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DECEMBER 2015

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Cover

Love this photo from the 2015 Escape to Rushmore which Nord Stern helped sponsor this fall. Despite some inclement weather, the event went well. More photos in this issue and .

photo by Lisa Schneegans

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The Prez Sez . . .

by Mike Sabers
'79 911 SC



This will be the last article I write as the President of Nord Stern. I want to reach out and say thank you to each and every board chair, and volunteer, who helped make this a successful year for this Club. The work of these board chairs, and volunteers, assured the Club's success in 2015 and beyond.

As you read this article, turn to the first page of our Newsletter. Take a look at the folks who volunteer their time without compensation and sometimes without credit. Nord Stern events run like clockwork, and the reason is the volunteers who event in, and event out, make sure that occurs. Many of the names you see have been an invaluable resource for me and my main goal in 2015 which was making sure I did not mess with a success.

Growing up, a family friend was fond of saying that the world would be a much better place if everybody just left things a little better than they found them. I am not sure I succeeded in improving Nord Stern this year, but I feel pretty good that it's in at least as good a spot as when I was asked to be its President.

I am looking forward to the Holiday Party and giving credit to some extra special folks who did our Club proud this year. Also looking forward to passing on the "pressure plate" to next year's President.

Thank you for the chance to be Nord Stern's President in 2015. I appreciate the trust all of you folks put in that "South Dakotan" and glad, in the end, I left Nord Stern in as good a spot as I found it.

Signing off for 2015. Take care, stay warm, and see you in the Spring,

Mike Sabers



Left:
Mr. Mike, you will
be missed! Says
your editor . . .

Yes: New Helmets Needed in 2016!

With the NS 2015 Track season finished, it's time to note reminding that Snell 2005 helmets will no longer be accepted in 2016 events.



All helmets must be Snell 2010 or newer. The 2015 helmets are still straggling in to suppliers, but there are HOT deals on 2010 helmets out there.

Great idea for Holiday gifts!

Thanks! Paul Ingebrigtsen, Safety Chair

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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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Full page: 7.5" wide by 10.5" high

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1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high

Back Cover: 8.5" by 7"

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1. First, **JOIN** the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Next, join Nord Stern

- Visit 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 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!*

Ed Vazquez
18918 Dorenkemper Place
Eden Prairie, MN 55347
email: edmn911@aol.com or
612.720.0760 (cell)

Reminder: Annual Dues are:
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newsletter costs!)

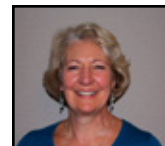
Nord Stern membership Options:
\$30 per year
\$80 for three years!

**Check your mailing label
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Contact Ed with any membership inquiries or updates

2015 Nord Stern Officers and Committee Chairs

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Doug Anderson	507.273.5346	Keith Fritze	612.275.3123
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DE Registrar	Registrar@nordstern.org	Track Relations - BIR and RA	
Dave Anderson	763.479.8231	Trackrelations@nordstern.org	
Driver Training	DT@nordstern.org	Jim Bahner	651.492.9459
Ron Johnson	612.730.2351	Webmaster	webmaster@nordstern.org
Fall Color Tour	FallColor@nordstern.org	Mark Kedrowski	
John Dixon	eyerack@tcq.net	Zone 10 Rep: Kim Fritze	



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Cushing, MN 56443
612.275.4891
Zone10rep@gmail.com
Zone10rep@nordstern.org

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!



Donald Ashton
Woodbury, MN
2007 Cayman

Andrew Birrell
Mpls MN
2000 911

Scott Daup
Eagan, MN
2015 911 Coupe

Gregory Ellis
Minnetonka, MN
2008 911 4S

Mark Kriesch
Minnetonka, MN
2002 911 Turbo

Jason Luhmann
Bayport, MN
1975 914

Donald McCall
St Paul, MN
1990 911 C2

Edward Mettelman
Stillwater, MN
1997 Boxster

John Newhouse
Edina, MN
2007 911 Coupe

Marty Noonan
Amery WI
2006 911 Coupe

Jim Southwell
Plymouth, MN
2012 911 Turbo S

David Tobin
St Louis Park, MN
1984 911 Targa

Michael Trenholm
Pequot Lakes, MN
2002 Boxster S

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!).

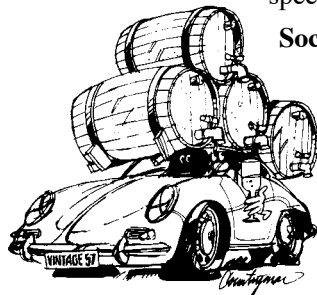
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



whatever flavor to all Nord Stern members. May this winter season be fun and enjoyable (even though it means MOST P-cars are now safely tucked away for their long winter nap) and the New Year bring cheer. Being skiers, we confess to actually liking winter - assuming there's snow coverage of some sort. We don't need to be buried in it, but at least enough of the fluffy white stuff to provide that lovely patina hiding our leafless trees and shrubs and dull grasses is so appreciated!

As always, wishing you all safe driving adventures.

by Christie Boeder
'73 911



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DECEMBER**2015**

- 9 Nord Stern Business Meeting (Wednesday!)**
 Location: New Location! Grizzly's in Plymouth
 220 Carlson Pkwy N.
 6:30 p.m. Social, 7 p.m. Business Meeting
 Members welcome!

JANUARY**2016**

- 12 Nord Stern Business Meeting**
 Location: Grizzly's in Plymouth
 220 Carlson Pkwy N.
 6:30 p.m. Social, 7 p.m. Business Meeting
 Members welcome!
- 16 2015 Annual Holiday Party and Meeting**
 McNamara Alumni Center - U of MN
 Cost and dinner options: TBA
 clubregistration.com
 6:30 p.m. Cash Bar/Social
 7:30 p.m. Dinner followed by program

FEBRUARY**2016**

- 9 Nord Stern Business Meeting**
 Location: Grizzly's in Plymouth
 220 Carlson Pkwy N.
 6:30 p.m. Social, 7 p.m. Business Meeting
 Members welcome!

MARCH**2016**

- 8 Nord Stern Business Meeting**
 Location: Grizzly's in Plymouth
 220 Carlson Pkwy N.
 6:30 p.m. Social, 7 p.m. Business Meeting
 Members welcome!

