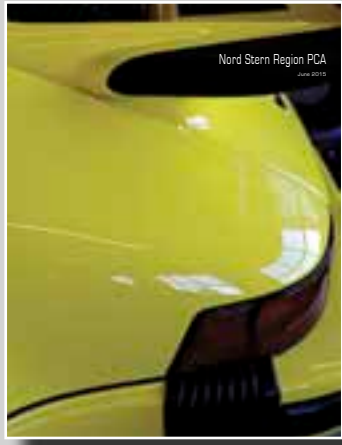
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Online issues, past and present are available in pdf format at <http://www.nordstern.org>



Cover Photo by Michael Grabner, from the recent Membership Social and Tech Session at Auto Edge: '76 Turbo being refurbished by Auto Edge and Raymond Autobody

The Prez
Sez . . .

by Mike Sabers
'79 911 SC



As most of us know, it is oftentimes better to just be lucky then either smart or good. Our First Fling event was moved earlier this year to due BIR’s scheduling of other events. This heightened the weather concern considerably. Although I had “promised” perfect weather as President, I had a line up of fairly typical politician excuses at the ready if the weather was terrible. Fortunately, I can now announce loudly and proudly “I kept my promises” and the weather, other then an intermittent shower on Friday, was excellent. In fact, Sunday’s weather bordered on just about perfect. Thankfully for all of you, however, I will not be running for reelection . . .

Nord Stern enjoyed a well attended and safe First Fling. No metal was bent, twenty nine new students were all able to successfully complete the Driver’s Education class, and we ended up with just shy of eighty cars running over the weekend. I had previously given a shout out to several Nord Stern members including Dave Anderson, Ron Johnson, and Chuck Porter for running a great event. I also want to say thank you to Steve Meydell for running the short track contingent on Friday and generally assisting with the school as well. As a result of these folk’s donation of time and energy, and the Club’s participation, fun was had by all. I can also say that the Friday short track experiment was a resounding success and that it was well attended and will be repeated.

Having just returned from a work trip, and working towards “summer” which is a daily count down in my daughter’s morning routine, I also want to give a shout out to Raymond Auto Body, and our

own Nord Stern member Keith Fritze, for putting on a great Nord Stern Tech Session. From the chatter on Club Talk, and some e-mails I have received since the tech session, it was well attended and incredibly helpful. For those of you who did not hear, or attend, it was a tech session on paint restoration and general care of P-Car finishes. Again, thanks to Raymond Auto Body, and Keith Fritze, for putting on a great event.

Road America. Nord Stern’s Driver’s Education Event at Road America is scheduled for June 15th and 16th this year. This is an earlier date, but remains the historic Monday-Tuesday that it has always been. Road America is oftentimes referred to as a bucket list track. If you have never been to Road America, and want to do so in a DE style weekend rather than a Club Race, or other Club’s weekend, this is an event you should sign up for and attend. This is also a very important year for our DE at Road America because our Club is looking hard at the continued feasibility of this DE. The numbers for this event have always been good, it is just Nord Stern’s cost associated with this event continues to rise. In sum, we have taken significant steps to advertise out of Region to subsidize this Nord Stern event with other Regions, but there is at least some chance that your opportunity to run this DE within the Nord Stern rules and group may be limited in the future. I can state numbers on this event as of this morning are strong, but I do think I need to give notice that this might be a “use it or lose it” event for Nord Stern. So, sign up, have two full days of track time at one of the best race track

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 - Or, send check, payable to Nord Stern, directly to Ed via the snail mail address below.
 - Your membership information with PCA will be available for the club’s records.
3. To **RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: <http://usa35.noip.me>). Or, you may send your check, payable to Nord Stern, to Ed via his snail mail address below.

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

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

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Eden Prairie, MN 55347
email: edmn911@aol.com or 612.720.0760 (cell)
Reminder, Annual Dues are: \$30 per year (defrays monthly newsletter costs!)

Nord Stern membership Options:
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Contact Ed with any membership inquiries or updates

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and Committee Chairs

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DE Registrar Dave Anderson	Registrar@nordstern.org 763.479.8231	Track Relations - BIR and RA Trackrelations@nordstern.org	
Driver Training Ron Johnson	DT@nordstern.org 612.730.2351	Jim Bahner	651.492.9459
Fall Color Tour John Dixon	FallColor@nordstern.org eyerack@tcq.net	Webmaster Mark Kedrowski	webmaster@nordstern.org



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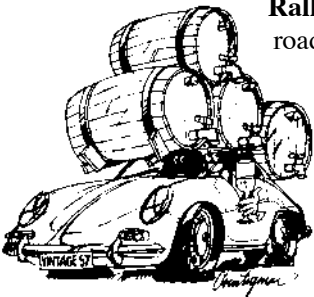
Welcome . . .
New Nord Stern Members

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:** Often held during lunch at Driver Training/Driver Ed 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.
- 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!
- 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!



As always, each month sneaks up on me before I know it! And this issue is no different in that respect. Just finished May and here’s the next one awaiting in the wings!

At least we can now safely say snow and ice no longer linger to haunt our days. While it’s not yet hot hot outside, the landscape is green and the roads beckon with the lure of driving adventures. The driving season in Minnesota has definitely arrived and I trust many of us are plotting and planning for some summer fun. Events are in the calendar, informal get-togethers are being contemplated. Tough not to be pretty upbeat these days.

We do have several events coming up that are looking for help - take a moment and think about how you can contribute. As my dear mother always says, many hands make light work and if we want to have events to attend, we all need to pitch in and participate both as a spectator AND as a volunteer!

This is going to be true for our All Porsche Show at the end of June. Give Phil Saari or Mark Koegler a quick call and let them know you can donate an hour or two of your time. They really need the help.

And the Escape to Mt. Rushmore event is rapidly approaching. Not only does it promise to be a premier

event for Nord Stern but also other region attendees. And what an excellent venue to show off just what a stellar region Nord Stern is in terms of it’s leadership, it’s organizational abilities and event planning and execution! Plus we are just ‘great people!’ We may not be the biggest region in the club by any means, but we do know how to get things done. Our club is always known for it’s excellent driver training and instructions but also for well-run events - both on the track and off. Truly a testament to the passion and commitment of our membership. While we often take the time to thank organizers and eventmasters, I think complimenting all members is in order - takes lots of member participation to pull off our programs. Give yourself a pat on the back for participating, volunteering, contributing. And if you aren’t participating, you don’t get to pat yourself until you do! Come to something, we don’t bite and we actually have fun. Join in the action at something this year . . . as a club we sure do have fun all while celebrating our Porsches. And that’s the simplest truth there is.

See you at the next event!

From the Editor

by Christie Boeder
’73 911



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<i>JUNE</i>		2015
15-16	Nord Stern Annual Cheese Fling Road America, Elkhart Lake, WI Eventmaster/Registrar: Dave Anderson Registration: clubregistration.net	
20	“Father’s Day” Rally Eventmaster: Lon Tusler, lon@snsabling.com 10 a.m., Greenfield City Park located at the intersection of Co. Rd 50/Rebecca Park Trail and Greenfield Road in Greenfield MN.	
28	All Porsche Show Central Park, Roseville Details TBA, Co-Chairs Phil Saari and Mark Koegler	
<i>JULY</i>		2015
24-26	Nord Stern Annual Club Race and Driver Ed Brainerd International Raceway Eventmaster: Doug Anderson Registration: clubregistration.net	
<i>AUGUST</i>		2015
8	Vino in the Valley Eventmaster: Randy Walker	
<i>SEPTEMBER</i>		2015
7	Annual Rochester Labor Day BBQ and Picnic Details TBA, Questions Jeff Boehm at 507.261.9407	
19	AutoMotorplex Oktoberfest (replaces German Carfest) Contact: Paul Bergquist 952.937.1822 Time: approximately 9 a.m. to 1 or 2 p.m. Ad	
25-27	Annual North Shore Fall Color Tour Headquarters: Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net	
<i>OCTOBER</i>		2015
1-3	Escape to Rushmore! Drives, tours, hospitality: http://escape2015.pca.org/ Eventmasters: Jim and Arylce Lilligaard See info on page 14	
11	Informal Bark and Beer Drive Details TBA, Questions Jeff Boehm at 507.261.9407	
16	Nord Stern Driver Training Brainerd International Raceway Eventmaster: Ron Johnson Registration: clubregistration.net	

17-18	Nord Stern Fall Fling Driver Ed Brainerd International Raceway Eventmaster: TBA Registration: clubregistration.net
<i>NOVEMBER 2015</i>	
8	Old Log Theater Outing with Mercedes Benz Club Details TBA, Questions Paul Bergquist 952.937.1822
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‘Down South’
Membership
Social and
Pancakes
and
Porsches?

