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September 2015



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Cover - Another close up! Submitted by Cliff Anderson

*Such a lucky editor am I to have so many members with significant photographic skills and creativity!*

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# The Prez Sez . . .

by Mike Sabers  
79 911 SC

Why does summer always seem so short and winter so long? As I sit here writing this month's article I am still shaking my head about the fact it was 101 degrees last week and I rode my motorcycle home from Colorado this morning in 43 degrees. I think it is a conspiracy, personally, but the only lesson I have learned from it is that I should not miss another "good day" this summer and fail to drive my P-Car. Get out there folks, and drive them as intended. It will make you smile. Trust me, I'm NOT one of the folks running for president!!

Last month I wrote about my hopes and expectations for the Club Race weekend. Although I unfortunately was not able to wrestle bragging rights from my brother for the last race of 2015, at least I was able to win the enduro in my class in his race car. Interesting how stories like that unfold. As the old adage goes, take your wins where you can find them.

Nord Stern certainly had a win with its Club Race weekend. On all fronts, the 2015 PCA Nord Stern Loonacy Club Race Weekend was a tremendous success. Numbers were good, the weather was great, the silent auction was entertaining and eventful, and the **Porsche and Pancakes** drive to the track (and parade laps) was well attended.

Thanks to so many dedicated Nord Stern volunteers is in order. **Doug Anderson** deserves substantial thanks for being Nord Stern's Club Race manager and keeping everything running smoothly and organized. The legions of Nord Stern volunteers in the pits and in the grid acted like pros even if it was the first day of volunteering for many.

Club Race Charity Manager **Keith Jones** put on an amazing auction with great variety and items. **Bruce Boeder** did his best live auction impression standing on a picnic bench and everyone enjoyed the Saturday social time after the first sprint race and auction. **Steve Meydell's** Porsche and Pancakes, and drive from Monticello to BIR followed by Parade Laps was resounding success with over 15 members joining and at least three new members signing up. Nicely done. Our membership chair **Ed Vasquez** was also on hand making sure we all remember it is not just the cars - it's keeping and obtaining new members!! **Paul Ingebrigtsen** kept us safe as the safety steward, and **Dave Anderson** and **Kim Fritze** handled race and DE registration and generally lots of "weekend" issues. Paul even raced and Dave DE'd and married a son off as well on the same weekend - talk about busy days. In sum, if you missed this year's Club Race you missed Nord Stern at its best.

The last time I looked I saw that over 255 people have registered for **Escape to Rushmore 2015**. The Club, and the Chairs for this event, are working hard to sort through registration and logistics to make this event a success for the large, large number of folks who have already signed up. I can tell that as recent as last weekend I drove one of the "routes" that Escape will take. It is called the "Iron Mountain Road." It is fresh asphalt, and as I can attest to it is 17 miles in the heart of the Black Hills with 314 curves, 14 switchbacks, 3 pigtail bridges, 3 tunnels (one frames Mount Rushmore), 2 splits, and as the joke goes "four presidents" watching. And watch they will, as this is just one of many incredible drives on tap for those who venture out to the Black Hills October 1-3. If you

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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 plus color charge
Back cover	N/A	N/A	\$83
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1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high  
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2. Next, join Nord Stern

- Visit [www.nordstern.org](http://www.nordstern.org) and pay dues via Paypal (<http://usa35.noip>) hotlink is on the Join/Renew page.
- 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](http://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.

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

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612.720.0760 (cell)

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Nord Stern membership Options:  
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Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612.845.4509

Welcome . . .

### New Nord Stern Members

We hope to see you at upcoming events!

#### Robert and Marla Howard

Independence, KS  
1989 944S2

#### Kevin Kirvida

Lindstrom, MN  
1997 911 Turbo

#### 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!).

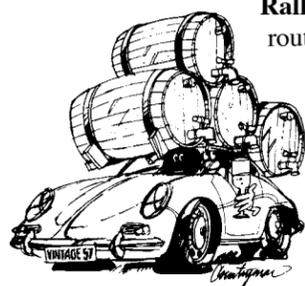
**Parade Laps:** Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted 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!



This is one of the hardest columns I've had to write. And it's permeated with great sadness and reluctance on my part. For many of our members who are subscribed to Clubtalk, I don't have to say much as they will know what I mean.

We have lost a very active and involved member of our club, **Jill Daneu**. I still find it hard to believe that such an outgoing, funny, smart, diligent, 'energizer bunny' has passed away (sudden stroke). Jill was my partner in many endeavors on behalf of the club. She has managed the advertising for the newsletter for years now and brought it to a professional level never seen before. Her shoes will be impossible to fill. She and I had the good fortune to also 'work' with John Dixon on the annual Fall Color Tour for many, many years. And she was an excellent chronicler and photographer at all events she and Fred attended. Which were many, while not 'track folks' they were very supportive and were at most drives, rallies and socials as well as my 'whispering partner' at business meetings. She will be missed by many, not the least, husband Fred. As of this writing, there will be a celebration of her life sometime mid-September. Questions, let me know. There also are designated charities for memorials. I plan on a more detailed and dedicated issue for Jill but need more time

to gather together pictures and stories to share.

Instead this issue will feature another long-time member of our club who passed away recently, **Ken Kamstra**. He was an early member of the club, inactive for awhile then rejoined the ranks. Working in advertising, he had a very creative background and loved writing as well as drawing. And owning cars! He had quite a fleet which included a number of P-cars over the years. About a dozen years ago he was a regular contributor to the newsletter with his column 'Curmudgeon Chronicles.' Fun reads and probably remembered by those of us who have been in the club longer. My plan is to resurrect some of those columns as it's been long enough and frankly, like many organizations there are numerous current members who aren't familiar with his contributions.

During that time, in fact, another creative member was expanding her writing skills by conducting a series of Member Profiles. She was kind enough to do these for about three years and one did focus on Ken. We are reprinting that in this issue as a tribute to a fun, inventive and very interesting guy. I loved talking to him on the phone (that computer stuff drove him nuts!). Old school, but as passionate as anyone about our cars.

From the Editor

by Christie Boeder '73 911



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- 19 **AutoMotorplex Oktoberfest (replaces German Carfest)**  
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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

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

NOVEMBER 2015

- 8 **Old Log Theater Outing with Mercedes Benz Club**  
Details TBA, Questions Paul Bergquist 952.937.1822
- 10 **Nord Stern Business Meeting**  
Location: Lifetime Fitness Center  
755 Prairie Center Dr, EP  
6:30 p.m. Social, 7 p.m. Business Meeting  
Members welcome!

DECEMBER 2015

- 8 **Nord Stern Business Meeting**  
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# A Porsche Personality. ... Ken Kamstra, Saying Goodbye to a Car Lover with a Driving Passion

by Marsha Drake

In July this year we lost another wonderful Nord Stern friend and Porsche comrade, **Ken Kamstra**. Many of the members who have been around less than 10 years may not know him, but he was a member when our region held the Parade (1976). He participated in many club events, and frequently wrote short editorials for the Nord Stern called “Carmudgeon Chronicles.” He was a talented writer, author, and founder (along with his wife Marion) of a successful advertising agency in St. Paul called Kamstra Communications.

Mike and I met Ken and Marion during the 1999 Fall Color Tour. It was a cool, drizzly day, and when the intrepid athletic members left for a hike in the woods, we invited the Kamstras to join us back at the lodge for some hot chocolate. There we talked cars, families, news, events and more cars; and the four of us enjoyed a close friendship for all these years since.

We Nord Stern members are all **“Carmudgeons”** according to the term Ken created because we possess the whimsical “Auto Erotic Gene” which *“triggers a powerful emotional response to cars; a response beyond the control of the rational side of the brain.”* These quotes are taken from the book Ken published called **“It’s Okay to Love Your Car”** which was his “auto autobiography” that chronicles his passion for driving and the cars that enhanced his driving ambitions. In the book Ken very creatively and cleverly details his experiences with cars (his first Porsche was a 356) and cautions us to beware of the **“Cargoyles”** who are *“evil, anti-car creatures who are out to spoil your driving fun.”* There’s the “Assy Cargoyle” - the “Suckloot Cargoyle” - the “Gotcha Cargoyle” - the “Bad Barf Cargoyle” - and several others which are all defined in the book and illustrated by artist Jack Lindstrom.