APRIL**2016**

- 12 Nord Stern Business Meeting**
 Location: Grizzly's in Plymouth
 220 Carlson Pkwy N.
 6:30 p.m. Social, 7 p.m. Business Meeting
 Members welcome!
- 17 Sunday Membership Social - Rochester Area!**
 1 p.m.
 Gina and Brian O'Neill's Home
 4400 Rossi Ct. NW, Rochester
- 29 Nord Stern First Fling Driver Training**
 Brainerd International Raceway
 Eventmaster: Ron Johnson
 Registration: clubregistration.net
- 30- May 1 Nord Stern First Fling Driver Education!**
 Brainerd International Raceway
 Eventmaster: Steve Meydell
 Registration: clubregistration.net

JUNE**2016**

- 19-26 Porsche Parade 2016**
 Jay Peak, Vermont

JULY**2016**

- 22-24 Nord Stern Club Race and Driver Education**
 Brainerd International Raceway
 Eventmaster: Doug Anderson
 Registration: clubregistration.net

JULY**2016**

- 31 Second Annual Auto Lieben**
 Afton Alps

SEPTEMBER**2016**

- 7-11 Inaugural Treffen (replaces 'Escapes')**
 Lake Tahoe, in partnership with Sierra Nevada Region
 Resort at Squaw Creek in Olympic Valley, California
- 16 Nord Stern Last Fling Driver Training**
 Brainerd International Raceway
 Eventmaster: Ron Johnson
 Registration: clubregistration.net
- 17-18 Nord Stern's Last Fling Driver Education**
 Brainerd International Raceway
 Eventmaster: Steve Meydell
 Registration: clubregistration.net

30-

- Oct 2 Nord Stern Annual Fall Color Tour**
 Headquarters: Blue Fin Bay
 Eventmaster: John Dixon, eyerack@tcq.net
 or 952 939 9071

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A Bit of History

Studebaker's Z-87 Project

by Dan Kubl, reprinted with permission From Turning Wheels, the monthly publication of the Studebaker Drivers Club. www.studebakerdriversclub.com

photos are scans of the newsletter

After Studebaker had been manufacturing automobiles for a number of years it tried to bolster its business by increasing its share of the industry working collaboratively with the likes of Pierce Arrow, Packard, and Mercedes Benz. Another one of these deals was recently brought to my attention when club member John Amoroso gave me a two part article from his Porsche Club newsletter, The Porsche 356 Registry. It seems Studebaker and Porsche were trying to develop a new car for the very competitive U.S. market that existed in the early 1950s.

The story begins with Max Hoffman, a New York importer/distributor for Ferry Porsche, who was a close friend of the vice president in charge of exports at Studebaker. This person was Richard Hutchinson, who had a keen interest in introducing the Volkswagen to American motorists. The stage was set for a Porsche manufactured in South Bend.

In 1952 a Porsche delegation came to the Studebaker factory in South Bend. Included on the team was Leopold Schmidt, designer of the famous Porsche synchromesh transmission, and Erwin Komender body designer of the VW Beetle. On Monday, May 16th, a less than stellar test drive in an early Porsche prototype was made around the Studebaker test track. Following the ride, Studebaker's President Vance sent Harold Churchill and Stanwood Sparrow into a meeting with the Porsche delegation that resulted in a joint manufacturing agreement.

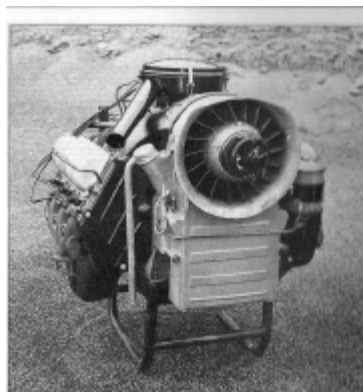
The plan called for a Porsche automobile that would be very different from anything manufactured by



Porsche and on American highways in 1952. As was typical of Studebaker's cars, the new Porsche prototype would have a front mounted engine in a four door sedan. It would be powered by a combination air/water or water cooled V-6 engine that included advantages of manufacturability, as yet unseen in the U.S. Automobile manufacturing industry. The Type 542 prototype, or the Z-87 Project,

as it was called at Studebaker, incorporated many parts manufactured at the South Bend factory.

The Z-87 Project completed in the fall of 1953, had other unique



features that included an integral body, that did away with the typical Studebaker frame, independent front suspension similar to the VW, and independent rear suspension that mounted the differential directly to the bottom of the car, permitting a much smaller and lower driveshaft tunnel.

Though styling was not one of Porsche's assignments, Erwin Komender gave the Type 542 a distinct modern look. The front bumper and grille were integrated, giving the car a look that was very similar to Studebaker's 1953 offerings. South Bend was kept informed of the Z-87's progress through reports and visits. Even Ruymond Loewy and Robert Bourke made a visit to Stuttgart to view its progress.

Following its completion many months of testing



took place on the roads of Germany and Switzerland. In November of 1954 the metallic blue sedan with saddle-brown upholstery was delivered to South Bend for its debut. But, Studebaker's interest in the Z-87 Project had greatly diminished with its well documented manufacturing misfortunes that had plagued Studebaker in 1954, two years after the initial agreement was signed in Studebaker's triumphant Bicentennial Year.



passed into the history book for good, when it was scrapped in 1964, soon after Studebaker ended manufacturing at their South Bend facility.

Did anything good come from the failed Z-87 Project? Yes, but not to the benefit of Studebaker. Porsche was the winner!! It received from Studebaker in 1952 approximately half a million dollars that was used to initiate construction of a new factory to house production of Germany's now famous and highly desirable sports car.



References and Sources:

Karl Ludvigsen, "Porsche Type 542, Parts 1 and 2", Porsche 356 Registry, May/June and July/August, 2012. Gordon Maltby, editor of Porsche 356 Registry, and the Porsche Archives for use of the Type 542 photographs

Less than a month after its delivery Studebaker was absorbed by Packard. With these changes, management had decided that it would cost too much to tool up for the Z-87 Project and beyond Studebaker's shrinking budget.

In 1956 Engineer E. L. Nash issued a report that described the Type 542 as not marketable when compared to the cars being manufactured by Studebaker at that time. Nash's report was passed on to the Studebaker-Packard hierarchy, including a soon to be famous, John Z. Delorean, who nixed the Project. The Z-87 Project



Club Talk

... 'Talk'

Courtesy Clubtalk

What Was I thinking?!

Editor's Note: Recently had a classified ad submitted for inclusion online and in the newsletter, nothing unusual. But then I got the following email and I just HAD to share it (with permission, of course . . . or as he said, Ya Betcha!):

"Update. I brought my car to BIR all ready to sell with For Sale sign in the window. After one session of lapping, the sign went in the garbage. I'm back to lapping the rest of the weekend, had a blast and my love affair with my car, the people and DE is reignited. A slippery slope indeed!"

Thank you Christie for help. What was I thinking? Ha!"