Photos and text by Jeff Boehm



Yes you read that right! A Nord Stern Member Social and Porsches and Pancakes in Rochester! As you can see by the photos turn out at the Social was better than expected! Many longtime members were on hand plus many new members and several “soon to be members” as well. A special thanks goes to **Brain** and **Gina O’Neill** who provided their home, garage, driveway and yard for the event plus assorted and suitable beverages and snacks. Plus a thank you goes out to everyone who attended which included many Nord Stern “staffers” such as Ed Vazquez, Christie Boeder, Jill Daneu, Steve Meydell and former president David Anderson. To keep things fun the O’Neill’s had a raffle for several prizes and the Tire Department from Adamson Motors had a representative on hand with a selection of tire samples as well as to answer questions. Mother Nature mostly cooperated and we stayed dry right up until the end with the raindrops starting as most of us were leaving! Mark your calendars because it looks like this could become a yearly event!



Prez Sez . . .

continued from page 5

in the Country, and enjoy the Nord Stern management and group that joins you!!

The All Porsche Show and Swap Meet is also fast approaching. It is scheduled for June 28th at Roseville's Central Park at 2825 Dale St. North, Roseville. This Nord Stern sponsored and run event is a great opportunity to see great P-Cars, show a great P-Car, or even sell some of those useful P-Car parts you have laying around your shop or garage that are collecting dust. This is, undoubtedly, the largest display of Porsche cars in the upper Midwest. So, take some time, bring the family, and join Nord Stern at this great event. Also, if anyone wants to volunteer for a couple of hours to help with the event, please get a hold of Nord Stern Members Mark Koegler (mkoegler@HKG1.com) or Phil Saari (ps356er@yahoo.com). This is "volunteering" at its absolute best as getting to help park, arrange, and work around these great cars (and folks!) and is a simple and enjoyable way to give back to the Club!

I have had the opportunity, albeit on two wheels and not four, to drive a few of the "Escape to Rushmore" routes this Spring.

I can tell you that although these drives are becoming familiar old friends, they are no less awe inspiring then they were the first time I drove them. Staring at Mt. Rushmore through a rock tunnel on the Iron Mountain Road, after just having experienced the "pig tail" bridges, is an experience everyone needs to check off their bucket list. Escape to Rushmore is scheduled for this October 1-3 in the beautiful Black Hills of South Dakota. So "come on out partners," enjoy the "Hills," and enjoy the drives and hospitality of an area that prides itself on our open arm policy for visitors.

Last, I want to send a shout out to all of our new members reading our Nord Stern newsletter. And by my count, this is a lot of folks I am pleased to announce. If you have any questions, comments, or just want to talk about what Nord Stern does, what type of events our Club sponsors, or opportunities to get involved, just email me or any of the Chairs or Board members identified in the front inside page of this Newsletter. I guarantee these are some of the nicest people you will encounter, and all of them share the interest in the P-cars that made you sign up in the first place! As I am fond of saying, the only questions we cannot answer are the ones that are not asked, and the only

concerns we cannot address are the ones that are not raised. So, use your Board, and the Chairs, and contact them with any questions you may have. If they cannot help you, they know someone in Nord Stern family that can! We wouldn't be in these positions unless we loved the Club, the people, and helping others slide very comfortably down the slippery slope.

All for this month. Here's to hoping that summer temperatures will arrive, and that all of your summer travels are safe.

– Until next month, Mike Sabers
2015 Prez

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Slowpokes Inc. Open Track Time



2015 Dates:

**Sunday, May 31
Thursday, July 2**

Brainerd International Raceway
Competition course - 2.5 Miles, 13 turns
One-Day Events: Open Track - 9 a.m. – 6 p.m.

Cost: \$295 per car

Format: No run groups - Open track all day
Unlimited number of drivers per car
*Lunch 1 – 2 p.m. – Parade laps on track

Requirements: Prior High Speed Track Driving Experience
Vehicle Tech Inspection
Contact us for details

Contacts: Linda Schmid - linda@slowpokes.org 952-943-9567
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600
John Cunico - jcunic0@aol.com 651-726-4814
Andy Schmid - ams@amschmid.com 952-943-9567
Jim Bahner – jim@qualitytapeinc.com 651-492-9459

If your happiness requires more track time
visit www.slowpokes.org and sign up today!

It's Just Around the Corner: Escape to Rushmore!

October 1-3,
2015

by Arylce and Jim Lilligaard

Escape is one of the “big” PorscheClub events of the year. It's often the case that Parade is on one coast or the other, and not everyone has the time or budget for a trip like that, perhaps all the way across the country. Escape provides you with another option.

Escape, like Parade, moves around each year and is typically held on the opposite side of the country from Parade. It is a multi-event weekend, with a national attendance list. While the Parade has a competitive focus, Escape is purely non-competitive. It is a socially oriented weekend focusing on camaraderie and friendship. It is a great opportunity to show off your car, see old friends, make new ones, and enjoy the good will and fellowship of other Porsche owners. All of this without the pressure of: “Did I miss that speck of dirt?” or “Is this the fastest line through the track?” or “Was that a rally landmark?”

Typically a held over a long weekend, such as Thursday through Sunday, Escape usually consists of banquets, driving tours, drives to local area attractions and perhaps a “people’s choice” car show. Other activities may include an “off road” event for our Cayenne enthusiasts. There may also be organized group lunches or free time (either day or evening) to allow you to explore area restaurants and culture on your own. Memorabilia for Escape or the local region may be available for purchase at a goodie store. The primary goals are to provide a fun venue for club members to congregate and show off the highlights of a new part of the country.

This year’s Escape is being co-hosted by Nord Stern and the Dakota Regions and chaired by Nord Stern members Jim & Arylce Lillegaard (lillescape15@gmail). They have worked tirelessly the last couple of years to put together a wonderful opportunity for drives, touring, hospitality in one of the most beautiful areas of the USA within easy reach of our Nord Stern Region.

The dedicated website is live and full of information, photos, listings and registration information: <http://escape2015.pca.org/>

On the agenda: Enjoy The Ride,

At **Escape to Rushmore 2015** you will have several options for both guided and independent tours. You'll enjoy amazing scenery and choose from many popular tourist options, or discover

your own little hidden gems. Tour a jewelry manufacturer, take an 1880 train ride, search through the passageways of underground caves, or relax and discover your new favorite wine at a local winery.

Find yourself in the middle of a wide variety of wildlife including antelope, burros, bison, turkeys and even occasionally mountain sheep. There are at least eight organized tours every day and many others you can do on your own or with a group of your choice. Your options are limitless!

Watch the Road: Drives center more on watching the road than the roadside. **Escape to Rushmore 2015** provides both options in one. You can choose to appreciate the scenery on a tour one day, then drive the same geography concentrating on how you and your Porsche grab and hug the hilly, twisty roads the next day.

Iron Mountain Road Drive: Experience hairpin curves, tunnels and spiraling changes in elevation with wooden pigtail bridges aiding the challenge. Three granite tunnels frame Mount Rushmore in the distance.

Needles Highway Drive: Challenge yourself on this drive with hairpin curves winding through slender granite peaks called Needles and narrow granite tunnels.

Northern Hills Canyons Drive: Here you'll drive through Spearfish Canyon, a 19-mile gorge with thousand foot limestone palisades in colors of brown, pink and gray. Then you will transition to Vanocker Canyon road with its great twisties and scenic vistas. You will not be disappointed with this entertaining drive.

Hotels: Rapid City is a significant tourist center and has lots of hotels and more than 8,000 rooms. Arrangements have been made with several hotels. Below are options that provide many conveniences and pleasures for you including a buffet breakfast, secure parking, bellmen, car washing facilities and local transportation. Holiday Inn Rushmore Plaza is the official Escape host hotel and is located next door to the Rapid City Civic Center.

Reservations: Hotel reservations can be made after Escape to Rushmore 2015 official registration opens in mid-July. Special prices begin September 30. Reservations must be made by phone and require the code you receive during registration. Please make sure to use your code to receive extra services associated with the **Escape to Rushmore 2015** event.

Summer travel opportunities are just around the corner, it might be worthwhile to remind our owners of older electronically injected Porsches to review a common series of intermittent starting and running problems (misses, stumbling, poor acceleration) that sometimes do not show up until the first long highway trip. We were reminded of this by one of our east coast members who recently went through this with his 1984 911 Carrera on some east coast driving. A large number of these reports have been eventually traced to a common fuel injection sensor that measures cylinder head temperature in the air-cooled engines or coolant temperature in the liquid cooled engines. All of the early electronically injected 914 Porsche models that have Bosch D Jetronic (914 1.7 and 2.0) or L Jetronic (914 1.8) injection systems use a similar sensor and encountered similar problems. The 1984-1989 911 Carrera DME Motronic fuel injection systems were the first group of the early 911 series with a similar sensor that have exhibited numerous failures in the 1984 and 1985 models before a separate ground wire was added just for the temperature sensor.