Ken also authored another fun-to-read book called “Golf Is An Unnatural Act” which was humorously dedicated to “golfing under-achievers everywhere.” In this book the “Pargoyles” are the creatures that “put a curse on all golfers; spoil their game; deny them the joy of making par.”

All Ken’s writings have elicited many smiles and chuckles ever since he penned them. He will be missed dearly by those of us who knew him and so enjoyed his personality and company.

To honor Ken, we are reprinting the profile put together in the December 2000 *Nord Stern*:

**Residence:** St. Paul Member of Nord Stern since: About 1963

**Porsche(s):** Panamara, 1985 928S, purchased new, previous Porsche(s): 1961 356B Cabriolet, 912, 1971 911 Targa, 1982 928

**Nord Stern events, past or present:** Fall Color Tour, DE, rallies, Concours. Helped design the logo for the 1976 National Parade in Brainerd, MN, and was on the committee for the event; worked at one of the checkpoints for the rally. It’s the only Parade that’s been held in Minnesota to date.

**K**en Kamstra loves cars. When you talk to him it’s an obvious passion, pas time, and source of knowledge that he willingly shares. He’s owned not only Porsches, but also a Ferrari, BMWs and Mercedes, and in earlier ‘poverty’ years other makes—Ford, Chevrolet, Lincoln, Cadillac, and Studebaker. All were “previously owned” and many were “love starved junkers,” Ken adds. He is a Porsche Personality and a car personality because he has a genuine love and appreciation for all types of automobiles, including Porsches.

It’s not just the automobiles that Ken likes, though. He likes hearing the rumble and synchronization of the engines, an interest honed at age 17 while operating WWII beach landing craft. He likes seeing beautifully restored old vintage cars. He likes talking about cars with friends. He likes sharing the camaraderie and flashing the headlights at other drivers. Most of all, he likes driving. It’s putting the pedal to the metal and pushing the car to perform at its very best. It’s enjoying the quality and the unique characteristics of each make and model he drives. It’s participating in the car’s performance and being part of a two-member team of car and driver.

Ken likes driving so much, in fact, that he could be accused of shaping his whole career path to include driving. He might even admit himself that he consciously or unconsciously connived to make sure he would always have to drive a car to get where he needed to go to get his job done.

As a young journalist in South Dakota, he had to get to the places where stories were happening, of course. Then later when he and his wife, Marion, formed their own advertising agency, Kamstra Communications, naturally there were a lot of client visits. Out-of-state clients like Maytag (Newton, Iowa) got priority attention from Ken and his 356 Porsche “company car.” What more perfect job could there be for someone who loves a steering wheel in front of him, pedals under his feet, and a gear shift lever at his right hand? He drove himself hard to have

a successful advertising business, and he drove his cars just as hard.



Angela and Linda Kamstra, Easter 1961 with new 356 “family car” Photo by Ken Kamstra



Marion 1954. She’s an “auto immune” but Ken saw other possibilities. Photo by Ken Kamstra

Ken’s favorite Porsche was his red 1961 Porsche 356B Cabriolet, because it was his first, he says. His other Porsches have included a green 912, a 1971 burgundy 911 Targa, and two 928s. One of the 928s is a garnet red 1985 928S and is still holding a place in his heart and in his garage. It’s in the company of some other classic beauties, as well, including a 1969 Mercedes, a 1974 3.0 CS BMW, and a 1991 12-cylinder BMW 850I coupe. When Ken and Marion sold their advertising business in 1990, there were probably lots of emotions they dealt with, as one can imagine. The relief of not having the hard work, grinding hours, and worries of your own business. But there was also the sadness in having something slip away that had been a huge part of your life for many years. The success of the business is a reward and a lasting invisible trophy that Ken and Marion and their family should (and do) cherish and take pride in. In 1997 the business they sold became Bozell Kamstra, a division of a multi-billion dollar ad agency that has 90 offices all over the world. The beautiful office campus the Kamstras owned

in St. Paul as headquarters for the business still bears their name Kamstra Center. Those are definitely some of the ways you spell success.

When the business was sold, Ken rewarded himself, as he puts it, for driving himself for over 30 years. He bought a 1990 Ferrari Mondial T Cabriolet. Although Marion was not opposed to his purchase, the way it came about surprised her a little. One Saturday as she was leaving to attend a sorority club meeting, she told him whimsically, “Don’t put beans up your nose while I’m gone.” Ken obeyed willingly, but since she hadn’t said, “Don’t buy a Ferrari while I’m gone.” He decided that was okay and called to order it. Marion says she’s never used that admonition again, because she’s not sure just what he’ll purchase while she’s away!



Left “Roving” South Dakota reporter, Kamstra, meets and interviews Eleanor Roosevelt (1955). Photo courtesy Ken Kamstra.

Marion is a self-proclaimed, Camry-driving non-car-lover, who cares only about transportation. However, the author isn’t so convinced that’s true. “She’s one helluva good navigator on rallies,” says Ken. “Rallies are the true test of marriage stability, especially if you get lost!” If she truly doesn’t care for cars that much, then she’s the most gracious dinner partner and listener I’ve known. She listens to the car-slanted conversations politely, even when they drift towards clutches and cylinders and horsepower. She accompanies Ken and friends to car events. She perceives and tolerates when Ken is breaking her in slowly as he’s promoting the next car purchase. And she is very faithfully and interestedly helping Ken in marketing his new book. The book is called, *It’s O.K. to Love Your Car*.

In addition to Ken’s interest in cars and his creative talent as a journalist and advertising entrepreneur, he’s also an author.

The book is actually an ‘auto-autobiography,’ about Ken’s life and the part cars have had in his life. He believes completely that people should feel free and guiltless to love and enjoy their cars. The book is fun to read, witty, colorful, and expressive. It’s very cleverly illustrated, and since my husband and I read it, we have constantly talked about the ‘Steeroids,’ the ‘AED’ afflicted minority of the population, and the ‘Cargoyles’ that we want to protect our car from. AED is the Auto Erotic Dependency syndrome, and if you are reading this article, you are infected with it. Don’t try to fight it or cure it, just read Ken’s book and understand it! It’s a must!

Ken and Marion have two daughters - Angela, who’s an illustration artist for children’s books, and Linda, who’s a psychologist. Linda takes after Mom when it comes to cars. She drives them primarily for transportation, even though she appreciates seeing her friend’s restored ‘50’s vintage Buick. Angela, on the other hand, loves driving five-speed cars, in spite of her friends teasing her because they all have automatics. She came along and enjoyed this year’s German Autofest, too. It’s interesting that she’s creative like Dad and likes cars like Dad. The jury’s out, but it’s possible she’s a car addict in the making.



Ken’s ‘49 Ford “news crewser”; 4-state beat. Photo courtesy Ken Kamstra.

We hope you’ve liked this brief introduction to Ken Kamstra, because he’s a great example of the Porsche Personality. He’s friendly, thoughtful, clever, and a reflective thinker. If you haven’t met him personally yet, then hopefully you will soon, on an event with pretty wife Marion and the handsome 928S. Maybe even Angela will be along, developing her automobile interests and carrying on the tradition of the Kamstra driving passion!

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

October 1-3,  
2015

by Arylce and Jim Lilligaard

Escape for a lot of fun!! Zone 10 and Nord Stern are excited to invite Porsches across the nation to come to Escape to Rushmore in 2015.

Visit the Black Hills and Rapid City, South Dakota to enjoy many awesome sites and drives October 1, 2, 3.

Mount Rushmore is an inspiring patriotic symbol with Presidents Washington, Jefferson, Roosevelt, and Lincoln. You'll view this sculpture from



many directions and see why it has national and international recognition and reputation.

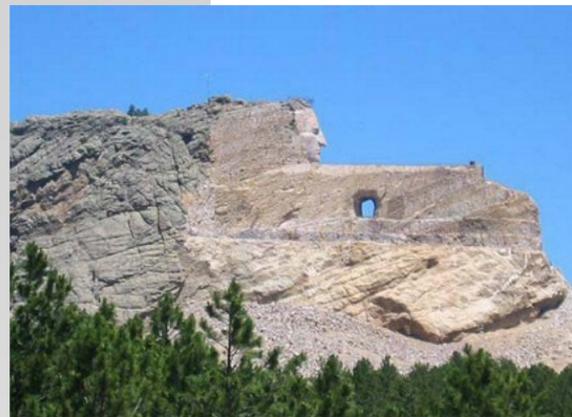
The Civic Center is an impressive multi-faceted facility with experienced chefs and good food, easy parking, and right next door to Holiday Inn Rushmore Plaza, the Escape headquarters. The Car Show you can participate in and judge is in the City Park adjoining the Civic Center.