– Neal Haaland, Fargo, ND

Last Fling Kudos

We knew that moving Last Fling to October was going to be risky and now that we've been through the weekend we lucked out. All the weather watchers missed a terrific weekend up at BIR. Cool mornings -- a bit frosty in some areas when I woke up on Saturday -- and pleasant sunny afternoons. I think I even picked up a bit of sunburn on my smiling face!

Registration numbers we a bit down for our last track event of the year, but the beautiful weekend did manage to entice more than a handful of drivers to come out and play as walk-in registrations. I chatted with a number of drivers and all in all I think everyone had a great time.

I don't want to steal **Prez Mike Sabers** thunder here . . . insert lawyer joke . . . but here goes. I know that I'm going to miss a few of you and my apologies for my oversights, but many thanks to all that make our track time at BIR possible: **CDI Ron Johnson** for driver training programs, **DE Chair Steve Meydell** for rounding up event masters and thanks to those folks that take on the role, **Safety Chair Paul**

Ingebrigtsen, Insurance, Chair Michele Deml Johnson and Treasurer Jeff Bluhm. The corner worker crew for watching over us and Red Light Rescue for when we need the help. Of course, many thanks to each of the drivers that find the means to come out and

exercise their cars; Porsches or otherwise. If it wasn't for the collective pool of drivers that participate we probably wouldn't have the opportunity to drive some of the best tracks in the Midwest.

Speaking of which, I had a chat with Dan -- the resident BIR worker -- on Saturday night as I was cleaning up and locking the Wheelie Bar. Nord Stern was the last track event of 2015 for BIR and starting today they're going to mill the surfaces of Turn 4 and the drag strip to lay down some new asphalt. Their goal is fix some of the issues they're having. (Did you happen to notice the abundance of patching on Turn 4 this weekend?)

I'm already looking forward to 2016 and I haven't cleaned up the 951 from yesterday's fun. (And some of you know the turbo needs a good cleaning.)

See you down the road at a Porsches & Pancakes, a business meeting, or the yearend Holiday Party (now in the planning)!

– David Anderson

Well, Friday was too warm to snowmobile so we had a fantastic novice DT school! I'd like to thank all the volunteers that made this possible. Saturday and Sunday were filled with sunshine and plenty of track time. Thanks for a safe and very fun event!

"It's not just the cars, it's the people!"

– Ron Johnson

Many thanks to all who made the weekend great! It was so nice to catch up with old friends and to make new ones. One disappointment, though, was that the deer turned better lap times than I did. How he got into my car, I'll never know . . .

– Matt Jones

And thanks to you Dave, for all the things you do behind the scenes that make our events run so smoothly!

– Paul Ingebrigtsen

And I am glad David finally got the algebra problem worked out he had going on with his numbers all weekend. A great weekend with an even greater club. It was terrific, but time with Nord Stern always is. I also got to pull out my running shoes and DEER sign, I knew you guys missed my signs.

– Miss Laura Hudson

photo left, by Keith Jones, Mark Schumacher's 911



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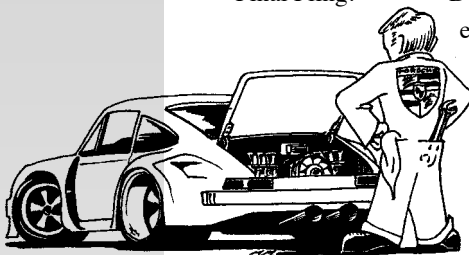
Nord Stern Business Meeting Minutes

November 2015

by Betsey Porter Secretary

The meeting was called to order by President Mike Sabers. Escape invoices: Mike is working with Jeff and the Board of Directors to get all the final outstanding invoices paid. Will end up being revenue-positive, the event was very successful. Road America was a loss and we should discuss its future. We have a diversity of events and they might pull participation away from RA. We also need more short-term volunteers.

- **Vice President – Paul Ingebrigtsen**
Need to find a VP for 2016, Please send suggestions!
- **Treasurer – Jeff Bluhm**
We will have a great year-end!!
- **Advertising – Lara Dant & Ryan McGee**
Lara got ahold of Dave at Race Suit Rental and he is a strong maybe. He does events three times a year at Dakota County per year, we should talk with him. We could advertise his events and send him a lot of business
- **All Porsche Show – Phil Saari and Mark Koegler**
No report
- **Autocross – Andy Golfis**
No report
- **Board of Directors**
No report
- **Charity – open position**
No report
- **Club Race – Doug Anderson**
No report
- **Driver Education – Steve Meydell**
Steve will be eventmaster for First Fling and Final Fling.



Doug Anderson will be eventmaster for Club Race. Dave Anderson will be eventmaster for Road America (if we hold it)/ Teresa Pfister's nephews (Tom and Bill Russell) will shadow Steve to learn

the ropes. Steve wants to include more speakers at Porsches & Pancakes. Will plan more for 2016

- **Driver Education Registrar – Dave Anderson**
All of 2015 events are done, but will set up an event in Club Registration for the party. Will now work on Club Talk migration to a more useful emailer

- **Driver's Training – Ron Johnson**
First Fling was good. Final Fling was light because of the late date. Ron is revamping the instructor list. Met with Eddie at Minneapolis Porsche and he now has availability to support our club. Steve asked if there was any thought about having a school in the summer and Ron replied they are thinking about it. Teresa suggested maybe the Thursday before Club Race. Roger mentioned SCCA's weekday evening track events for absolute newbies. Maybe a Wednesday evening?
- **Fall Color Tour – John & Suzanne Dixon**
No report
- **Historic Archivist – Kim Fritze**
No update
- **Insurance – Michele Deml Johnson**
No update. Found a volunteer form online, will modify and update it and send to Christie to add to newsletter and website.
- **Membership – Ed Vazquez**
Tis the season for renewals! Memberships expire in December. Would like to get a sign-up sheet for 2016 events. Ed has committed to Imola and Auto Edge for the Spring New Member Socials. Will request a PCA blast. Porsche & Pancakes event and/or an evening event at the dealership
- **Met Council – Bob Kosky**
No report
- **Newsletter – Christie Boeder**
Would like to have a ballot in the December edition and committee chairs updated for January edition. Will get together with Lara and Ryan for 2016 advertising commitments
- **Octoberfest – Paul Bergquist, Mercedes Benz Club**
No report
- **Rally and Drives – Lon Tusler**
No report
- **Safety – Paul Ingebrigtsen**
This year, helmets need to be 2010 or newer. We had no incidents at Final Fling!! Safety and the corner workers worked well with Laura. There is a proposal to consider from Red Light Rescue; consensus is to stick with Laura and her crew. Roger suggested we give the corner workers Volunteer t-shirts. We should also invite them to the Holiday party
- **Social Committee**
Michele has 4 venues held for Jan 9 and Jan 16. Will also look at the 30th. Ron is looking at a speaker, once we commit on a date he will

Continued on page 23

Nord Stern would like to thank our faithful Advertisers for their outstanding support of the club and it's newsletter in 2015!