System Troubleshooting

The most common owner complaints have included intermittent starting, irregular idle (varying rpm and/ or oxygen sensor interactions), sudden engine cutouts at various engine speeds, and lack of power or hesitation. Most of these turn out to be either electronic wiring or sensor problems. However, with the electronic injection systems, as with their mechanical predecessors, it is often difficult to know whether a problem symptom is being caused by the electrical system, ignition system or fuel delivery system and many of the failure symptoms from different components are similar. Therefore it is important to first completely check out and confirm that critical features of the electrical and ignition systems are in good order. This needs to include the fuel supply system (tank pick-up, fuel pump, system pressure check valve at the fuel pump, fuel filter and fuel pressure regulator). Similarly, the ignition system components must all be working correctly, including the coil, distributor, high-tension leads, cabling and spark plugs. If both the fuel delivery and ignition systems are normal, then the fuel injection system is the next area to check.

Common Fuel Injection Problems

From an overall view, the general experience and kinds of electronic fuel injection problems most commonly experienced by owners (References 1 and 2) include:

1. Sensors and sending units can become intermittent or fail, causing various rough running or

engine stalling symptoms.

2. Electrical connectors, wires and grounds can cause problems--everything from incorrectly inserted electrical plugs to wrong connections and corroded, loose or open connectors, as well as engine compartment wires broken inside their insulation.

Cylinder Head Temperature Sensors

One of the most important sensors that has caused a number of owner complaints is the cylinder head temperature sensor, also called the engine temperature sensor ANTC II.@ This sensor has an internal electrical resistance that varies inversely with temperature. According to Reference 2, at low temperatures (59 to 86 degrees F), the sensor has 1400 to 3600 ohms resistance to ground. At 176 degrees F, it has 250 to 390 ohms to ground, at 212 degrees F, it has 160 to 210 ohms, and at 265 degrees F, it has 90 ohms to ground. This variation in resistance with temperature is used to increase the injector pulse time when the engine has not yet reached full operating temperature. The sensor also affects the whole operating range of the engine and can cause random misses and other strange running symptoms if it becomes intermittent. The shop manual indicates that if the sensor becomes internally open, in the fuel mixture engine will become rich or the engine may not start at all, and if it is short-circuited to ground, the mixture will run lean.

914/4 Electronic Injection Systems

The 914 cylinder head temperature sensors are located in the number 3 cylinder which is accessed on the right side of the mid engine compartment through an opening in the cooling shroud. The sensor should have a resistance of 2500 to 3000 ohms to ground when cold and 300 to 600 ohms when hot. If it is open, the engine will not start or run. Intermittently open sensors or electrical connections have caused a lot of weird syndromes. Some owners have found that after the sensor has been threaded into the air-cooled cylinder fins for 30 years it is difficult to remove and may just break off. One of our members with that problem just left the original broken sensor in place and made an aluminum bracket to hold a new sensor onto the crankcase in close proximity to the number 3 cylinder. Afterwards he reported that it worked well.

Continued on page 22

Intermittent Fuel Injection Problems

by Allan L. Caldwell

reprinted by permission

Speil, Pacific Northwest
Region PCA



A First Parade Recap: Concours People (and an errant Robin!) Leave Their Mark

Paul Elwyn
Bluegrass Region

First Fling 2015 is one for the 'books!'

by Mike Saber

My first Parade experience as part of a Concours prep team provided a refreshing new awareness of Porsche owners, accented by the response to a robin in flight inside the prep building! It all started when fellow Bluegrass Region member Phillip Doty invited me to assist him and Chesapeake Region member Bob Gutjahr in preparing Bob's 1979 Sebring Edition 924 for Preservation competition. Bluegrass Region member Robert McClelland and his brother, Richard, volunteered to join the work on Saturday, while stretching on Friday evening after the 561-mile drive in their 356C.

Although I am not a Concours person, I have spent many hours working with "experienced" paint. My 14-year-old Carrera 4S turned 109,000 miles on the drive to Parade, so although I try to take care of my car and keep the panels free of dings (save one which I will not point out), she sports the patina of a Porsche that is well traveled, which suits me fine. I enjoyed the display of low-mileage Porsches, but out of respect for my 4S what really drew me in for a closer look were the cars "more traveled," not less. So I was happy to lay hands on the 924 approaching 100,000 miles, the Guards Red finish showing light scratches, stone chips and the oxidation that comes with age and use. Following my shift of polishing and

waxing, the finish glowed a little more under the cruel brilliance of the overhead lighting.

The five of us enjoyed working on the 924, which won Second Place in class on Sunday, especially rewarding for Bob in his first Concours outing. We all felt some pride in having been a part of the win, but for me winning was secondary. I was more impressed with the enthusiasm of Concours car owners in the prep area, many who volunteered more information about their car than requested; searched for needed parts to complete our prep; and had a great time sharing their car with others.

Parade, then, is about sharing the enthusiasm. Paul Stewart was another one who shared this enthusiasm, as he detailed his two Porsches in the parking lot in front of the hotel. This was his tenth Parade in the same 2001 Boxster, and his daily driver '87 924 with 134,000 miles posed alongside the Boxster. Both cars sported white paint and were equally loved. Although not Concours cars, Paul's

Continued on page 18



last fling. Also enjoyed watching many of the new students go quicker throughout the weekend and again doing safely with smiles on their faces.

I want to state a special thank you to Dave Anderson, our registrar, Paul Ingebrigtsen, our safety chair, Chuck Porter, our event master, Ron Johnson, the Chief Driving Instructor who put on the school, and all of the other Nord Stern volunteers and Instructors who took time out of their busy lives to contribute to a great event and a great club. These events do not happen without these volunteers and again thank you for everything.

As always, Nord Stern is always looking for ways to improve these events. If you have any suggestions, thoughts, concerns, or heck even any complaints - fire them to me at president@nordstern.org.

Everyone have a great week and hope your drive home from BIR was as safe as your track weekend!!

Meeting was called to order at 7 p.m. by President Mike Sabers

- President's Remarks: Thanks to Steve Meydell for his help at the School on Friday. Thanks to Ron Johnson and Dave Anderson for their hard work at the DT for First Fling Mike has received many positive emails about the event.
- Vice President – Paul Ingebrigtsen
No update
- Treasurer – Jeff Bluhm
Per Mike, financials are quite good
- Advertising – Jill Daneu
Jill emailed that she has contacted several new prospective advertisers and hopes to hook them in soon. She has contacted lapsed advertisers too to see if they will renew. She also has sent an eblast to advertisers regarding the All Porsche Show and Swap Meet in June. Will send a second eblast next week. May Advertiser's Apex is **Porsche of Minneapolis**, June will feature Structured Network Solutions (member Lon Tusler) and July will be Imola Motorsports.
- All Porsche Show – Phil Saari and Mark Koeigler
Mark reported that we still need some volunteers for the check in table. He has some vendors who have committed to booths. Will ask Imola to see if they can bring a car or two or their truck. Mark will go to the June Cars and Coffee and hand out the APS flyer.
- Autocross – Andy Golfis
Andy's article appears in the May issue. Along with schedule of upcoming autocross opportunities
- Board of Directors
Nominate Jill to liason with advertisers on givaways for Escape. Ron will help Jill if she needs it.
- Charity – open position
No report
- Club Race – Doug Anderson
Things are coming along fine. He put an ad in Club Racing News. Per Paul, the Safety people are on board. Ron will work on a party for Friday. We will have two sprints and a 90-minute enduro. Doug emphasized that Paul Ingebritsen has been doing a really good job working on the corner workers/Safety

part of the Race. Dave Anderson concurs. Paul will send the roster request and Dave will send a budget to Jeff. Ron has an example of a water bottle for the Club Race giveaway. He will get pricing Ed suggests sending an eblast asking for volunteers for Club Race (charity) and all other events we need them for. Eblasts reach all 700+ PCA Nord Stern members vs the 150-ish on Club Talk.

- Driver Education – Steve Meydell
First Fling went very well. Hardly any issues other than fluid on the track which shortened some run groups. Chuck Porter did a great job as Eventmaster, thank you Chuck. Dave Anderson will be EM for RA, Doug Anderson for Club Race, and Steve Meydell for Final Fling. Really liked the Intermediate Lapping available on Friday. Doug complimented Paul's Safety talk at the Driver's Meeting.
- Porsches and Pancakes
For July it will start in Monticello and be a drive up to the Club Race on Saturday, and will include an opportunity to do Parade Laps. More details to come.
- Driver Education Registrar – Dave Anderson
Took credit cards at the event on his phone and it worked really well
- Passed out the readers to Kim to use too
- Dave will need help with registration at RA. He got some responses from Club Talk. Doug

Continued on page 18

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May 2015 Nord Stern Business Meeting Minutes

by Betsey Porter, Secretary

Minutes . . .

continued from page 17

- offered to help.
- Driver’s Training – Ron Johnson
Short track worked well. Luis Jr was a big part of our success, he got a lot of cars to join the event. Need to try and build up the Fall school just as well Steve suggests getting a sticker for the Advanced Lappers so the pit workers can make sure they are allowed on.
- Drives – open position
- Fall Color Tour – John & Suzanne Dixon
No report, ad will start running in newsletter promoting date and location.
- Historic Archivist – Kim Fritze
No update
- Insurance – Michele Deml Johnson
Per Mike, insurance is in place for all scheduled events. Working on it for Escape
- Membership – Ed Vazquezl
We have 736 PCA members in the Nord Stern region. We have over 500 Nord Stern members. Ed is still contacting lapsed members. Suggests we keep a volunteer list, culled from people who have offered and from the 2013-14 survey. The PCA and NS brochure holders are now on display at the dealerships and shops
- Met Council – Bob Kosky
No report
- Newsletter – Christie Boeder
Per Mike, Christie is working on the June issue. May should be in your mailboxes
- Octoberfest – Paul Bergquist, Mercedes Benz Club
No report
- Rally and Drives – Lon Tusler
Rally confirmed for June 20
- Safety – Paul Ingebrigtsen
Moving the checkered flag at First Fling worked very well. The short track worked very well too, for the Advanced

Lappers on Friday. Per Ron, a lot of very positive feedback was received about the short track.