In this geography, you'll enjoy touring and enthusiastic driving with great scenery and some very hilly, twisty roads.

You'll see significant changes in geography from the Badlands in the east to the Black Hills in the center to the natural Devil's Tower in the west.

The annual gorgeous leaf change typically occurs at the time of the Escape and at a time when the tourist population is smaller. Wherever you want to go, Rapid City is headquarters. Destinations and activities vary and appeal to all enthusiasms in all directions.

With everything available in the Black Hills area and Rapid City, this Escape offers you great opportunities in socialization, tourism and enthusiastic driving. Region 10 and Nord Stern have great enthusiasm to see everyone enjoy each other and



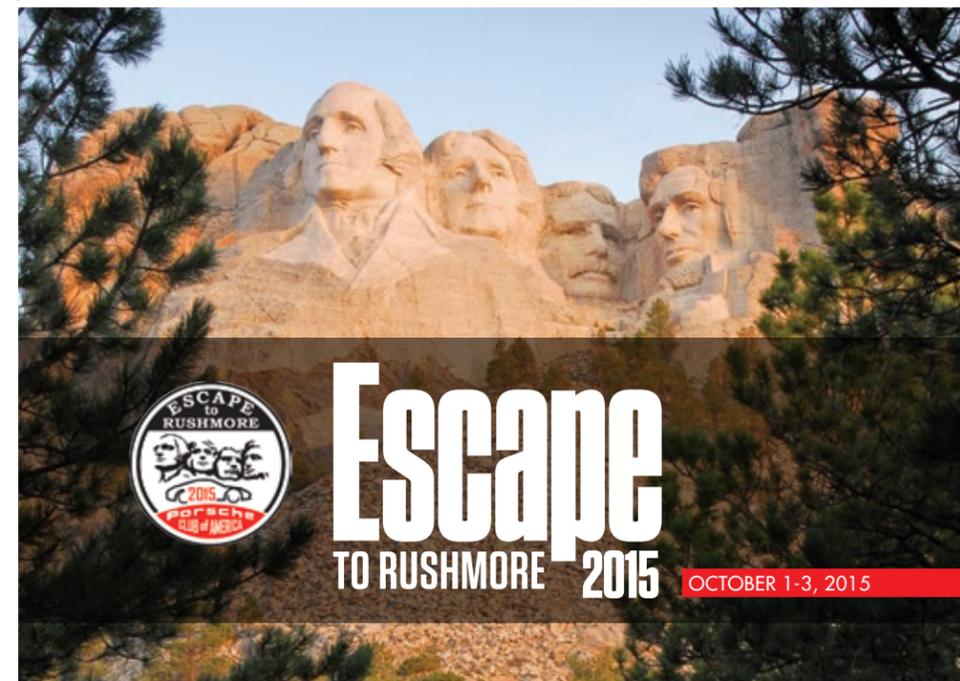
Crazy Horse Memorial is an internationally-known mountain carving that will be 641 foot long and 563 feet high when finished. It represents Crazy Horse, a strategic tribal leader in the Battle of the Little Big Horn. In the visitor center, you'll find a beautiful museum of artwork and enjoy a unique Native American taco buffet lunch.

Rapid City, City of Presidents, exhibits bronze life-size statues of all 43 past presidents and you can go on a walk and find a broad variety of things to do and places to eat.



the activities, sites, and drives.

You can register for Escape 2015 at <https://clubregistration.net>.



Experience the exhilaration of driving your Porsche through history. Roam the hills with free-ranging buffalo, mine for gold at an old miner's camp, explore some of the world's largest caves, dine where Calamity Jane and Wild Bill Hickok once called home, tour monuments like Mount Rushmore and Crazy Horse. *Escape to Rushmore 2015* is a casual, non-competitive event that you will not want to miss.

South Dakota offers a bounty of beautiful scenery, and wonderful roads to experience. You'll see some of Rapid City, the headquarters. After that you'll catch a glimpse of expansive variety to the south, and then head north.

At Escape 2015, you'll enjoy awesome variety and appealing activities in all directions. There will be many organized tours and drives to choose from or you can follow maps independently. You and your Porsche will love the variety and choices available for you to make for this luxurious, relaxing weekend in South Dakota.

Check out [escape2015.pca.org](http://escape2015.pca.org) for updates and registration.

Out and About at Upper Canada Region's Club Race at Mosport

photos by Christie Boeder



The Grid Workers at the Mosport Club Race are well known for their expertise and all around fun - they run a tight ship and we've seen them in action a number of times. But I think their t-shirts tell the story the best! Past year's sayings have been equally pithy. Brought to you from our neighbor to the North - Oh Canada.



# Rochester Labor Day PORSCHE Picnic

Looking for a great way to start the fall season?  
Then join us Labor Day, September 7th 2015

Location: To Be  
Determined

This is a BYOBB event!

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(Grills Provided)

Starts: 1pm  
Ends: 4pm (Or Later)



Bring the family!



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e-mail: [jeffandbj@gmail.com](mailto:jeffandbj@gmail.com) phone: 507-261-9407

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## Scenes from Club Race Weekend . . .

*Photos by Ron Faust*



## Scenes from All Porsche Show . . .

*Photos by Phil Saari*



Above: Elizabeth and Rob Welch with their Porsche Tractors

Right, a Singer!

Far right above and below: It's all in the Details!

To all who came and participated in the Loonacy Club Race weekend in any way, a huge Thank You!

And to all of those who pitched-in to prepare for the event and at the track to carry it through, an even BIGGER thank you!

It was great fun for me and you all made it that way for everyone. What an amazing group of people we have in and around this club.

I won't name any names (not even Dave Anderson's, oops) because I would have to name everyone but please know that I do appreciate that you made it such a cool experience for each other.

BTW, I was told that one unnamed Driver Ed participant did not get an event t-shirt but that person never came to me to get it. If you know anyone who is "owed" a shirt, have them contact me and I'll see that they get one - at least until shirts in their size are gone. I think I have at least one in every size presently and plenty in some sizes.

If you (or someone you know, who might not be on ClubTalk) could not be at the event or were there and meant to buy a shirt (or shirts) but got distracted by all the shiny objects, let me know the sizes and quantities you would like to buy. They feature original art by Bret Bailey so they are likely to appreciate in value over the years. They are \$20 each, including shipping. I can send you a PayPal invoice or you can send me a check payable to Nord Stern.

Thanks again, maybe we ought to do it again sometime?

– Doug Anderson, Club Race Chair  
argosy@cluemail.com

For anybody that didn't come up to BIR this past weekend, you missed out on a lot of activity, camaraderie, and probably the best (albeit muggy hot) weather we've had for a Loonacy club race in recent years. Many thanks and heaps of praise need to go out to Doug Anderson and his legions of volunteers that helped to shepherd our particular herd of cats through another national race event. If there were any glitches in the weekend agenda I couldn't point them out.

I also want to thank Steve Meydell for what sounds like a well-attended Porsche and Pancakes breakfast Saturday morning that culminated in parade laps at the track with parade laps. I don't have exact numbers, but from chatting with Steve and a few of the attendees it sounds like a dozen of Porsche owners came out for breakfast in Monticello and continued with the trek north.

*NORD STERN SEPTEMBER 2015*

There are so many individual accolades that could (and should) be mentioned and I'm sure that I wouldn't do them all justice so I'll get the ball rolling and let you ClubTalkers fill in the gaps. Bob Jones and his PCA national crew and, of course our club racers, for a safe and exciting race weekend. Loran Hall and his crew for standing out in the hot sun multiple times on Saturday and Sunday gridding the cars. (My apologies to Gary Yee for not noticing his number change and giving him some angst over his grid spot on the Enduro - which he took first overall, by the way.) Tom Hayes for his hospitality and BBQ after the festivities on Saturday. Keith Jones and his volunteers for another very successful Club Race charity auction event. (I got a chuckle watching the Sabers brothers in an auction battle over the same item. I wonder if we should have a 13-13 rule for auctions as well?)

As I mentioned, there are so many of you that help the Club with the annual Club Race and I'm sure there are many more folks that should be mentioned for their help and guidance. My apologies for not making specific reference to those I that didn't work with or even know were involved.

Thanks again, Doug, for another great year!