We would not be able to produce a monthly newsletter otherwise. A great source for members seeking services and products! We hope to see you all again in 2016 and from the newsletter desk, we wish each and every one the best of holiday seasons and good wishes for the coming new year!

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Structured Network Solutions, Lon Tusler

Tom McGlynn - Lakes Sotheby's

Trackside Tire, Paul Beyl

Rochester Labor Day BBQ . . . Good Times!

photos by Jeff Boehm



Rochester Labor Day BBQ . . . Good Times!

photos by Jeff Boehm



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Spark Plugs

...

by Rick Moe

reprinted from December 1989
Nord Stern Newsletter

resubmitted by the editor
and Ron Faust

One of the engine components most familiar to Porsche owners is the common spark plug. As simple as they may seem, they are upon closer examination, quite an engineering marvel.

First we'll discuss the arena in which they must perform, then how they are designed to work in this environment and finally how to read used plugs and choose proper ones for your Porsche.

All Porsche automobile engines are of the four stroke design, the four working cycles being: 1) Intake, 2) Compression, 3) Combustion and 4) Exhaust. During these four cycles, the temperature in the cylinder head/combustion chamber will vary from 120 degrees C. to 3,000 degrees C. The pressure in the chamber will go from a low of 0.9 bars to a high of 50.0 bars. During all of these changes, the spark sits with it's nose right in it. Not only does it need to withstand temperature and pressure changes, but it must also endure extreme corrosive chemicals that are part of the fuel, oil and by-products of combustion.

The actual function of the spark plug is to initiate the ignition of the compressed fuel mixture. The spark across the spark plug gap does not ignite the entire fuel content of the combustion chamber right away. In an oversimplified version of ignition, it happens in 3 basic steps: 1) The spark plug fires, 2) The fuel mixture surrounding the spark plug tip is ignited, 3) When this flame reaches approximately 3.5 mm in size, the rest of the fuel mixture in the combustion chamber is ignited.

The spark plug must be designed to produce a spark that will initiate this combustion process across a wide range. It must be able to ignite the mixture in a slow, cranking, cold motor and moments later fire in a fast, revving, hot motor under full load.

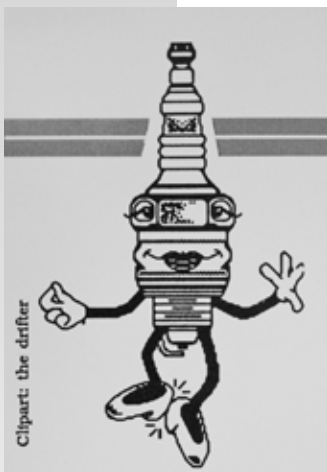
It's true that although a lot of flexibility is provided by the other engine components, it is difficult to ignore the "team effort" of an automobile. Fuel injection and ignition systems play a great part in the spark plugs ability to perform. The fuel injection system must provide a proper combustible mixture at the right time and the ignition system must provide a sufficient amount of voltage at the proper time.

All Porsche automobiles since 1969 have had some type of capacitive discharge or electronic ignition system. These systems are capable of producing an electrical charge of over 35KV which provides ample reserve to fire the

spark plugs even under extreme conditions. At 0.7 to 1.1mm the spark plug gap of most modern engines, the voltage needed to jump the gap is in the 5KV to 18KV range. The actual voltage is dependent upon a number of factors including material of the plug tip, temperature of the tip, composition of the fuel/air mixture, ambient temperature, mechanical condition of the engine and the width of the spark plug gap. The smaller the plug gap, the less voltage it takes to

'Jump' the gap. This is not a favorable situation because it does not allow enough combustible mixture to come in contact with the spark. This causes misfiring and fouled plugs. When the mixture is ignited in an engine with small plug gaps, the combustion process is very slow due to the small initial ignition. If the gap is too large, the amount of voltage needed to 'Jump' the gap may exceed the reserve of the ignition system. This again will lead to misfire. The difference between the voltage needed to jump the plug gap and the voltage available from the ignition system is referred to as the reserve. This reserve is the primary advantage of CD or electronic ignitions when compared to standard coil types. When the car is in proper running condition with all components properly adjusted, both ignition systems, CD/electronic and coil will provide the proper voltage of 5-18KV. Under extreme conditions like cold starting, rapid acceleration, worn spark plugs or ignition, the voltage needed to jump the gap may increase to more than 25KV. This is beyond the reserve of most coil ignition systems and plug fouling will occur or the motor will not start or start poorly. The CD/electronic ignition systems reserve is the reason that modern automobiles are able to run well for 10,000 miles or more without plug fouling.

This long term plug use has brought about some subtle, but important changes in spark plug design. The temperature range of plugs is familiar to most Porsche drivers. The basic rule is that if the portion of the plug that extends into the combustion chamber is capable of absorbing and dissipating heat to the cylinder head quickly, it is a cold plug. These plugs generally have a short insulator body. If the heat dissipation is slow, the plug is hot. These have a long insulator body. The most important part of the spark plug is the center electrode/insulator. 80% of the heat absorbed by the plug is channeled up this area to the cylinder head. Almost all of the visible changes in spark plug design are in the center electrode/insulator area. The use of precious metal electrodes have two



Continued on page 29

NORD STERN DECEMBER 2015

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The non-Porsche cover looks like Christmas. A week into November 2015, and I'm starting to wonder if we're heading to a brown Christmas, or even a green one.

– Ron Faust •

adjustment. The advantage is that your arms don't wind up crossed and more tired by the end of the day.

Carousel Automobiles is twenty years old. Teresa asks *"So what's happened in 20 years? ...And me, I'm ten years older"*.

December 1989:

- Editor **Dodie Mueller** dedicates her column to humorously thanking all the Nord Stern members—especially those who contribute to the newsletter.
Bob Fleming is thanked for re-designing the Nord Stern newsletter (so he's the one that invented those cool covers!). Jodie's better half is called "Varmint, Pooga, always there to lend a hand". If that doesn't solicit a letter to our current editor, I don't know what will. (Editor's Note: I'm waiting!)
- The calendar includes a ladies' lunch and ornament exchange, a potluck ladies' night out, and a tech session featuring a criminal lawyer and an insurance agent (**Bob Cox**) talking about speeding ticket woes.
- The Board of Directors agreed to provide half of one year's expenses to a cash reserve in case of future losses. The \$3,000 goal wouldn't cover much now.
- **Roger Johnson** offers the fifth in his "Expert Driver" series on improving driving skills. He talks about steering; he recommends shuffle steering to crossing your arms in a turn. Hooray! It always felt more natural to me even though it meant letting go of the wheel with one hand during each



in 1989 (one at Canterbury and two at BIR). 49 students completed the June class at BIR. (Editor's note; Holy Moley, that's a lot of instructors involved, too!)