- Social Committee
No report
- Shop and Tech relations – Keith Fritze
Kim reports that the Tech Session at Raymond is this weekend
- Touring – Randy Walker
No report
- Track Relations – Jim Bahner
No update
- Webmaster – Mark Kedrowski
No report
- PCA Zone 10 Rep – Kim Fritze
No update
- Old business
None
- New Business
Will have an advertisers meeting if need be for Escape prior to the next meeting (September)

Meeting adjourned 8:11 p.m.
Respectfully submitted,
Betsey Porter, Secretary

First Pic: 2015 First Fling!

photo by Phi Kittock



Parade . . .

continued from page 16

enthusiasm for Porsche and for the Parade equaled that of the Concours car owners, a telling reflection on Porsche ownership. The “uninformed” imagine owners applying Q-tips to hood hinges to be people with mental health issues, but from my first Parade experience, Concours people left their mark with me as super enthusiasts. Those same enthusiasts would whoop loudly with laughter when a robin in frantic flight over the prep floor left his mark on a Concours body panel! Maybe they have some issues after all...

Editor’s Note: The above was written after the 2010 Parade but it’s sentiments and recollections are spot on!

ALL PORSCHE SHOW AND SWAP MEET

Sunday, June 28 10 a.m. to 1 p.m.

Roseville's Central Park 2525 Dale St. North, Roseville

A featured event: Roseville's Summer Rosefest

Swap Meet 8 a.m. Setup, 9 a.m. Start

Car Show: All years and models are invited and encouraged to display.
Vendor Display: All Nord Stern advertisers are invited to display their business.
Swap Meet: Anything Porsche related can be displayed to sell/swap (New Feature!)
Cars For Sale: Display your car for sale (Porsche Only)
Food Vendor: Nordic Treats

Suggested Donations:
Car Show Entries: \$20
Nord Stern Vendors: \$20
Cars For Sale: \$20
Swappers: \$10 (Tables are NOT provided)
Phil Saari and Mark Koegler, Co-Chairs

*This is the largest
display of Porsche
cars and related
in the Upper
Midwest bar none!*

A Bit of Action: 2015 First Fling!

all photos by Phi Kittock



Fuel Injection Problems

continued from page 15

911 Carrera Motronic System Component Locations

The cylinder head sensor is mounted in the forward facing side of the number 3 cylinder head cooling fins, which is the most forward cylinder on the driver's side. There is a sheet metal shroud across the front of the number 3 cylinder between the cylinder and engine case that helps guide cooling air moving downward around the cylinder. In the central portion of the forward facing air shroud is a removable oval rubber cover over the location of the sensor. The electrical cable to the sensor goes through a formed opening in the rubber cover. A photo of the arrangement is shown in Figure 1 from the Reference 3 factory shop manual. Access to this area requires the car to be on a hoist or jack stands that will allow the left rear wheel to be removed. The forward facing sheet metal behind the left rear wheel where the access cover is located is inboard of the left rear shock strut between the cam tower and the engine flywheel. Figure 1 shows the sensor protective cover removed from the sheet metal fender liner with the electrical sensor wire that goes through the protective cover and joins the wire bundle going into the engine compartment.

The temperature sensor cable is permanently attached to the top of the sensor so that a slotted, long neck socket wrench is needed to remove the sensor. The early

sensors had a hex head of 13 mm and a single connector pin at the end of the cable. The later models have a 14 mm hex head and a two pin connector. There is a factory tool, no. 9222, that provides a correct 14 mm slotted socket for this task as shown in Figure 2.

The head temperature sensor cable is routed upwards from the sensor cover to the rubber grommet on the engine shroud (shown in Figure 1) where it is routed into the engine compartment along with the two flywheel sensor cables. In the engine compartment, there is a vertical bracket mounted on the number three cylinder that contains three plugs on the left side of the engine as shown in Figure 3. The number one top plug, which is white, is the cylinder head temperature sensor, while the number two black plug is the engine speed sensor and the bottom number 3 plug is the engine reference mark (TDC) sensor. Note that both the early cylinder head temp sensors with a single pin as well as the later model sensors with two pins both plug into the same two plug socket in the cable connector that goes to the DME. The later sensors apparently provided a more reliable double ground than was originally used. From the vertical bracket location, all three cables go into the main Motronic cable which goes forward to the system 35 pin connector on the ECU box under the driver's seat. Replacement of the sensor requires removal of the sensor unit from the cylinder head, disconnecting the cable connector in the engine compartment and pulling the sensor lead out of the engine compartment

into the forward area where the sensor has been removed.

In checking the Motronic components, it is important to have a good electrical wiring diagram of the system, including its power supply, and some basic reference material on how the system works. The Porsche workshop manuals have fairly complete coverage and the most complete electrical wiring diagrams (Reference 3). Some of the aftermarket books such as Reference 4 also have good coverage.

911 Carrera owners of early models with intermittent running problems who have installed new cylinder head sensors report greatly improved running characteristics with smoother acceleration and no hiccups or intermittent cutouts.

References

1. Caldwell, A., "Porsche Electronic Fuel Injection Systems, @ Porsche Panorama Magazine, May 1999.
2. Caldwell, A., "Early 911 Carrera Motronic Problems, @ Porsche Panorama Magazine, April 2008.
3. Porsche 911 Carrera Workshop Manual, @ PCNA publication WKD 482 020, 1984, with updates.
4. Porsche 911 Carrera Service Manual, @ Bentley Publishers, 2000.



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	Cutter & Buck Tournament Pique Polo <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <i>Small – 3XLarge - \$45.00 Each</i>	Men's Size	Quantity	\$ Item Total
		Ladies' Size	Quantity	\$ Item Total
	Eddie Bauer Packable Wind Jacket <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <i>Small – Xlarge - \$50.00 Each 2XLarge - \$52.50</i>	Men's Size	Quantity	\$ Item Total
		Ladies' Size	Quantity	\$ Item Total
	Port Authority Dry Zone Cap <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <i>\$20.00 Each</i>		Quantity	\$ Item Total
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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



Editors John and Dodie Mueller continue the refreshing new format. **Bob Fleming** is credited with the cover layout. The newsletter banner also lists **Rick Moe** as Technical Editor and **Bob Cox** as 356 Editor. What a team!

– Ron Faust

April, 1989

- President **Ron Draper** says the snow was so heavy the winter beater rally got cancelled. About 25 members are attending monthly business meetings.
- PCNA announced a rust recall on all 356,912, and pre-1976 models. Cars will be shipped to Guadalajara to repair all underbody rust, after which they get a 15 year warranty. April Fools Day!
- Kim Crumb** reports on the 1989 Chicago Auto Show, brand by brand. The 928 S4 gives him mega sticker shock for \$83,000. He doesn't mention what a new 911 costs at that time. He says the new Subaru was offering the "very best in tractor styling", ten years behind every other brand but Yugo wasn't there.
- Sonia Fortier** reports on the track at Mid-Ohio, a 2.4 mile course with 15 turns. Turn by turn, she praises the elevation changes, camber and pavement changes, and blind apex and exit points.



April 1989 cover: Layout by Bob Fleming

- Kim Crumb** offers a full page on "Contact Patches", mostly a discussion on what tire pressures to run at the track. Back in the day low pressures were a good thing if you can stay off the sidewall, but it's complicated.
- Bob Cox** offers an article on "Value Rankings" for all 356 models with a "buy these cars" recommendation. Pre A Gmund Coupes

and Roadsters lead off. He feels the 356 A's (1956 to 1959) were the best looking 356's. I didn't know Speedsters had aluminum hoods, doors and engine lids. He thinks 356 B's are the least desirable. 356 C's with their disc brakes are the most drivable. My poor old '64 356 C trails at the bottom of the list, but is still well-loved and seems to have been swept up in the current price bubble like all the rest.

- Several Letters to the Editor compliment the new "stark" cover and newsletter format.