– David Anderson, Nord Stern Registrar

I want to second everything Dave said as it was a great weekend.

I also propose that we no longer allow the Sabers brothers to co-drive. It just makes it harder to settle this question of which brother is going to get the 13-13 penalty for hitting the other. :-)

– Michael John

And, a big thank you to all the volunteers who worked at the Brainerd Club Race this past weekend. It was a great event! And ditto from his 'better half' who had a wonderful time meeting and greeting members new and 'old' from near and far. Love this weekend every year and especially so this year - the #3 car ran all its sessions and races, yahoo!

– Bruce A. Boeder

# 2015 Nord Stern DE and Annual Club Race Recap . . . another Great Event!

*Courtesy Clubtalk*

Too Much  
Fun To Be  
Legal

AutoCross!

by Andy Golfis

One of the most important things about taking your car to a track, big or small, is how much fun you will have driving it in a controlled environment. The first time I took the Lancia out to an autocross event, my son was there taking photos of the event just in case I crashed and burned and the car would never be seen again, which didn't happen; but what did happen was he saw his Dad smile more than he had his entire life according to my son Nick. It was so much fun that worrying about tire wear, rock chips, brake dust and parts falling off (remember this is a Italian car) all I wanted to do was improve my time from the last run.

My wife confirmed the perpetual smile that lasted well into the evening long after racing was complete and cars were put away and we were out to dinner, when she said (you had to much fun for it to be legal). I agree aren't enough things in this world that are that much fun and you won't get a ticket or go to jail for.

I have always been proud of the fact that my car looks great whenever I take it out and people want to know about it. Now along with admiring it for its condition I can also inform them about how well it did in its class the last time I took it to the track. Most people can't believe that race a car that looks that good or is that old. No matter what kind of car you have or what age it is you will be in a class of similar car and given a handicap for your class of car so you can compete



for driving skill and that rewarding in and of itself.

Their isn't a long list of things you need to buy in order to participate in the entry level autocross event, a good helmet is it and at most event sponsored by MAC they will have helmets you can use. There is a driver education class at the beginning of each season that I suggest that you take but, it is not required for Autocross event. Get out there and try it but, don't show up at your first event with the entire front end of your car covered in masking tape like I did, you won't get any chips unless you are too close behind a rear wheel drive when they leave the starting line.

### Minnesota Autosports Club (MAC) Autocross Events 2015!

Date	Name	Location	Club	Type
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](mailto:steve.garnjobst@msn.com), Phil Ethier, Preregistration [pether7@gmail.com](mailto:pether7@gmail.com)  
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	<p><b>Cutter &amp; Buck Tournament Pique Polo</b></p> <ul style="list-style-type: none"> <li>• Ribbed knit collar &amp; Cuffs</li> <li>• 3-Button Placket</li> <li>• Drop Front Shoulder</li> <li>• Reinforced Side Vents</li> <li>• Pearl Colored Logo Buttons</li> <li>• C&amp;B Pennant at Left Sleeve Hem</li> <li>• White w/Embroidered Nord Stern Logo on Left Chest</li> </ul> <p><i>Small – 3XLarge - \$45.00 Each</i></p>	<p><b>Men's Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
	<p><b>Eddie Bauer Packable Wind Jacket</b></p> <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> <p><i>Small – Xlarge - \$50.00 Each 2XLarge - \$52.50</i></p>	<p><b>Ladies' Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
	<p><b>Port Authority Dry Zone Cap</b></p> <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"> <li>• 55/45 poly/polypropylene double knit</li> <li>• Unstructured</li> <li>• Low Profile</li> <li>• Hook &amp; Loop Closure</li> </ul> <p><i>\$20.00 Each</i></p>	<p><b>Men's Size</b></p>	<p><b>Quantity</b></p>	<p><b>\$ Item Total</b></p>
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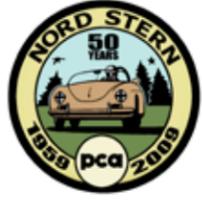
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# Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



A contingent of Nord Sterner's come back from the PCA National Parade in Traverse City, Michigan with box loads of trophies and pages of smiles. The energy of Nord Stern that summer is still palpable twenty six years later.

– Ron Faust

### September, 1989

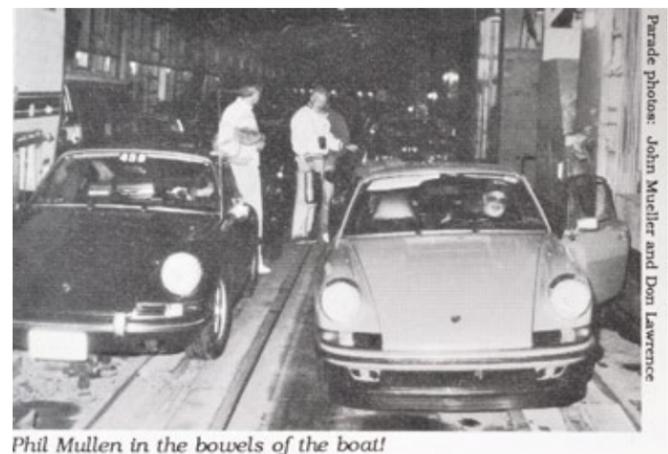
- Editor **Dodie Mueller** returns from the Parade having scored a 291 in the Concours, the highest achieved by any Nord Sterner at a National Parade to date, she says. The score earned Dodie and John a third place trophy. I guess **Corey Johnson** was only starting to think about his 356 Carrera project at the time.
- Dodie's *Nord Stern*, the newsletter, won a third place in the national competition.
- The '89 Great Lakes PCA Parade also staged a street Concours, a radio-controlled car contest and even a Sandcastle contest. The latter was won by the beautiful people from Nord Stern pictured on the September 1989 cover shot.
- It took two full pages to list all the drivers who completed timed runs at the "Fast Fling" in August. **Dennis Guentzel** scored the fastest time of day. This reviewer did score a second in class (out of three), still trying to get more speed out of his Talbot yellow '77 911S. The next person in our little class DNF'd both of his runs and everybody else had already unloaded their 911's of this vintage.
- **Roger Johnson** writes about how expert drivers "heel and toe" when downshifting, boiling it down to five easy steps. When you get it right, it's a rush, but a heavy heel risks an over-revved engine. The PDK transmission now accomplishes it perfectly for every gear. With the sport muffler option, braking into every turn sounds like race car driver fantasy camp.
- **Daryl Fortier** attended a "Regionfocus" meeting at the '89 Parade. Due to safety concerns there would be no more competitive Parade Autocrosses at tracks, but Driver's Education with instructors could be held if an event took place near a track.

- PCNA announced changes for 1990 models:
  - ABS standard on all models
  - 3.0 liter 944 S2 replaced the 944 T
  - 911 engine grows from 3.2 to 3.6 liters and the Turbo is no longer available
  - 928 engines increase power to 326 hp (as opposed to 247 for the 911)
- In the Marketplace **Bob Cox** lists a '58 Speedster for a shocking \$100,000; what was he thinking?
- Editor's note: Thank you, Dodie for such great captioning - so appreciated 26 years later!



The Sand Castle Winners standing l. to r. **Dodie Mueller, June Groebner, Phyllis and Hank Godfredson** and the mystery fan! kneeling l. to r. **Judy Fleming, Daryl and Sonia Fortier, Kim Crumb, Bob Fleming, Don and Pam Lawrence** and the beautiful lady in the 356... complete with floaters!!!

# The Scans Continue



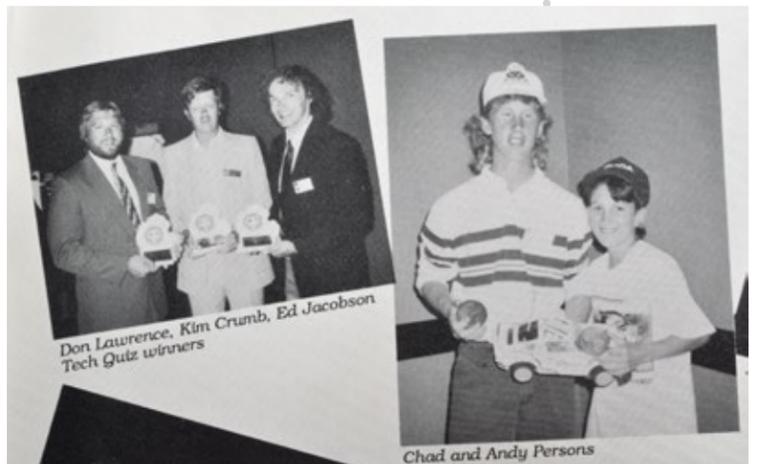
Phil Mullen in the bowels of the boat!