Rick Moe offers a technical article on spark plugs, which he says are quite an engineering marvel. In his usual style, the writing is concise, understandable and very interesting. Although technical advances have followed for sure, I'm sure many of the principles apply. (Editor's note: for fun, we've reprinted the article in its entirety in this Nord Stern.

- The annual autocross awards now reflect a points system for each award, based on the classes of cars. Many members on the list are still active in Nord Stern.
- The new member list includes **James Bahner, Michael Hoke, Peter Kitchak, Ben Robertaccio, and Stephen Watson**. It was a good year. (Editor's note: I'll say! And that's Ben Robertaccio, Sr. whose son, Ben, inherited the Porsche gene and continues to champion his dad's 914 when time permits).

124 students went through three Drivers Schools



Above: The waving checkered flag looks like its from a Porsche racing poster



Linda Smith, Rob Metcalf & friend, Gordon Smith

Above, ladies,
can you say
it's the '80s'!!

Right:
Mike "Chip"
Atlas



Kim Crumb's Trac-Vac



Scott, Bill, Don & Daryl

Left: one of the
many photos
featured in
the centerfold
titled "Dies
and Das". Its
all about the
people.

The guys:
Scott Mayer,
Bill Groschen,
Don Lawrence,
Daryl Fortier



Frick The Magic Varmint!

The Scans Continue . . .

Party Time: Phyllis Godfredson, Bill Groschen, Joann Speidel (sp?) and Jayne Mueller

Below: From the Autocraft Altura ad



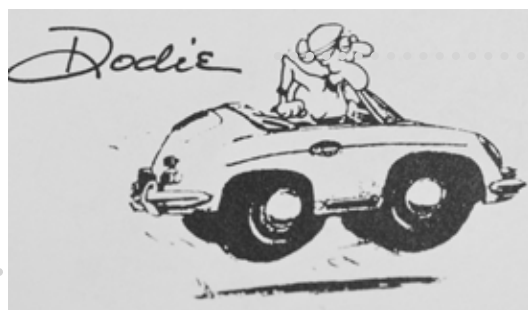
Right: "Jim Bob" Fleming; all the 911 guys have really big smiles



Above: Bill Groschen..what's with all the open-face helmets?



Right and left: Editor Dodie Mueller (editor's note: these really made me chuckle!)





Capturing a Few Moments of Escape 2015!

in car photos by Lisa Schneegans, non-driving photos by Klaus Schneegans



Minutes . . .

continued from page 15

- negotiate
- **Shop and Tech relations – Keith Fritze**
Via Kim, Keith wants to plan a tech session for a Porsches & Pancakes event. Ron will send Keith info on Lube Tech
- **Touring – Randy Walker**
No report
- **Track Relations – Jim Bahner**
2016 BIR dates are set. Will add them to Club Registration in January. Road America has availability June 13-14; will hold for us while we discuss. Should we partner with Milwaukee Region? Should we partner with local Wisconsin shops? Roger could contact Eurosport for us. Ed would like to find a way to get new members to commit in the Spring to our events. Jim and Dave want to rent space in Garage A at BIR. Motion approved
- **Webmaster – Mark Kedrowski**
No report

- **PCA Zone 10 Rep – Kim Fritze**
Are people planning to attend the 2016 Parade? It's in Vermont, in mid-June. (That's kind of far!). Housing registration and event registration are separate. Will put out an eblast. Treffen Lake Tahoe is Sept 7-11, 2016. It is limited to 200 cars., 2017 Treffen will be in Austin, TX
- **Old business**
none
- **New Business**
Teresa suggested we institute term limits on chair positions. The BOD will discuss.

Meeting adjourned 9:12 pm

Respectfully Submitted,
Betsey Porter, Secretary

Porsching . . .

continued from page 28

and even replaced it before our very eyes. I could hardly believe anyone could know a car so completely that he knew how the speedometer cable was routed. Odd how one's perspective changes, now I'd scoff at someone lacking such a trivial piece of knowledge, but at the time it was amazing.

That day my decision was made. It was clear that while Karl was around I would have the opportunity to learn all the things I always wanted to know, from someone who enjoyed teaching it. Karl himself had been convinced by looking at John's car that California was the place to go to buy a used 911. When Karl sold his own 911 we immediately made plans for the big trip. John, in keeping with his promise, agreed to come with us. And so, driven by theurgical forces, yet completely ignorant to the geas that had been cast upon us, we set out to finish what a young sorcerer had started many years ago.



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Porsching When You Wish Upon a Star - Part 1

. . .

*by Chris Welty,
Hudson-Champlain Region*

*reprinted with permission,
originally appeared in Nord Stern,
1995*

Standing in an open field on a clear summer evening, I watched the stars materialize in the darkening sky. The first to become visible was Vega, a corner of the popular “summer triangle.” At that moment I stretched out my arm and, aiming my finger at this point of light, I chanted an ancient spell. At the conclusion of the powerful verse, the magic of the moment enveloping me in a soft breeze, I uttered the words which would seal and direct the charm: “I wish I had a Porsche.” A sudden clap of thunder and a blinding flash of lightning told me that my skills as a necromancer had been successful - Either that or I was embellishing the story too much. Ah indeed, the latter turned out to be the case, for standing there, before my very eyes, there was no new car. No shining example of Ferdinand’s master craftsmen. No turbo boxer six roaring in the starlight. Nothing. Not so much as a Chevy. A small field mouse darted into a clump of grass, and overhead a bat winged its way in silent pursuit of a nocturnal insect. Somewhere a dog was barking. Not that I could hear it, but I figured somewhere a dog must have been barking - in fact, I figured it was my neighbor’s dog, the damn thing never shuts up. I hung my head dejectedly, disappointed in my inadequacy. I stood there a moment more, then turned to leave. But as I was trudging back to the tent, cursing Jiminy Cricket under my breath, I felt a faint twinge somewhere inside me. Looking up, I could swear that - for a moment - Vega quickly brightened, and somehow I knew that one day, when the time was right, I would have the power to complete that spell (and also that I would never use the word inadequate to describe myself again).

Two years later I was watching Bambi on video when the phone rang. My old roommate, John, had just returned from California with a 911. I put the VCR on pause, not wanting to miss the part where Bambi does Memphis, and began a series of eager questions. “What color? What year? What kind? What condition? Do the babes really line up for rides?”