- John Mueller** offers an article on suspension tuning for 994's.
- The first offering on the Marketplace is from **Jim Southwell**, a 1980 911 SC Weissach Coupe. That's my car! It didn't come to me until two years later but has been treasured and loved for the 24 years since. Warning: DON'T GET

EMOTIONALLY ATTACHED TO YOUR CAR. You'll wind up building additional garage spaces and never want to let go. (Editor's Note: Too late, Ron!)



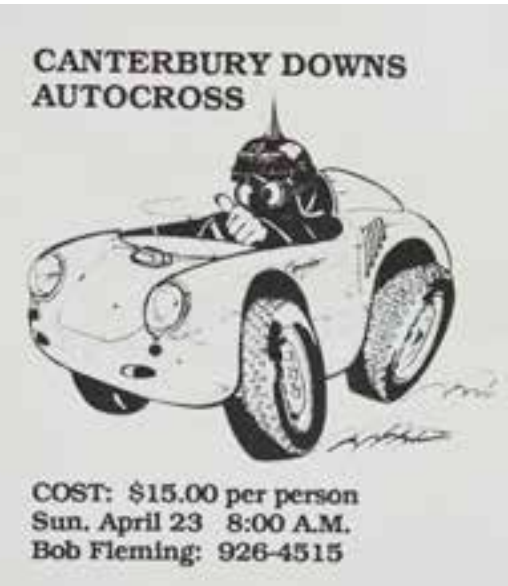
Nurburging Tech on pedal clusters



Left: Part swapping at the Nurburging Tech session



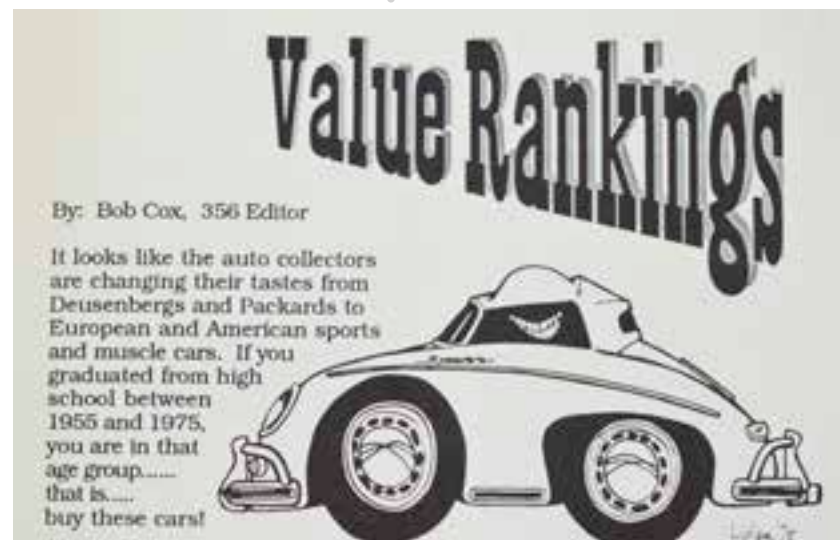
Right: Wheel alignment problem picked up on tech inspection (hopefully!)



The Scans Continue



Above: At the Nurburgring Tech we spy several still active Nord Stern members!



Left: Bob Cox explains 356 values; "buy these cars" was a pretty good recommendation



Other PCA Region Driver Ed Schedules

Milwaukee Region DE events 2015

- **Aug. 14—Road America (Elkhart Lake, Wis.)—** All skill levels welcome! This annual event brings together a road course, ranked as one of the top in the world, and you/your car. As always, if you have questions please email us at MilwaukeeDE@aol.com.



Great Plains Region Driver Ed 2015

Schedules:

- **July 18 & 19 Summer DE** at Motorsports Park Hastings - Hastings, NE
- **September 19 & 20 Fall Finale DE** at Mid-America Motorsports - Glenwood, IA



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You're Not The Only Lug Nut Out There!

by Andy Golfis

If your significant other has on occasion made it a point to share with others (so called normal people) your obsession with your car or cars (which may include but are not limited to cleaning the brake dust of the wheels before you can go out for a ride or making sure that you have enough Windex, bug and tar remover and soft rags with you at all times to remove any bug bodies as soon as you arrive anywhere or maybe that's just me), I make it a point that she comes with me to as many Nord Stern events as our summer schedule will allow, so that she can meet first hand all the other Lug Nuts, crazier than me. I somehow always seem to be a little more normal in her eyes, after she has spends some time with this group. Their only short coming being that they suffer from OCD (obsessive car disorder). They are good people.

I had joined Nord Stern 21 years ago when I bought my first Porsche. I couldn't wait to take it up to Brainerd and run it at speed with no fear of getting a ticket. I asked the Driver Education event coordinator what I needed to do in order to attend the event. He explained that I needed to get the technical service inspection sheet filled out on the car before I could attend the class. I told him that it was brand new, so he told me to go to the dealer and they could fill out the form for free. Then he asked me what model I had bought, when I told him that it was a 968 Cabriolet his expression changed. I could see

something was wrong. He told me that I couldn't run it at the high speed tracks unless I put a roll bar in it. So much for the thrill of driving the 968 at speed legally. I had just bought the car and the thought of tearing up the inside of a brand new car to install a roll bar was out of the question, besides my wife would have killed me. I whined and bitched about how unfair it was but, I eventually got over it (10 years later) and started looking for some alternatives to enjoy the cars potential other than collecting speeding tickets.

During that time of mourning I had been running my Lancia (right) in Autocross events in the area sponsored by Minnesota Autosports Club (MAC). My favorite venue is the Dakota County Technical College site in Rosemont, where the Minnesota State Patrol trains. The course can be configured to control speed and length of runs. The 968 has found a new home to stretch its legs and show off its handling ability (the 968 Cab has a steel plate welded to the bottom of the frame by the factory for rigidity and also gives it a lower center of gravity than the coupe).

What I have found out over the years is there are a lot events happening on smaller road courses in the Twin Cities area, some autocross and others sanctioned by different racing organizations (I will get into that at another time). I am by no means an



Continued on page 37

Minnesota Autosports Club (MAC) Autocross Events 2015!

Date	Name	Location	Club	Type
7-Jun	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
June 13-14	MAC Novice Autocross School	Dunwoody College of Technology	MAC	Autocross/Solo
28-Jun	MAC @ MN State Fairgrounds	MN State Fairgrounds	MAC	Autocross/Solo
18-Jul	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
19-Jul	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
25-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Driver School
26-Jul	MAC @ Winnebago Industries	Winnebago Industries	MAC	Autocross/Solo
9-Aug	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo
3-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
4-Oct	MAC @ Canterbury Park	Canterbury Park	MAC	Autocross/Solo
11-Oct	MAC @ Dakota County	Dakota County Technical College	MAC	Autocross/Solo

Questions: MAC Contacts: Steve Garnjobst, President steve.garnjobst@msn.com, Phil Ethier, Preregistration pether7@gmail.com
 Stu Naber, Treasurer stunaber@comcast.net, Phil Ethier, Reserved Numbers pether7@gmail.com
 To register and access calendar with dates and information: www.motosportreg.com



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2. **Address/phone/email/main contact?**
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Lon Tusler
lon@snsabling.com
763.545.1116
3. **Type of business and years in business?**
Structured Network Solutions, Inc., established in 2000, is a Limited Energy Contractor, specializing in voice, data, video and fiber optic cabling design, implementation and local/national project management. We employ six IBEW technicians to maintain our local base and also have a national footprint managed through our network of subcontractors.
4. **Number of years as a Nord Stern member and/or advertiser?**
I have been a member of Nord Stern/PCA since 1997 and an advertiser since 2009.
5. **What favorite sports car (Porsche or otherwise) have you owned and why?**
I have only owned Porsche's . . . they are all my favorites!
6. **What was your most memorable sports car moment and why?**
My wife, Lorry, and I owned our first 911 for a year or so before joining Nord Stern and PCA. I then discovered the track at BIR. After that, I've been sliding down the slippery slope ever since. Awhile back, I restored a 356 and entered it at



my first Nord Stern Concours. Luis Sr. asked me whether the vice grip holding the bottom of the battery ground bolt was from the factory. I don't think I'll ever forget the laughs we got out of that!

7. **As an advertiser, which PCA events (Club Race, tech sessions, new member socials, other) do you most enjoy and why?**

I enjoy preparing for and participating in everything that surrounds the track events and Club Racing. I've also managed local fun rallies that are time, speed and distance-based. A guy can only have so many hobbies so I've narrowed it down to racing and beer.

8. **What unique benefits do you provide members?**

Our company and staff carry out our duties with the Midwestern work ethic. We say what we mean and we do what we say. Our services provide the details and construction of the physical network of a business from design to implementation to maintenance. Through our subcontractor base, we can deliver simultaneous project rollouts of cabling, hardware install, etc. across the country.

9. **When I'm not at the office/shop, you are likely to find us...?**

In my new shop called The Rennenhaus where I am working on something mechanical, helping another DIY'er with a repair or project, partaking in adult beverages, or listening to music. Sometimes I perform these tasks individually or simultaneously.