John Mueller & Ken Provast Rally Trophy



916 Murrain



Don Lawrence, Kim Crumb, Ed Jacobson Tech Quiz winners



Chad and Andy Persons



959



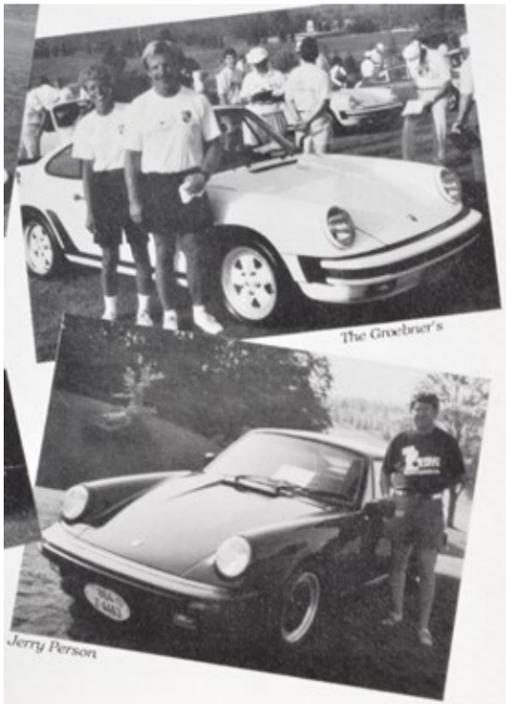
# The Scans Continue . . .



Ah! The Joys of Concurring

Sonia giving a bucks worth of cleaning!

Dodie, Ann, John, Deb and Sonia



The Groebner's

Jerry Person



Dream on Kimmers



Autocross winners

Left, Hank Godfredson,  
Daryl and Sonia Fortier,  
Kim Crumb, Pam and Don  
Lawrence



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PCA members at this year's Porsche Parade in French Lick: Concours Banquet under the spectacular dome

photos by Greg Phillips



# June Rallye Results and Kudos

by Lon Tusler

Dear Fellow Members, well another fine event is in the books. The rain gods smiled upon us and stopped the rain a couple of hours before the start of the event which was held out in the beautiful far western exurbs. After the completion of a complex route of country roads, small towns, railroad tracks, curves and hills, the contestants arrived at the Rennenhaus for an afternoon of food, music, and libation.

The Rallye Master then tallied the results and the awards were given to:

- 1<sup>st</sup> Place Driver, Barrett Olson
- 1<sup>st</sup> Place Navigator, Rianna Olson
- 2<sup>nd</sup> Place Driver, Michael Stewart
- 2<sup>nd</sup> Place Navigator, Zack Stewart
- 3<sup>rd</sup> Place Driver, Michael John
- 3<sup>rd</sup> Place Navigator, Carrie John

A big thank you to the 18 competitors! A fine day was had by all.



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# Jack Case, PCA charter member, passes at 92

by Skip and Suesan Carter,  
photos courtesy Skip Carter,  
courtesy PCA's e-Brake

John "Jack" Case, who was the second-to-last surviving Porsche Club of America charter member, passed away on July 25, 2015. He was 92 years old. His wife Ginny passed away two-and-a-half years ago.

I had the honor of having Jack and Ginny as friends for more than 20 years. I can't remember ever seeing one without the other. They were inseparable.

Jack as a charter member of the Porsche Club of America was an instrumental part of PCA in those earliest days. PCA founder, **Bill Sholar**, used Jack as a key lieutenant, sending him on assignment to newly formed Porsche clubs around the country, showing them the benefits of becoming a Region of PCA. Jack played a significant role in the creation of many of our earliest Regions. I know that when San Diego became a Region in 1957, it was Jack who brought out the charter. Just from conversations, I know he also played a key role in the creation of the Los Angeles and Riesentöter Regions.

I don't know this because Jack or Ginny told me. They didn't tell stories like that. They didn't brag — about anything. You'd be sitting at lunch with them and, in the context of the conversation, you'd hear

things like when Ginny and her twin sister met Albert Einstein while they were nurses in Princeton, New Jersey, or how she met Thomas Alva Edison. You could draw information out of them. They were happy to talk about anything, but you needed to initiate the conversation.

When we asked them about Ginny's nursing career, they told us that she spent time as a visiting nurse and drove their 356 year-round through the Pennsylvania countryside, through snow and everything else.

I remember seeing some trophies in their home several years ago. On closer inspection I saw that they were from the first Porsche Parade held in Gaithersburgh, Maryland, in 1956. Jack and Ginny not only had a trophy for placing first in the rally, but the Porsche Memorial Trophy, the Hoffman-Porsche Trophy and first overall in rally, gymkhana, and the written test.

When asked which European delivery was the

most memorable, they shared the following story: They had taken delivery of a 356 at the factory (not sure which year) and, while touring in Italy with other 356s, they parked their new Porsche outside the



hotel. The next morning, when they went to the spot where the car was parked, their 356 had vanished. Although they were a bit upset, and knowing that cars disappearing in Italy was not an uncommon event, they took it in stride. Back to Stuttgart they went, and the factory provided them with another so they could continue their European holiday.

When Riesentöter Region celebrated its 50<sup>th</sup> anniversary in August 2007, Jack and Ginny graciously agreed to be the Grand Marshals for the weekend of festivities. They had a wonderful time at the receptions and dinners, sitting on the porch at the Radnor Hunt Club looking out over the display of cars, and sharing stories with members who were meeting them for the first time. Debbie and Bill Cooper were thrilled to be their hosts for the weekend, sharing wine, stories, and laughter — a truly special gift, with two truly special people.

They loved to drive. They bought a new Boxster in November 2011 (their 13<sup>th</sup> Porsche). The following August they were hit by another car returning from Rennsport Reunion in Monterey. I heard that their Boxster had 38,000 miles on it at the time. Being somewhat skeptical (after all, they were almost 90-years-old), I checked the odometer when they got the car back. It displayed 38,000 miles and some change (in 10 months of driving).

They drove to breakfast and lunch every day. Each Friday they drove to Newport Beach (from Oceanside, California) to lunch with friends. They drove to Long Beach for our Grand Prix Region monthly breakfast meetings. In 2011, they embarked on a six-week road trip from San Diego to Porsche Parade in Savannah, then to their birthplace in New Jersey to visit Ginny's sister before looping back to San Diego.



At 90+, Jack once needed to follow me to a freeway and south for several miles. It was blatantly obvious that I did NOT need to hold back waiting for Jack to keep up. And Ginny loved to drive fast, too. She would tell stories about riding with Porsche test drivers on the Solitude Racetrack during Treffens and other Porsche factory visits. She would often tell my wife, Suesan, to ride with Jack in the Boxster so that she (Ginny) could ride with me (did I mention that she liked to go fast?).

In the earliest days of PCA, there was a close relationship between PCA and the Porsche factory. Factory engineers would come to the U.S. to train club members about various aspects of these new sports cars. I'm not great with the who's who of Porsche, but even I recognized many of the names, such as their friend Baron Huschke von Hanstein, Porsche's public relations manager and chief of the racing department in the 1950s. They were personal friends with Ferry and Dorothea Porsche, and Hans Peter Porsche made sure to pay his respects whenever he came to Parade.

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At the Savannah Parade in 2011, the Cases and two other senior PCA couples were invited for an all expenses paid trip to



ice cream. They loved wine. They loved mid-century modern homes and furniture, and their home was filled with an Eames Chair and similar period pieces. Frank Lloyd Wright was their guy.

They never had children. PCA and Porsche were their family, and we are all the more fortunate that this was the case.

It has been a privilege to have had Jack and Ginny as our friends.

## George Retires!

photos by Ed Vazquez



Above, George, Keith Jones, Jo Craven, unknown (editor's note - let me know if this is you!), Dale Trippler, Bill Groschen. Right Above, George with wife Jeanne



That's George as in George Andeweg of Porsche of St. Paul! Long-time Nord Stern member and supporter extraordinaire, George retired earlier this year (late April) and was surprised by a group of Nord Stern who showed up at the dealership to have some cake, wish him well and thank him for all his support of the club and it's members over the years. Happy retirement George!