“Before I answer your questions,” he began, in that tone that either meant he was about to pose a hypothetical situation or coerce me into making a promise. “I want you to promise me that you will go to California this summer and buy a Porsche.”

“OK, OK. I promise.” I don’t usually put up this much of a fight.

“Very good. I have a yellow, 1973 ‘T’ targa. No rust, perfect, and two blondes and a brunette.” He went on. It sounded great, and I was deeply envious.

The pause eventually turned off automatically on the VCR and Bambi finished off Memphis and even got as far as Nashville before I hung up, too dazed to see the film’s climax.

A Porsche. Just the name sparks excitement in most people. Women love to be seen in them, and men just...well...love to be seen in them. But I - I was different. I preferred to be seen under them. That’s not to say I could do anything there, my Porsche mechanical expertise went as far as knowing that the engine was in the back. But still I persisted in feeling that eventually I would “buy an old one and fix it up.” Where I would obtain the knowledge to accomplish this was still a mystery. Nevertheless I dreamed. Driving down Route 2 at 900 million miles an hour, my white 911 appearing blue to everyone in front of me and red to everyone behind me (this property of objects moving at high speeds, known as the “Doppler Effect”, doesn’t appear to work for metallic colors), hugging the curves, tearing up the straights, wasting Detroit’s best, and waving to cops who’s radar went off the scale.

Well, how can a person such as myself, who would never actually admit in public to not knowing thing one about cars, afford to buy a Porsche? Enter Karl. Our eyes didn’t meet across a crowded room, nor was it love at first sight, in fact it was in my office and I thought he was no more than another brown nosing student. But after only a few moments I realized I had struck gold. With little effort on my part, I was able to subtly maneuver him into admitting not only that he owned a 911, but that he had taken the whole car apart and put it together again. Scarcely able to believe my good fortune, and not in the least bit aware of the mystical circumstances through which this meeting was made inevitable, I phoned John and insisted he bring his car up to test the knowledge of this German born meister mechanic.

No sooner had we brought the car into the student auto shop, Karl was into and under it. John and I merely stared in astonishment, trying our best to follow and remember everything he did. It was true, it seemed he must have known everything there was to know about the car. He taught us how to use the stethoscope, with which we determined there were two loose valves, and then how to adjust them. Many other secrets of 911 maintenance were revealed to us that day, but in our minds, the crowning achievement of the day was when, in response to John’s broken speedometer, Karl produced a spare speedo cable

Continued on page 26

NORD STERN DECEMBER 2015

Spark Plugs . . .

continued from page 18

main advantages: 1) they are less prone to break down from chemicals, pressure and high temperatures and 2) they have a high rate of heat dissipation and therefore the plug tip can extend further into the combustion chamber providing more exposure to the fuel mixture and better ignition. In application, the tip area of the spark plug should run in the range of 400 degrees C. 850 degrees C. This is referred to as the self cleaning range and plugs run in this range will give excellent service. Below 400 degrees, fouling will occur and deposits will form on the plug. Above 850 degrees, pre-ignition will occur causing that famous melt down state. To obtain plugs that run in this temperature range is easy. You just use what is recommended by the maker of the car. No big secret here . . . sorry.

However, if you want to experiment or are running under extreme conditions . . . (both autocrossing and shopping are extreme driving conditions!), you may need to change your plugs to a hotter or colder range. A word of explanation on factory recommendations for spark plugs. When an automobile is federalized for sale in the U.S.A., it must pass very stringent tests. The components on the car at the time of the test are the only ones that are "legal". This doesn't mean that the spark plug is 100% effective for what you want to do with the car, it only means that it was a good compromise at the time of the test and provided the factory with a base plug. In general, if you use the car for autocrossing you can go one heat range colder. This is in most cases always a safe direction to go. If you go one step colder, the only damage will be fouled plugs. If you get really carried away, you may cause excessive fouling and dilution of your oil. This can also lead to contamination of the catalytic converter. Going the other direction should be done with extreme care. A spark plug that is too hot can cause quick and serious engine damage. Go up only one range at a time and check the plugs after a short run to make sure you're not getting melting of the tip.

We find the use of a hotter plug is sometimes necessary for short trip driving where the standard plug never get a chance to get into the self-cleaning temperature range. Most of this switching of plugs is not really needed in Porsche's dating from about 1974. These cars are equipped with fuel injection systems that are very reliable and provide a proper mixture over a large range of driving styles. The reliability of these systems coupled with modern designed spark plugs allows the use of one heat range spark plugs. Modern plug design and use of exotic materials produce plugs that are referred to as thermoelastic. These plugs are designed to overlap two temperature ranges as demand is placed on them. With these installed, you can just about forget about plug changing for performance reasons.

Reading spark plugs is sometimes easy, sometimes not. A base line must be established for testing. This must take into account the type of car, the type of fuel system, the type of fuel and additive used, what kind of driving and the style of the driver and last, the type of spark plug used. The engine should not be idled excessively or gunned before being shut down. Upon removal of the spark plug generally one plug from each cylinder bank is sufficient, you can compare it to one of the charts available from the major spark plug manufacturers. These charts are usually pretty close. Unfortunately some of these charts look like a 3rd grade science project. They do, however, work well for engines with either mechanical fuel injection (1969 - 1973). and carbureted engines. It's pretty basic: if the tip area is black - too rich or too cold a plug. If it's white - the mixture is too lean or the plug is too hot a heat range. If the mixture is right and the proper heat range plug is used, the tip area should be light brown to grayish.

On later fuel injected Porsche engines, the readings of plugs becomes much more difficult. These engines, by design, run extremely clean. Exhaust samples taken with an infrared analyzer will show these cars running at less than 0.8%CO. This was compared to earlier cars that run in the 2.5 - 3.5% CO range. A quick explanation of "CO"

.... is carbon monoxide which is a normal by-product in the combustion of the air/fuel mixture. If the A/F ratio contains too much fuel excess CO will be expelled through the exhaust pipe. The examination of spark plugs on these engines must be done with much more care. In practice, we have found that the new fuel injected engines will respond to a too rich fuel mixture by surging. This would equate to a CO reading of about 2.0%. Examination of spark plugs run at this setting will show a whitish to slightly brownish tip area. Engines run at a low CO of about .3% will also be white to slightly brown. It is important that the electrode tip on these plugs be examined very closely for signs of overheating. The tip area will also often be masked by a yellow or orange tint which is caused by fuel additives. If these additive deposits become excessive they can cause shorting and misfire.

The best prevention is to replace your plugs at about 10,000 mile intervals. If you do a lot of hard or short trip driving, shorter intervals may be needed.