10. **What would members be surprised to discover about you?**

I am a K-BID online auction junkie. It's a great place to pick shop stuff. One can never have too many tools and things.

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The year 2015 marks the 60th anniversary of PCA. Since PCA started with 356s, it seems appropriate to retrieve the past during 2015 with books about 356s. The intent is not so much to promote these cars to increase their market prices so much as to promote these cars to increase their appreciation (and perhaps purchase) by members of, say, the PDK crowd. Thus **PORSCHE 356** is the second book on these essential Porsches to be reviewed in 2015.

As an author of a book on 356s, Styles is something of a privateer, running without direct factory support, though some of the illustrations were made available by the Factory. Like most books on Porsche, the first chapter deals with the youth of Ferdinand Porsche, this time telling a story of creating illuminated ice skates. Considerable attention is given to Ferdinand Porsche's work history and the development of the company and its marketing program. Interestingly, there is some discussion devoted to the Professor's interest in aerodynamic design, starting as early as the '20s and carrying through to the Formula 2, single seat 718 Spyder bodies, a tradition that somehow got lost when the 917 was first developed.

Perhaps because this book was written in Great Britain, its discussion of James Dean's crash is shockingly far from the common American understanding, but does strongly support the idea of James' innocence in the accident. No doubt also a function of its British, non-factory origins, **PORSCHE 356** postulates that as many as 100 America Roadsters could have been built (American/Factory number is 12-16), and gives Max Hoffman exclusive credit for conceiving the Speedster (with no mention of Johnny Von Newman's topless Pre-A racer). Several references to Porsches dropping out of races due to "blown head gaskets" may sound strange to 356 DIY mechanics, but early Carrera engines did use head gaskets. Well illustrated with black & white photos from contemporary magazines, there are also a great number of pen & ink drawings that are spectacular both for their artistry and the mechanical details which they depict.

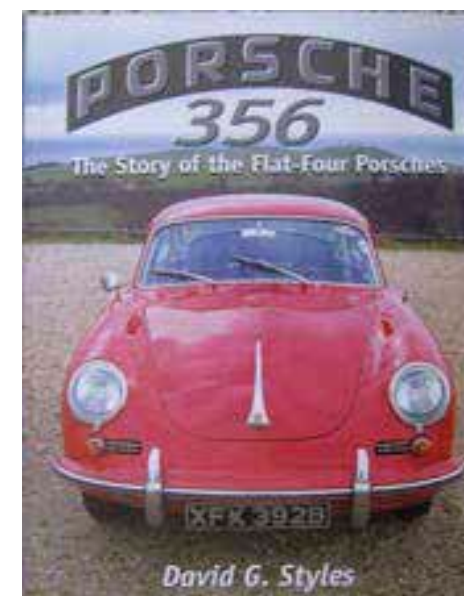
Coverage of all 356 models, their gestation and evolutionary changes, are given in detail. Though very complete full page data sheets are included for each model, the thorough coverage of detail changes, which are of such interest to concours judges and even model identification junkies, are somewhat buried in the narrative paragraphs. Unfortunately for the history buff, serial numbers are not given for the detail changes

which occurred, not even for the first 356Cs which, shockingly, did not have disk brakes.

In accordance with the sub-title, **PORSCHE 356** covers more than just the basic 356-356C series. The 912, 914 and 912E are dealt with in considerable detail. Also covered are the 4 cylinder racers, the 550 and 718 Spyderys, the 904, and the 804/4 Formula 1 race car. Even the 2000GS-GTs (of which only two were made) is discussed extensively, making this book one of the most comprehensive treatments of air-cooled 4 cylinder cars available.

Fascinating tables at the end of the text list all 4-cylinder air cooled Porsche year-models (but not detail changes) and associated serial numbers. There is also a table of Porsche design numbers through early '70s, including Type 633 - Revision of Studebaker Design, and 655 - Single Cylinder MoPed Engine. Other tables provide interesting comparisons of year-by-year specifications for 356 Porsches and their adversaries, like contemporary Triumphs, MGs and Alfas. There is also a comprehensive index.

PORSCHE 356 consists of 208, 8x10 inch matte pages with many black and white illustrations integrated into the text. The full page, year/model specification tables are worthy as reference book in and of themselves. As of this writing, **PORSCHE 356** is available used from <http://www.amazon.com> for \$34.94, and up. It is a very worthwhile resource for any 356 enthusiast.



Book
Reviews for
Porsche-
philes . . .

**PORSCHE
356: The
Story of the
Flat-Four
Porsches**

*by David G. Styles, published by
The Crowood Press, UK*

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



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

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

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

Rick Moe
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September 25 - 27 2015

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Headquarters: Blue Fin Bay, Tofte

Not The Only Lug Nut . . .

continued from page 30

authority on all the events, I'm still learning but, I have talked with those folks that are in the know like Wally Mahlum with the Corvette Club and Harvey Robideau with Nord Stern. I'm including a complete schedule of the MET-Council Autocross Events. If you are interested in attending one of these events you can go directly to their web site (MET-Council.org) to register. Race event registration usually opens to the public 30 days in advance of the event, so keep an eye on the web site for registration openings because they fill up fast.

Wally and Harvey have worked together in the past to sponsor a combined Corvette/Porsche Autocross club event but, because of limited participation by Porsche Club members the joint event this year has been discontinued. The Corvette Club is sponsoring its own events August 2 and September 13 which are open to the public. The Corvette Club would like to continue a joint sponsored event with the Porsche Club next year at the Dakota County site if there is interest by Nord Stern members. I would like to think that we can generate enough interest in our organization to get Nord Stern back in as a sponsor of an entry level event.

Remember what my wife said (USE THEM OR LOSE THEM)!

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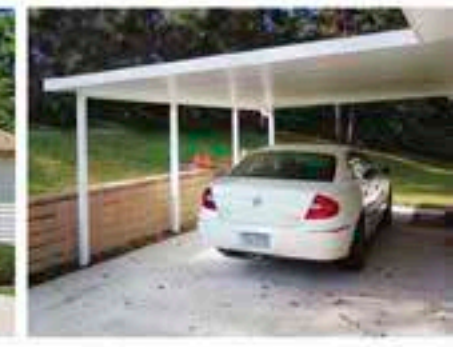
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Tech Quiz Fun: 2013 Parade Q & A

Courtesy PCA Newsletter Editor

Editor’s Note: PCA has released copies of prior Parade Tech Quiz questions and answers for editors to share and challenge members on THEIR tech knowledge. The questions cover the various Porsche models, history, etc. I plan on including about 15 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. 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

2. 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

3. 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

4. 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

5. 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

6. In 1976, the 912E was available in both coupe and targa body styles.

a. True
b. False

Up Fixin der Porsche Vol IV pg. 135

7. Bump steer is the change in the toe setting at the wheels as the car is moved up and down on it’s suspension. Bump steer can happen in either the front or rear suspension.

a. True
b. False

Porsche 911 Performance Handbook - Bruce Anderson 3rd Edition pg. 227

8. At the end of 1967, Porsche built 23 911’s for racing designated the 911R. These Spartan 911’s had which of the following modifications.

a. a 210 HP Carrera 6 type engine
b. plexiglass side windows
c. fiberglass bodywork
d. All of the above

Porsche 911 Performance Handbook - Bruce Anderson 3rd Edition pg. 11

9. The 944 Turbo was the first Porsche model to produce the same horsepower and road performance with or without a catalytic converter?

a. True
b. False

Up Fixin der Porsche Vol VII pg. 264

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

a. True
b. False

Up Fixin der Porsche Vol VIII pg. 241

11. What year saw the most PCA Regions chartered?

a. 1959
b. 1960
c. 1961
d. Both b and c

2012 Region Procedures Manual pg. 11

12. The 991 has an increase in wheelbase of _____ inches over the departing 997.

a. 4.08
b. 9.50
c. 3.93
d. Zero

Excellence Nov 2011 pg. 66

13. Excellence in the Parade Concours Restoration Group is recognized by Levels of Achievement Awards. The Zuffenhausen award recognizes the highest point total?

a. True
b. False

2012 Region Procedures Manual pg. 12

14. The 1961 RS61 was four inches longer to accept the 6-cylinder 1.5-liter F1 engine?

a. True
b. False

Porsche The Fine Art of the Sports Car – Lucinda Lewis pg. 98

15. Dr. Ferry Porsche attended his first Porsche Parade at _____ in _____?

a. Monterey 1962
b. Aspen 1960
c. Chicago 1964
d. None of the above

Porsche Panorama Dec 1985 pg. 116

June Quiz Answers

q 15	p 8
q 14	e 7
q 13	q 9
c 12	q 5
q 11	q 4
e 10	e 3
e 9	q 2
	q 1

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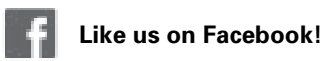
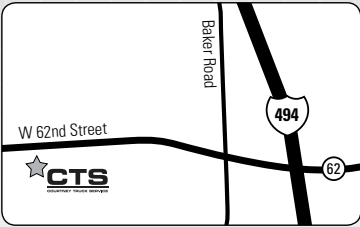
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18 America
Roads You
Need To
Drive

submitted by Steve Flaten

Editor's note: Steve recently sent this website to me for possible inclusion in the newsletter when space permits. Thought it was a fun site and I'll try to feature one or two of the roads profiled and will start off this month with something out East! The Url is: <http://www.supercompressor.com/rides/america-s-best-roads-you-should-be-driving-right-now>. After all, we are a car club! Thanks, Steve, fun website with some great video. Ah, makes me think 'summer!' After all, it will come one of these days.