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Imagine that the initial reaction to this title by most readers will be the same as mine – 911s from when to when? Rest assured, the authors are indeed current and up-to-date, everything from the 1963 901 through the 2014 991 GT3 is included. There is no reason for any 911 enthusiast to question the breadth of coverage (or level of detail) of this book.

As implied by the subtitle, *PORSCHE 911 Red Book* is a reference resource. Its 5" x 8" inch size makes it suitable for carrying as a field guide. Indeed, its page corners are already rounded for easier insertion into and retrieval from jacket or cargo pockets.

It is a small book with small text; many will find that reading glasses are required to enjoy the text sections introducing the thirteen chapters. Data tables are somewhat more readable due to the white space around the print. The introduction states that the RedBook "is designed to be a portable... reference manual..." It is definitely portable and the reference material is extremely comprehensive.

The thirteen chapters, each distinguished by color-coded page tabs, present data by chronological design eras. The factory system of alphabetic numbering of model programs is acknowledged, but organization is by year. There is no separate index, but two appendix pages give engine size, 0-60 and 1/4 mile times and top speed values, referenced to various media sources (eg: Road & Track, Car and Driver, etc.).

Each chapter of *PORSCHE 911 Red Book* begins with several pages of narrative text describing the basic characteristics of that vintage and presenting a very concise discussion of the subtle and major changes that were made between the years. Then comes a summary of the series tabulated by model, chassis serial and engine serial numbers and quantity produced, then a mention of racing versions.

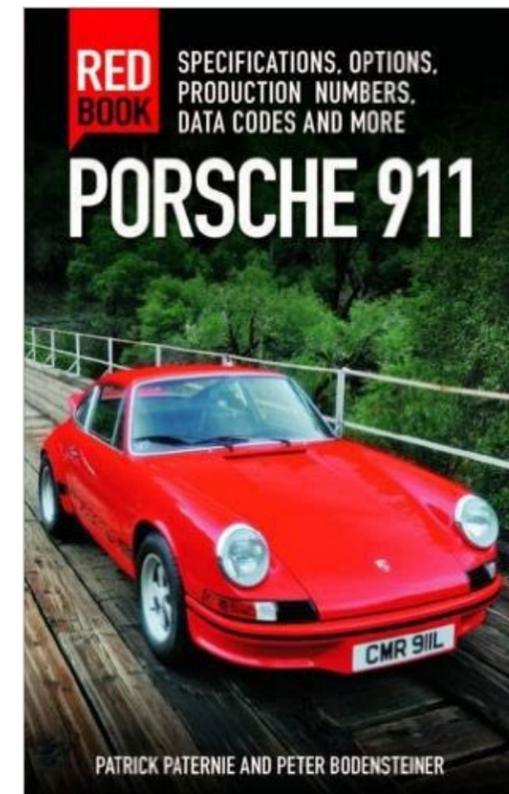
Next comes a detailed description of engines (production and racing) by engine type number. There is a similar tabulation for transmissions, followed by color codes and color names, plus special order color codes. Finally there is a tabulation of interior colors/materials used and the options available for 911s in that series. The level of detail is mind blowing, especially for the more recent years where the list of available options takes several pages, tabulated by option code..

The very comprehensive data are presented in a top down fashion – if you know the year, you can find the transmission types codes used in the various models. If you have a transmission code, it can be tedious to determine the year-model to which it relates. Thus *PORSCHE 911 Red Book* is more suited

to determining authenticity of a vehicle than to identifying parts.

*PORSCHE 911 Red Book* is not a book you will read from cover to cover, though the narrative chapter introductions are interesting and informative. This is not a book you will be inclined to display on your coffee table, but when you need it, it can be an invaluable resource. Every 911 enthusiast, owner or not, should have a copy in their library. Like an insurance policy, you won't use it often, but when you need it, you need it. Next time you want to translate a VIN; next time you look at the options sticker under your hood and wonder what the numbers mean, next time you want to know if an engine or transmission is appropriate to any given chassis, whip out the Red Book and you will have the answer. Chapter structure is consistent throughout, so once you have learned your way around one chapter, finding information in another chapter is straightforward.

*PORSCHE 911 Red Book* is a paperback with 208 5x8 inch pages including 96 color photos. It should be available for \$24.99 from your favorite bookseller (ask for it), or from <http://www.motorbooks.com>.



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*by Patrick Paternie and Peter Bodensteiner, published in 2015 by Motorbooks, Minneapolis, MN*

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



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### Members In The News!

Once again one of our members is referenced in an article in this month's issue of *Excellence*. If you don't know long-time Nord Stern member **Bob Fleming**, you are missing out big time. It would be difficult to find a nicer guy and someone easier to talk to. Plus he does know early model 911s extremely well. So if you see him, be sure to say hello and get to know him. You will be glad you did.

In an article on a rare 1964 901, the author Peter Linsky, included a side note quoting Bob Fleming, saying "... Bob Fleming of Minneapolis, Minnesota, who probably knows more about those special 1964-built cars than anyone else." It is an interesting article (see pages 66-70 in the October 2015 issue) entitled Commissioner Computer's Irish Green Dream Machine — Dale Trippler



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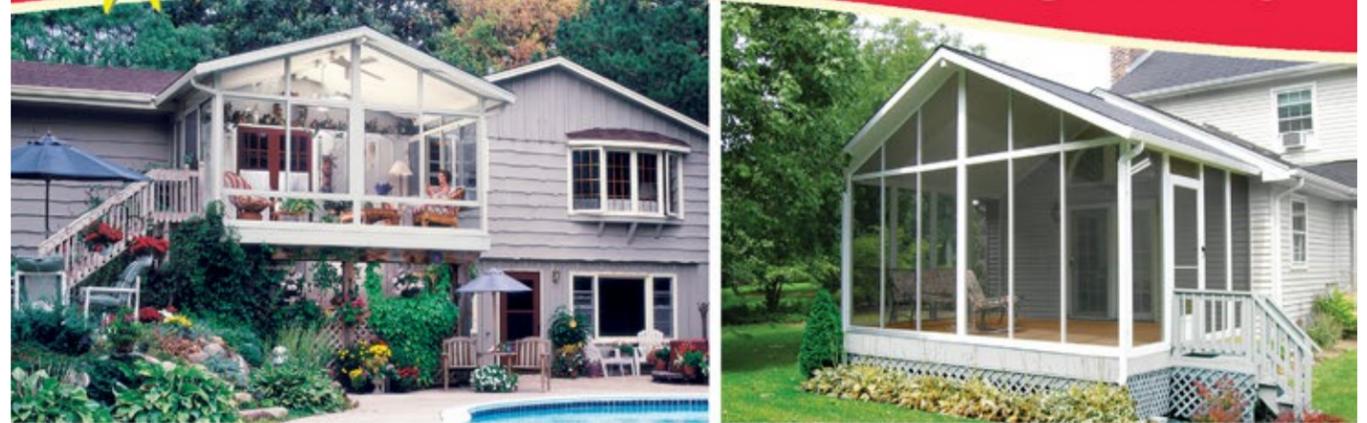


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# Tech Quiz Fun: 2013 Parade Q & A

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. 81.The "Mary Stuart collar" refers to what Porsche component.
  - a. Wrap-around rear spoiler
  - b. Shoulder-belt system
  - c. Front splitter
  - d. Cup holder

*Excellence was Expected Karl Ludvigsen 2008 Edition Vol 2 pg. 932*

2. The 1980 Type 935/72 engine designed for the withdrawn Indy 500 program was converted to run on gasoline and put to good use in the \_\_\_\_\_ chassis to win LeMans in 1981.
  - a. 935
  - b. 934
  - c. 936
  - d. 917

- a. 935
- b. 934
- c. 936
- d. 917

*Porsche 911 Performance Handbook - Bruce Anderson 3rd Edition pg 105 & 107*

3. The CLC or AKI octane ratings displayed on US fuel pumps is usually lower than the RON octane rating.
  - a. True
  - b. False

*Panamera Owners Manual pg. 239*

4. Porsche oversaw the design and development of a new Soviet Lada, the Samara, introduced in 1986.
  - a. True
  - b. False

*Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg. 1212*

5. The debut of the Porsche Indy car was at Laguna Seca in 1987. The car lasted only 6 laps before retiring.
  - a. True
  - b. False

*Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg. 1189*

6. Thirteen prospective members attended the first PCA business meeting on Sept 13, 1955 in Washington, DC. Which of the following individuals was not in attendance?
  - a. Bill Sholar
  - b. Tom Gorsuch
  - c. Karl Grimm
  - d. Peter Pearman

*2013 Region Procedures Manual pg 4*

7. The Porsche emblem first appeared on the steering wheel hub of 1953 model cars.
  - a. True
  - b. False

*Excellence was Expected Vol 1 pg. xv*

8. Driving a \_\_\_\_\_David Donohue, Shane Lewis, Dr. Jim Norman and Nelson Canache won the GX class at the 2013 24hrs of Daytona
  - a. 911 GT3 Cup
  - b. Cayman S
  - c. Cayman R
  - d. Audi R8

- a. 911 GT3 Cup
- b. Cayman S
- c. Cayman R
- d. Audi R8

*Porsche Panorama March 2013 pgs.50 & 55.*

9. What is the non-metallic color, favored by the Porsche family, for the new 991 based Club Coupe?
  - a. Guards Red
  - b. Orient Blue
  - c. Brewster Green
  - d. Alpine White

*Porsche Panorama March 2013 pg 41*

10. The official Porsche team at the 1970 Daytona 24hrs was the JWA Gulf team. JWA had (3) 917 Kurzhecks (short-tails).
  - a. True
  - b. False

*Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg. 1212*

*Porsche Panorama February 2013 pg. 81*

11. The Parade trophy presented in memory of W. F. "Bill" Woolery is the \_\_\_\_\_.
  - a. Autocross FTD
  - b. Rally Navigator Award
  - c. Rally Diver Award
  - d. Tech Quiz Award

*2013 Region Procedures Manual pg. 129*

12. On 21 December 1966 a specially equipped 912 Targa was incorporated into the autobahn fleet of the Baden-Wuerttemberg state police. This was the 100,000th Porsche to roll off the assembly line.
  - a. True
  - b. False

*Porsche - h.f. ullmann pg.11*

13. In E-mode the 918 is capable of \_\_\_\_\_ mph on electricity alone.
  - a. 120
  - b. 200
  - c. 60
  - d. 90

*Porsche Panorama November 2012 pg 22*

14. The Momo steering wheel installed on the original (25) 917's was the competition-model \_\_\_\_\_.
  - a. LeMans
  - b. Monza
  - c. Prototipo
  - d. Elite

- a. LeMans
- b. Monza
- c. Prototipo
- d. Elite

*Excellence December 2012 pg. 84*

15. In PCA Club Racing, an immediate sanction against any driver at fault in any incident involving car damage is known as the \_\_\_\_\_.
  - a. 11/11 rule
  - b. One and done rule
  - c. 13/13 rule
  - d. rubbing is racing rule

*2013 Region Procedures Manual pg. 113*

# Website's 'Did You Know?!'

by Christie Boeder

Believe it or not but there actually is real and current information on the Nord Stern website. One of my goals starting earlier this year was to work on uploading content as I receive it for our newsletter. While not the most convenient, snazzy or jazzy of websites I am utilizing the posting function to note upcoming events, including the 'details' as well as uploading a downloadable pdf file of each newsletter prior to publication.

Classifieds are being updated, too, plus I've been including the Porsche e-blasts from our president - when appropriate. Obviously the user has to scroll through posts BUT do know that I am tagging the heck out of all posts so everything is really super searchable! Try it out, let me know what other things I might be able to add to make the site more useful. Absolutely a 'work in progress!'

September Quiz Answers

- |    |   |
|----|---|
| 8. | b |
| 7. | a |
| 6. | b |
| 5. | a |
| 4. | a |
| 3. | a |
| 2. | c |
| 1. | a |

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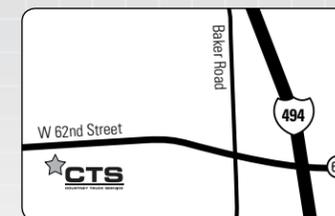
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# 18 America Roads You Need To Drive

*ditor's note: Steve 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 each month!*

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 Washington, D.C.

#### Best Known Road: Skyline Drive and Blue Ridge Parkway (shown)

Skyline Drive and Blue Ridge Parkway combine to become the ultimate choose-your-own adventure story. Get on Skyline just under an hour west of town, then drive the fantastic roads until you've heard every song on the radio three times. There are plenty of places to turn off and head back home, or you can choose to keep going all the way to the end of Blue Ridge—at which point you'll have been driving continuous curves for roughly six hours.

#### Lesser Known Road: Chesapeake Country Byway, MD

Starting about an hour outside of D.C., the Chesapeake Byway is less of a challenging mountain pass and more of a cultural jaunt. While you're there, it's also got some of the best seafood in the country.

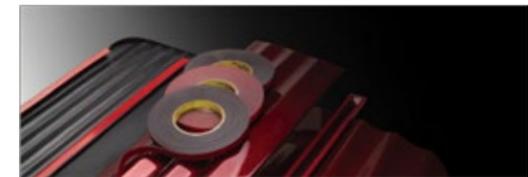


When some people think of 3M, the Scotch™ tape and Post-It™ products are usually the first products that come to mind. However, 3M has been in the automotive business for 100 years and currently sells over 1000 different products that go in vehicles or are used in the manufacturing process. 3M sales in the automotive market began with Wetordry™ abrasives in 1915 followed by masking tape in 1926 (which enabled two-tone paint

the vehicle structure. An example of an AD films product is the blackout film used on the b-pillars (in a sedan, the part of the driver's door to the right of the glass) of most cars as a paint substitute. A final example of an AD emissions control product is the Interam™ mat mount material used to hold and seal the catalytic coated substrate inside a catalytic converter.



3M Automotive Aftermarket Division product families are centered around two markets: the body shop market (abrasives from 40 to 3000 grit, body fillers including Bondo™, painting operations including paint guns, masking tapes, and masking papers, paint finishing products including buffing pads and various compounds) and the vehicle appearance market (detailing chemicals, waxes, polishes, and cleaners including Meguiars™, and paint protection and vehicle graphics films). The division also has mechanical products including brake repair, fuel system cleaning, electrical, and welding accessories.



jobs) and the product innovation has been continuous ever since. 3M knows the nooks and crannies of auto design, manufacture and repair—from helping OEMs improve fuel economy with lightweighting solutions, to helping auto body specialists revolutionize the painting process.

Today, 3M's automotive business is roughly split between 3M Automotive Division and 3M Automotive Aftermarket Division (AD and AAD). The defining line between the two divisions is the moment the vehicle leaves the factory. Automotive Division sells products to the OEM's and Tiers to produce the vehicle and Automotive Aftermarket Division sells products to dealers and consumers to help repair, maintain, and improve appearance of the vehicle. Both divisions have a massive global business – if a country makes or has cars, 3M products are there.

3M Automotive Division product families include: abrasives, acoustic materials like Thinsulate™,

3M's vast automotive expertise contributes to its position as a global leader in automotive innovation. From inventions like 3M™



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adhesives, attachment tapes and fasteners, emissions control materials, films, fluoropolymers, glass bubbles, light management, tape-attached components, and wheel weights. An example of an AD adhesives product is a structural adhesive used during the body-in-white assembly process to strengthen and stiffen

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*by Mike Nelson, echnical Specialist  
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*submitted by Steve Flaten*



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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 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.

### 20" Carrera S Wheels and Tires for 981

Set of 4 silver 20 inch Carrera S wheels with color logo center caps, TPMS sensors and Pirelli P Zero tires for 981 Boxster/Cayman. These came from my 2014 Cayman S with 9000 miles. Wheels are in perfect shape, used on street only, no track use. No curb rash or other damage. 235/35/20 front tires have 7/32 tread remaining and 265/35/20 rears are at 6/32. \$2600. Cory Hoeglund 651.334.4273.

### 2012 Boxster Spyder

4700 miles. Original owner. Stored winters. Triple black with black factory rims. Six speed manual, sport exhaust, xenons, sport chrono, full leather sport seats, A/C, radio/CD, Michelin Pilots. Also factory car cover and factory battery trickle charger. Immaculate, no accidents, all records, no disappointments. Only selling to get Cayman GT4. One of three or four Spyderys in Minnesota; only 125 2012 models came to US. \$62K OBO. Call Warren and leave message @ 763.270.1242.