A word about cleaning plugs . . . DON'T. Unless you have too much free time and want less performance. These are modern engines that place a high demand on all components and using used plugs will only diminish your performance. Besides, it's less work to just install new ones.

December Quiz Answers

1. b	6. c	11. a
2. a	7. d	12. c
3. a	8. b	13. a
4. b	9. c	14. a
5. b	10. a	15. a

Published in the October 2014 issue of "Die Porsche Kassette"

by Pedro Bonilla,
www.pedrosgarage.com

In the fall of 1950 the Austrian ex-pat and adoptive New Yorker Maximilian "Max" Hoffman became the first Porsche dealer in the US when he took delivery of two 1.1 liter 356 coupes and put them on display at his showroom on 430 Park Avenue. This fall marks 64 years of Porsche in America.



To celebrate, here are 64 Porsche fun-facts that you can use to impress friends on trivia night.

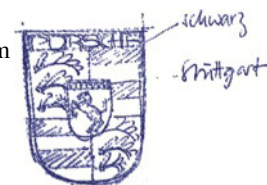
1. The 1898 Lohner-Porsche Elektromobil was the first car in the world with brakes on all four wheels.
2. Prof. Ferdinand Porsche chauffeured Archduke Franz Ferdinand in a Lohner-Porsche in 1902.
3. During WWI, Prof. Ferdinand Porsche designed heavy transport vehicles: flatbed trailers with the wheels powered by individual hub-motors.
4. The very first 356 (356 #1 - prototype) was a mid-engined car. The rest of the production had a rear-engine layout.
5. Beutler Carrosserie turned closed 356s into open



- ones – completing its first custom cabriolet in 1947, three years before Porsche came to America and a full seven years before the 356 Speedster was introduced.
6. US importer Max Hoffman displayed the first US Porsches in his New York City showroom by late '50.
7. In 1952, US auto maker Studebaker contracted Porsche to develop a new car and engine.
8. Hoffman conducted Porsche 356 test drives on Park Avenue, an accomplishment that could not be proficiently duplicated today.
9. Hoffman's Porsche dealer showroom was designed by famous Architect Frank Lloyd Wright. It is now a

modern office building with a Mercedes-Benz dealer on the street level. Hoffman also contracted Wright to build his home in Rye, NY.

10. In addition to importing the first Porsche models to the United States, Max Hoffman also raced Porsches. Several of Porsche's initial U. S. racing victories can be attributed to him.
11. Hoffman is also credited for the birth of the Porsche Speedster, with the intention of producing a lower-cost Porsche to compete with the Austin Healey 100, Triumph TR-2 and MG models in the US.
12. In 1952, Hollywood dealer John von Neumann wanted to race a Porsche, so he ordered a 356 without paint or upholstery to modify it himself.
13. The Porsche logo/crest was designed in the USA in 1952 by Dr. Ferry Porsche on his napkin as he sat opposite U. S. importer Max Hoffman in a New York restaurant.
14. In the original 356 Speedster, a tachometer was not standard, nor were padded seats, sun visors or heaters.
15. An exhibit at the Museum of Modern Art in 1953 featured 10 automobiles, including a 1952 Porsche 1500 Super.
16. First Porsche to appear at the New York Auto Show was in 1954 and was called "a snappy Porsche roadster."



17. The Porsche Club of America was founded in 1955, only five years after Porsche was introduced to the United States.
18. The word "Continental" appeared on the side of the 1955 Porsche Coupe and Cabriolet, but only in North America.
19. The Porsche of America Corporation was founded in 1956, taking over national representation of the brand from Max Hoffman.
20. The inaugural Porsche Parade took place in greater Washington D. C. on August 29, 1956.
21. The first appearance of a Porsche at the historic 12 Hours of Sebring endurance race was in 1956, piloted by Hans Herrmann.
22. One of the first U. S. Porsche brochures in the



1950s featured a pair of woman's gloves on the cover with a set of Porsche keys. The tagline read: "The keys to miles of pleasure . . ."

23. British automotive weekly publication Autocar became the first outlet to test a Porsche in April 1956, a Porsche 356.

24. The first Porsche series-produced roadster was aptly named the America Roadster for its intentional distribution entirely within the United States. It was completely unpublicized in Europe and only 16 models were ever built.

25. The first vertical-drive German inline engine was displayed at the 1958 New York Auto Show along with several other “firsts”,



including the first diesel outboard motor.

26. Jean Behra drove the first single-seat Porsche race car in the 1958 Formula 2 race at Rheims, France.

27. The “D” in the 1959 “Speedster D” takes its name from Drauz Factory of Heibronn.

28. The 1950s Porsche airplane engine (based on the 356 1.6 L) could power a helicopter when mounted vertically.

29. Rear seats, headlights, and higher bumpers were the prime accessories fitting a new Porsche in 1960. Starting price for one of the new models was a whopping \$3,400.

30. Porsche withdrew from the 12 Hours of Sebring endurance race in ‘60 in protest over organizers requesting that the manufacturer use a particular brand of gasoline.

31. Porsche’s production of diesel tractors peaked in 1960/61 with 150,000.

32. The first American citizen to win a Formula One Championship victory at a U. S. track while driving a Porsche was Dan Gurney in 1961.

33. Dan Gurney also won Porsche’s first world championship Grand Prix with a victory at Rouen, France in 1962.

34. The 911 was originally the 901, until Peugeot informed Porsche of its trademark rights on cars named with a “0” between two numbers.

35. At the end of its production in 1965, Porsche 356 models were being produced exclusively for the American market.

36. 1966 was the first full production years for the 900 series Porsches and one-half was shipped to the United States, while one-quarter stayed in West Germany.

37. The 907 prototype, developed in winter 1966/67, was the first Porsche to go faster than 300 km/hr (186 mph).

38. In 1967, a Targa version of the popular-selling 911 model was introduced. It included a stainless-steel rollbar to provide a solution to suspicions that the United States would outlaw open-top convertibles.

39. Porsche’s 914/4 model was sold as the “VW-Porsche” in Europe but only had the Porsche crest in the United States.

40. More than 100 dealerships marked the increasing popularity of Porsche models in the United States by opening simultaneously on November 1, 1969.

41. The 1970 Porsche 914 was initially ruled as unsafe for driving in the United States because it lacked proper side marker lights on its front end.

42. The first ever Porsche “drivers’ school”, a precursor to the current Porsche Sport Driving School, was conducted on May 29, 1971 at Mitchell Field, Long Island, NY.

43. The 1975 Silver Anniversary limited edition was built in both coupe and Targa body form, painted in diamond-silver metallic and individually numbered.

44. For the 1976 912E, “E” stands for Einspritzung, meaning “fuel injection,” because the car had Bosch L-Jetronic fuel injection.