There are plenty of beautiful driving roads in America (hi, Colorado!). But most involve driving so far out into the middle of nowhere that you need to take a vacation to enjoy them. So, we've put together this guide of great driving roads that



don't require packing sleeping bags or checking into a seedy motel. Some are well-known, others are so under the radar not even the locals know of them. As usual, you're welcome.

Near Seattle

Best Known Road: Chuckanut Drive

Chuckanut Drive is a half-hour's worth of curves that started off life back in 1895 as a part of a trail. It's located about halfway between Seattle and Vancouver, and passes through several small towns along the way, should you want to make a day out of it.

Lesser Known Road: Gifford Pinchot Forest/Mt. St. Helens

The National Forestry roads on the North Side of Mt. St. Helens are simply amazing. Some have been paved in the past few years, and several others have some pavement and some stretches of very smooth gravel, perfect to stretch your all-wheel drive's legs. RF 99 and RF 25 are especially amazing, but almost none of them will do you wrong.

Driver Ed at Road
America!

Did you know?? Each year Nord Stern organizes a fabulous two-day DE at the world-famous Road America track over in Elkhart Lake, WI. It is a premier event offering participants an unbelievable amount of track time on one of the best tracks in the US - AND it is not that far from us here in the Twin Cities or outlying areas. We are lucky. Lucky as members of a club willing to put together this each year and offer, at a very reasonable price, track time on a gorgeous, challenging, historic track. Plus it sits in the Kettle Moraine area of eastern Wisconsin and offers plenty of summer time fun for family and friends.

Our dates this year are June 15 and 16 - perfect for a bit of summer vacation for one and all! Don't delay, register today.

DE at RA!

ROAD AMERICA!

Join Nord Stern Region of PCA for 2 Days of DE - LOTS of track time

DATE: JUNE 15 & 16, 2015 (Mon/Tues)

WHERE: Road America! Elkhart Lake, WI

TIME: Two full days of Track Time
More sessions = More track time

Cost: \$395 - Register: clubregistration.net

The Minnesota Austin-Healey Club Invites You

September 25-27, 2015
Alma and Waumandee, Wisconsin
Open to vintage vehicles 1985 and older

2015 Waumandee Hillclimb

New for 2015:
Car Show by the Finish Line!

2.3 miles
18 turns
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Agenda for the weekend in Alma and Waumandee:

- Friday evening: Parade lap of the hillclimb course followed by a welcome dinner with wood-fired pizza, live music, and **free beer!**
- Saturday all day: Hillclimb with mandatory drivers meeting at 8:30AM (rain date Sunday)
- Saturday evening: Awards banquet dinner set in beautiful downtown Waumandee
- Sunday morning: Tour of a private car museum with gorgeous 1930s Franklins

Corner workers needed: Want to get close to the action but not drive? Like to wave flags and blow whistles? Free treats provided to all volunteers, and those who stay 8AM to 5PM receive free lunch. Space is limited so call Tom now (612-237-1883) to reserve your coveted place among the cones.

Advance registration required: Deadline Sept 23 or sellout. \$75 per driver. \$60 for Austin-Healey Club members. Make check payable to the Minnesota Austin-Healey Club and mail to Tom Hazen 695 Sherwood Ave, St Paul, MN 55106. Or pay via PayPal adding \$3 service charge to myliberty@comcast.net. Sorry no refunds. Weekend lodging choice list will be sent to all registrants.

Driver _____ **\$75 / \$60**

Year, make, model, color, requested car number _____

Email and phone _____

Emergency contact name and phone _____

Award banquet dinner(s) at \$20 each = _____

Staying overnight in hillclimb paddock \$20 _____

Total payment \$ _____

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HILLCREST MOTEL

White Deer Lodge

Alma Hotel

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REIDT'S

MINNESOTA

Fritsch House

QUESTIONS? Call Tom Hazen at 612-237-1883 or email myliberty@comcast.net

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.

2000 Boxster S
Guards Red, 37,000 miles. 2nd owner, 26,000 since I purchased in 2004. Excellent condition, 6spd, professionally maintained, heated winter storage, garaged in summer, no accidents, no dings, non smoker, both keys. Auto Edge preventative IMS bearing replaced 2014 (old bearing was in great shape). Larry Pearson, Alexandria, MN, 320.846.0403, lpearson1949@gmail.com

1987 911 Carrera Coupe
Grand Prix White with burgundy leather interior. The highly desirable 5-speed G-50 transmission that shifts smooth as silk. 65,000 original miles. In fantastic condition after an extended stay at the AutoEdge spa. Mechanically and cosmetically beautiful. Compression check shows 3.2L engine to be in tip-top shape. The engine case has never been opened so all that good German juju is still in there. Second owner. All records, including window sticker, and PCA Certificate of Authenticity. Serious inquiries only, please. Teresa Pfister: 612-804-8689

2001 Porsche Boxster
76,000 Miles, black exterior with black leather interior, 5 speed manual, RMS update has been completed, LN Engineering IMS bearing installed by Imola motorsport. Recent service within 5000mi; new clutch, new water pump, new front rotors & pads, new tires, secondary cat delete pipes, original 2nd cats will come with car. Price: \$11,000. Photos available on request. Located in SW suburbs. Contact Jeremy Peterson jpeterson4@gmail.com

Wheels and tires
Champion Motorsport RG5 Forged Monolite Wheels for late model wide body Porsche Fronts 19 inch 9 x 8 1/2 JFH2 53 Michelin Pilot Super Sport 235/35/ZR19 one summers use 19 inch 9 x 9 JFH2 53 Michelin Pilot Super Sport 235/35/ZR19 Both rim and tire new June 2014 thanks for hitting a piece of concrete on the road! Rears 19 inch 9 x12 JCH 44 Michelin Pilot Super Sport 305/30 ZR19 Both have less than 500 miles of use They are in good shape but not perfect. Center caps included Buyer pays shipping if needed. All four rims come with TPMS sensors! Make me an offer! Marcus Gustafson 612-867-6177 marcus.m.gustafson@gmail.com.

2006 Porsche Carrera S 18" Rims w/Snow tires
Set(4) of factory 2006 Porsche Carrera S Rims with ContiWinterContact snow tires. Staggered sizes: 265/40/18, 235/40/18 Offset: ET 58, ET 57 Rim condition: very very good condition (used for one winter season only) Maybe a few blemishes. Tire condition: Fronts look to be about 80%, Rears are about 50% Asking: \$1275 or best offer. Please call or email Jack @ 651.439.6237 or jjjbn@me.com, Stillwater, MN

1990 944 S2
Nice daily driver/DE/autocross car. 84,600 miles. Guards red, black interior. Maintained by Auto-Edge, all records, no accidents, non-smoker, owned since 2000. Koni adjustable front struts and coil over, Koni adjustable rear shocks, M030 front and rear sway bars, corner balanced, harness bar and belts. Original Design 90

wheels and HRE forged 340 8.5"X17 and 9.5"X17 wheels with Kumho tires. Original suspension parts, manual, tools, and Porsche car cover. Might sell wheels separately. \$14,000. Jeff Johnson at 651-357-6843 and jcjohn@frontiernet.net.

Covercraft "Noah" car cover
For 2007 Cayman, never used. Fabric is breathable with all-weather protection, resistant to water, dust, and UV. A Noah cover for our other Porsche has been a great rain shield when we're traveling and a storm is forecast. Asking \$115 for the cover and bag . Mike and Marsha, 952-898-0408.

2004 Porsche 911 C4S
56,800 Miles, unique slate blue exterior with black leather interior All the usual extras: sunroof, 6 speed manual, heated seats, halogen lights, etc New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$34,500. Photos available. Located in the western suburbs. Contact Tom Judd 612-554-6381 or email to tjudd@morrisonsund.com.

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.

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.

Badler . . .

continued from page 10

and the electric motor you got 416 hp and 435 lb.-ft of torque. Throw in typical options like the Premium Package Plus, which adds ParkAssist, Porsche Entry & Drive and Lane Change Assist, and you're looking at an MSRP of \$110,000 and change.

The Tesla I drove is \$87,500. I'm just saying.

So we returned the car to a mall, Park Meadows Mall, where Tesla has a Supercharger station. Where charging gives you 170 miles of range in 30 minutes. For free.