### 1987 944 Turbo

Great for street but also totally set up for the track. Redline oil used; changed annually. Conditioned storage since new. Bolt in roll bar. 5 pt harnesses. Corbeau custom seats. Some spares. Will outrun 911 Carrera 4s and Corvette Z06 @ Hallett. Great condition. Located in western Wisconsin. \$14,900. Go to www.944porscheturboforsale.com for photos, modifications, contact information, etc. Email rph@rainbowconst.com or 715.635.8855.

### 1993 968

79,XXX miles, Midnight Blue, Full OG roll cage, Sparco seats, Simpson 6 point belts, Momo steering wheel, Koni coil overs and camber plates, M030 brakes with Performance Friction pads, Lightweight flywheel, 6 speed trans, limited slip differential, Adjustable fuel pressure regulator & gage, Dyno chart by AutoEdge, Corner balanced, lower strut brace, Lindsey under drive pulleys, 3 sets tires and wheels; BBS 18" with Nitto NT-01, OEM 17" with Dunlop, Direzza ZII, Miglia Mille 17 with storage tires, Cat delete, AC delete, radio delete, rear seat delete, Recent timing and balance belts, Braille battery, complete records. \$16,000 to Nord Stern. Contact Lloyd Vasilakes, lsv327@comcast.net.

### Porsche 911 factory 930

performance body/chassis (m-491 option) turbo look. All original with 72,000 miles. Ruby red metallic with beige leather with Porsche cloth trim. Less than 500 of these manufactured with the 491 option! I purchased the car in 1993 with only 23,000 miles. The car is in excellent condition. Asking \$35,000. Call Don at 507.951.0465.

### 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

### 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

### 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.

### 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.

## Prez Sez

*continued from page 6*

haven't registered, and if there is still space, do not miss this chance to drive some of the best roads you will ever drive with many, many other P-Car enthusiasts.

I have written many times that Nord Stern is only as good as Club as its volunteers. In the last month, Nord Stern lost one of, if not the best, volunteer in its ranks. For those of you who have not heard **Jill Daney** passed away this last month. Jill was an amazing advocate for Nord Stern and our marketing/advertising chair. More importantly, and as the flood of emails on Club Talk documented, Jill was an amazing person. She had such an infectious smile, a quick wit, and without a doubt left this world a better place than she found it. Nord Stern will miss its biggest advocate. On behalf of those in Nord Stern who were lucky enough to have known you, we will miss you and we thank you for having been our friend, as well as what you did to make Nord Stern great.

Remember, life is short. We only get one chance at this. No one has ever said I wish I would have driven my Porsche less. Get out there, drive those P-cars, and smile knowing life can be very, very good. Until next month, Mike

## Just A Car Junkie

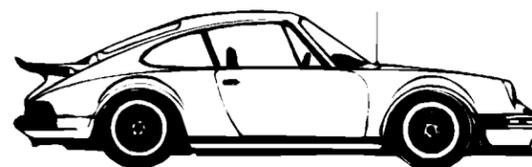
by Jon Beatty

Where do I start. Is it with the 1955 Chevy with the Corvette "black box" fuel injection system. Or would it be the 1960's VW Van with a 283 Chevy motor mounted amidships with a Pontiac automatic transmission that wouldn't hold still at idle. Or maybe it would be my string of MGB's, none of them fast but they were sure fun to drive. Then there was the Austin Healy 3000, the Triumph TR3, a TR4-IRS and a Sunbeam Tiger with a 289 (not that whimpy 260 they came with stock) and a string of other British sports cars. Add to that an early Morgan I rebuilt for a guy and discovered the frame was made of wood! Finally, my last muscle car, not mine, that I built for a friend, a Chevelle with a 396 with a roller cam, headers and a Holly 650 on top. What a car! You could not turn it but in a straight line it was heaven.

Then there is the 240Z which I referred to as the Japanese Corvette. Fun to drive but very prone to rust.

Okay, now I'm going off-topic as the rest of my car history is with Porsches. Fast forward to when I discovered Porsches. My 1966 911 with a prototype S engine was pure joy. Rough car and after 12 years of ownership and uncounted hours of restoration due to rust, it was truly the 911 that got me hooked. That was followed by my '85 911 Carrera, my first track car and later turned into a Club Race car by Mike Courtney. Then there is the '94 RS America, which was my dream car. That one ended up sliding me down the slippery slope of club racing and ultimately, I crashed it. So, if I had to pick a car it would be my 1966 911S. Unbelievably light, only 160 HP but so responsive that every time I drove it I would smile. Yes, I know, the topic is NON-PORSCHE but all of the cars I've owned don't even hold a candle to the Porsches I've owned. The '66 911 is kind of like my current ride, only the current ride is a lot more refined and comfortable, yet I still SMILE when I drive it.

*Editor's note: Just a car junkie, I'd say that's an understatement. And what I find so impressive, is remembering all those vehicles!*



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# The Pinnacle Portfolio

by Danielle Badler,  
Rocky Mountain Region

Courtesy PCA National  
Newsletter Editor Wendy  
Shoffitt

If it's August, it must be time for Monterey insanity. Let me start by stating this categorically. No, I haven't gone. And I don't expect to make it this year. But I do know people who have.

Then again, that's like saying I once had dinner with Billy Joel. What actually happened is that I once sat in a restaurant where, across the room, I saw Billy Joel dining alone, reading one of those free real estate listing brochures.

It's true. While I shared the same physical proximity with him, and breathed the same air, I was in reality not even in the same galaxy.

Just take a look at some of the rare fruit being auctioned off this year.

I draw your attention to a collection which, according to Motor Authority, is called The Pinnacle Portfolio. They say it's "the most expensive car collection ever to hit the auction block."

Cutting to the chase, so to speak, there are 24 cars. Yes, there are three Porsches in the group, a '56 356 A Speedster, a '95 911 Carrera RS 3.8 and an '88 959 "Komfort."

There are also nine Ferraris, including one each of all the supercars from the 288 GTO on, with the exception of a LaFerrari.

The Enzo is number 400 of 400. The very car that was presented to the Pope.

Two Bugatti Veyrons, serial number 001 and a late-run 16.4 Super Sport, "one of less than eight in the US." Does that sound more impressive than seven?

A McLaren F1 'LM-Specification.' Which means, according to auctioneer RM Sotheby's, it's one of two street cars upgraded to race specs.

I've been trying to get my head around the collection, and the collector, who remains anonymous.

For example, there are three cars from the '50s, no more and nothing older. Along with the Speedster, there's a '55 300 SL Alloy Gullwing, one of 29 aluminum Gullwings produced, and a '59 Ferrari LWB California Spider. That's it from the Eisenhower Era.

From the Swinging '60s, we find a '64 250 LM (more rare than a 250 GTO, they say - this one is from the

'64 Earl's Court Motor Show,) a '67 275 GTB/4 and a '67 Toyota 2000 GT, the first LHD built, and the first in the U.S. (the Japanese E-Type, they say.)

No genuine E-Type? And, while we're at it, no 427 Stingray? No Cobra? I know!

Now, if you ascribe to the theory that we covet today what we drew in study hall in junior high school, I would guess that the owner is a male (please . . . name one female collector of this provenance, name just one) in his 60s.

That he has mega-wealth and connections in the automotive world is a given. I mean, just how does one go about acquiring the Pope's Ferrari?

Why sell? To cover the cost of service on his Gulfstream? On the refit of his Wally Yacht, which is bobbing as we speak in the harbor in Antibes?

But there are a few chinks in the heavenly aura. For example, an '05 Saleen S7. Yeah, it's twin-turbo and it was in a few movies. But really.

And a Jaguar XJ220, which they call highly original. Do I care?

And a Koenigsegg CCXR, one of five in the U.S. Just waiting for the next Cannonball Run debacle?

And an '05 Mercedes-Benz SLR McLaren. Even if it was purchased new by Robert Petersen and shown at the Petersen Automotive Museum.

I don't know.

Ok, ok, if it were up to me, I'd swap these out, quicker than you can say "not up to snuff." And I'd backfill, with a '65 Aston Martin DB5 (make mine shaken, not stirred) and a '73 Carrera RS, along with the aforementioned E-Type, Vette and Cobra. And maybe a P1 and a 918 Spyder. Along with the LaFerrari. Just to complete the contemporary supercar set and the historic supercar set.

Where is a Miura SV? An original Daytona Spider? A Dino? I guess I forgot to mention them . . . they're in the collection already.

Hey, let's give the guy some credit.



Porsche 911 Carrera S



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