My friend looked at me and we agreed, we'd make frequent visits to the mall, to cop a charge and do some concordant retail therapy. We then walked back into the showroom, and a woman at the counter took one look at me and pronounced, "aha, you have that Tesla smile!" I couldn't help it. Ear to ear.

Yikes, I'm out of space! And I haven't even mentioned the pilot battery swapping program they're running in California, or the resale value guarantee program, or the retractable door handles.

Is this why all the luxury manufacturers have recently stated, one way or another, that they're preparing Tesla fighters? I think so. It's insane.



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Not on Father's Day, Father's Day Rallye! Saturday, June 20

Grab your Dad, put him in the driver's seat and tell him where to go. Please join us for a fun, time, speed, distance rallye in the greater North Western quadrant.

Cost: \$40 per car Registration at 10 a.m., Drivers Meeting at 10:30 a.m.

First car on course at 10:45 a.m.

Lunch and Awards at the conclusion of the rallye,
Please RSVP to lon@snsabling.com

The starting point is the Greenfield City Park located at the intersection of Co. Rd. 50/Rebecca Park Trail and Greenfield Road in Greenfield MN



My Day
with Insane
Mode

. . .

*by Danielle Badler,
Rocky Mountain Region
Courtesy PCA National
Newsletter Editor Wendy
Sboffitt*

Friends, if you’re within the sound of my words, you owe it to yourself to, at least, test drive the Tesla Model S. Preferably the all-in, all-zoot version, the P85D. I did, this week, and I’m here to tell the tale.

Let’s start with Insane Mode. You’ve heard about it. I call it a genius marketing gimmick. What it does is allow for full power. Sport mode, the other option, cuts that in half. I left it on. All the time. And so will you. All 600+ hp and 600+ lb.-ft. of torque.

Here’s what happened. On my drive, with a friend who admits to knowing nothing about cars riding shotgun, we pulled into a rustic restaurant in the mountains, unfolded ourselves, and this guy just appeared, like from out of nowhere, to assault us with “Isn’t it unbelievable?” “Don’t you love it?” “Here’s what you do, you go on down the road a bit until you get to the straightaway.” Wink wink.

Which is what we did.

No launch mode. No levers to flip. No bringing up the revs. Just... punch that electric torque curve!

Now, I used to ride a sport bike that had a quoted 0 to 60 time of 2.8 seconds, versus the Tesla’s 3.2 seconds. I’ve driven the Tesla Runabout. I’ve driven the Bentley Continental Supersport, with similar power and weight to the P85D. I’ve watched the You Tube videos of whole families doing just exactly what I was about to do.

I’ve never experienced stomach compression like this. Painful compression. Coupled with hysterical, hyena-like histrionics.

Did I do it again? You betcha. And, truth be told, I also did it to pass cars. I did it on entrance ramps. I did it climbing hills.

It’s like you just rewrote the formula for the earth - space continuum. Gravity ceases to be an issue.

And that’s not all. Actually by a long shot.

It handles. I had my doubts. I mean, 5000+ pounds? I know! Credit, I guess, the battery packs all ideally located below the floorboards. The aluminum frame and body. And the active air suspension. The steering, which has several settings. I chose sport. And, for an electric system, I had very nice feel.

Then there’s regenerative braking. Lift, even going downhill, and the car slows... and either keeps the battery charge unchanged or adds maybe a mile or two to your range.

It’s the first car, ever, to get better as time goes on. Think about that. And while you’re at it, think about what that fact should do for resale value. Why? Software upgrades. Beamed to you overnight. I asked the Tesla people if the Leaf or the Prius does that. The answer was no, this is a Tesla exclusive.

They told me the last major upgrade, earlier this year, provided forward collision warning and overtake acceleration. This means that, when you pull out of your lane to overtake another car, the car knows and automatically increases your speed.

But that’s not all. You also got traffic aware cruise control, which locks in on traffic flow, from however fast you’re going on down to 0.

The next upgrade, coming soon, will provide virtually autonomous driving from on-ramp to off-ramp. Set the cruise, and the combination of perimeter warning, side collision warning and lane departure warning will allow the car to track the lines in the road, leading you to your preset destination.

There have been reports from Wall Street, questioning whether Tesla will make its stated production goals this year. I asked about that, and I got read the master plan.

First there was the Roadster, which came with a high price and low range. It was more a proof of concept vehicle than anything else. Then came the family-friendly Model S. And next up, later this year, is the Model X, an SUV at a comparable price point. Then, in 2017, comes the Model 3, which will retail for \$35,000 or so, before federal and state tax credits.

I remember writing about the Roadster as a great toy to drive, if your lifestyle fit the car’s requirements and limitations. Not so with the Model S. On our jaunt this week, we had a 240 - mile range. And charging? Superchargers all over the place. Tesla has gone from 0 to 400 stalls in 2+ years. And if you’re in “trip planner” mode, the car tells you where they are.

I was at the auto show in Denver recently, and I happened to study the specs there for a 2015 Porsche Panamera S E-Hybrid. Between the supercharged V6

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NORD STERN JUNE 2015*



Porsche 911 Carrera S

						
Boxster	Cayman	911	918 Spyder	Panamera	Macan	Cayenne

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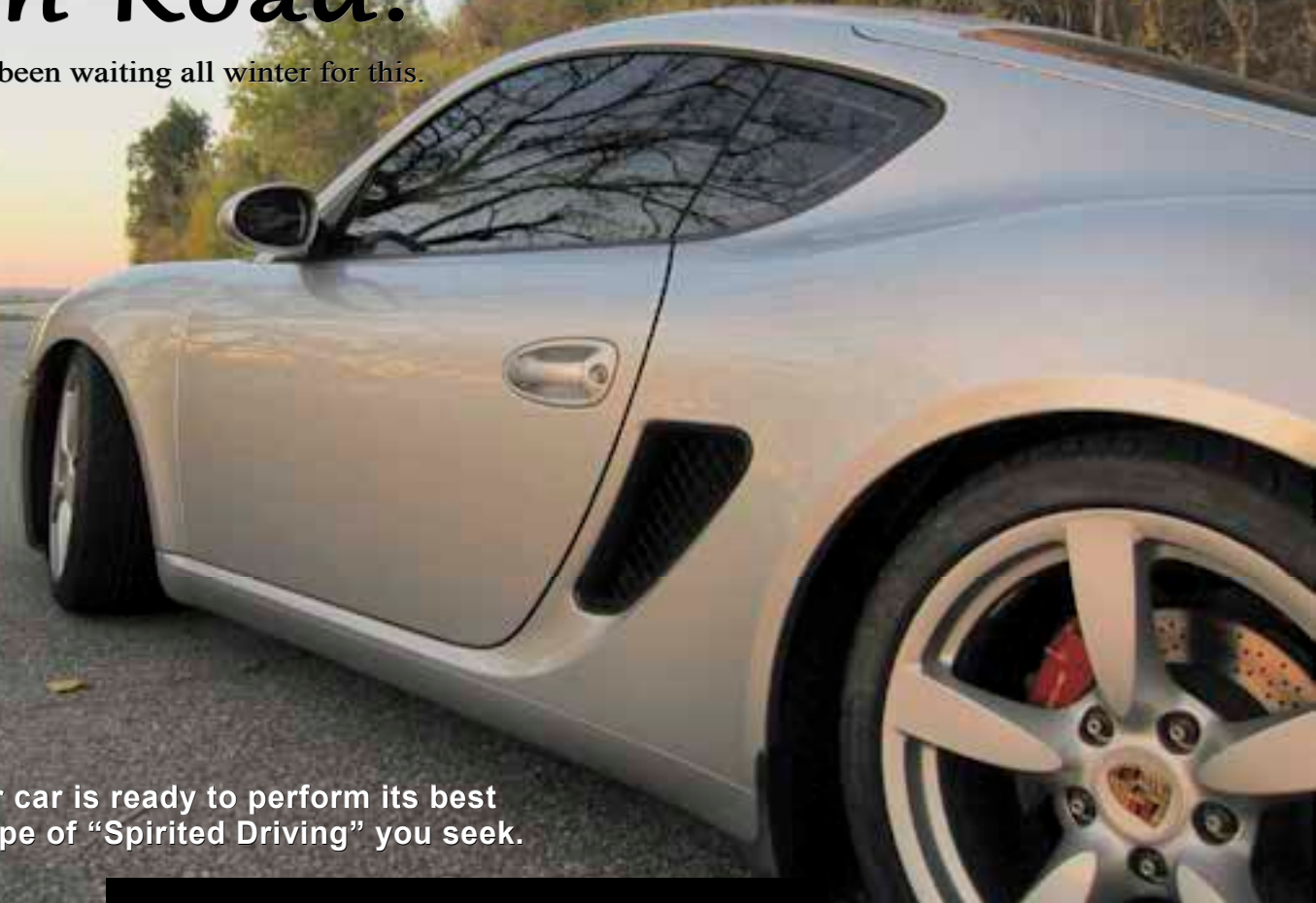


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