45. The 924/944 water-cooled Porsche models were designed by an American, Tony



Lapine.

46. The first few Porsche 924 Turbos to come to the United States had black and white-checked flag fabric on the seat inserts and door panels.

47. Porsche partnered briefly with Indianapolis 500 racing in 1980 for the first time in its long motorsports history on the Formula One racing circuit.

48. The Interscope Porsche, developed for racing in the Indianapolis 500 race in 1980, was originally unveiled at a press conference at Tavern on the Green restaurant in NYC.

49. The enduring success of the 911 model is owed to American CEO Peter Schutz, who in 1980, after seeing the proposed end of production in 1981 on a chart, extended the line with a marker and told Helmuth Bott to “make it happen.”

50. It is largely believed that Peter Schutz was selected as CEO of Porsche from 1981 to 1986 because as an American, it was hoped that he would revive dwindling U. S. sales of the 911.

51. The success at the 24 Hours of LeMans in 1981 is due to combining chassis from three 936 models with experimental engines developed for U. S. Indy Car racing.

52. Porsche began promoting vacation delivery in 1982: order the car in the United States, take delivery in Europe, drive around the continent and return the car to the factory to have it shipped home.

53. The Porsche 928 in the film Risky Business is actually four cars ranging in years from 1979-1981. Each car had different options such as interior colors, wheel designs and even paint colors. The production crew had to be very careful about which part of the cars they filmed to make it look like only one vehicle was used in the movie.

54. Al Holbert set a FIA international class speed record while driving a stock 928 S4 at the Bonneville Salt Flats in 1986. His speed: 171.110 mph.

55. Porsche 911 engines were air-cooled for an astounding 34 years before switching to a water-cooled format in 1998 to meet increasingly stringent environmental rules and Porsche’s desire to provide more power

Continued on page 37



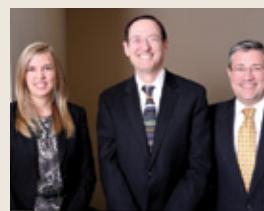
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..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

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
nurburgring, inc.
dasring.com

You call yourself a car lover? Okay, when was the last time you snuggled up to your significant other while you were driving? My point exactly.

Maybe—if you are willing to admit your age—you will reminisce with me and fondly recall the sensuous pleasure of “one hand” driving with your arm around the girl of your dreams. A car with a nice big bench seat and nothing between you and your lady friend but pure amour. Oh, there might have been a big old floor-mounted stick shift but that was easy to overcome. Just select the gear that was least intrusive to your romance. Better your engine protests than your girl. You were luckier if your car had a steering column shift as many cars of past eras did.

They were minor obstacles. Not like today’s cursed, technology-laden center console. This between-seats monstrosity is a monument to automotive engineers’ total lack of romantic imagination. Worse, it is the twenty-first century barrier to boy-girl togetherness. To be sure, modern day “enlightened” couples often dispense with the time-wasting car cuddling and go right to “your place or mine?” Quicker but cruder.

Still, we’re not talking here about “making out” or even foreplay. It’s about the sad passing of the car cuddling era. A time when a little slow-paced suability heightened the anticipation and excitement of boy-girl relations. Something we have unwittingly sacrificed in our rush to the ergonomically exact, buckled up, hunkered down bucket seat “driver’s car.”

The bench seat is dead! And along with it a romantic chapter in automotive enjoyment dating back to the turn of the century. It probably began in the

“horse and buggy days.” Except for going to “old car shows,” we can never go back.

I’ve talked to husbands and wives in our car clubs and was pleasantly surprised how fondly they, too, remember those bench seat romances. They did, however, swear me to secrecy. Marion and I especially remember those days as we courted, then married in South Dakota. The pace of life—and love—was slower then. Especially where, statewide, you share the road with fewer people than live in St. Paul. Wide open cruisin’ cuddlin’ country.

One armed driving had to be learned and perfected as soon as you were old enough to drive. Stick shift in the way? Then drive in second gear or what gear allows the closest hugging. Slows you down but that was the point of it all. Some would whine that this kind of driving was dangerous, lacking in full control. Yeah, well what about today’s “Steeroid” drivers with a phone in one hand and a bottle of water in the other. More dangerous and a helluva lot less fun.

Girls, too had to develop car hugging techniques. Some female clubbers confess that they had to decide just how much they liked the guy. How close do I snuggle? How do I slow him down if I need to? There was the story going around of the sweet young thing trying to cool the situation by coyly suggesting more attention to driving.

“Shouldn’t you use both hands?, she cooed.

“Better not, I need one hand to drive,” he responded.

These were the best of times. Guys worked at

perfecting one-handed car control. Girls worked at controlling the guys . . . Maybe there should be a sequel to this column. Any — printable — car cuddling stories you want to share? Contact editor@nordstern.org!


Carmudgeon Chronicles

. . .


Whatever Happened to Bench Seats


by Ken Kamstra, Reprinted from
October 2004, Nord Stern,

Editor's note: it's been more than a decade since Ken's columns ran and many Nord Stern members aren't familiar with his writings so 'time to reprint some!' And this particular column is pertinent in light of the recent Escape held in South Dakota.




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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. In 2011 the PCA National Office moved from Springfield, Virginia to a new facility in _____.

- a. Columbia, Missouri
- b. Columbia, Maryland
- c. Columbus, Ohio
- d. Manny Alban's garage

Porsche Panorama March 2012. "Any Questions" Section

2. Porsche Parade is not trademarked in the US Patent Office?

- a. True
- b. False

Porsche Panorama March 2012 pg. 4

3. The name for Porsche's new compact SUV is Macan which in Indonesian means tiger.

- a. True
- b. False

Porsche Panorama March 2012 pg. 72

4. Which PCA Region has hosted or co-hosted the most Parades at 5?

- a. Potomac
- b. Rocky Mountain
- c. San Diego
- d. Gold Coast

2012 Region Procedures Manual pgs. 13&14

5. Hospitality Tents also known as PorscheCorral's are a member benefit provided by PCNA, IMSA and PCA at American LeMans Series and GRAND AM races.

- a. True
- b. False

2012 Region Procedures Manual pg. 8

6. Special Interest Groups also known as Registers allow members with specific model Porsches to focus on the special aspects of these cars. Which of the following is not a Register.

- a. GT2/3/Cup
- b. 912/912E
- c. 911S 1969 – 1973
- d. 911 Speedster

Porsche Panorama March 2012 "Any Questions" Section

7. The hybrid concept was not new to Porsche in 2010. In what year did Ferdinand Porsche develop the Lohner-Porsche "Mixte" with wheelhub electric motors and a spark-ignition engine?

- a. 1960
- b. 1949
- c. 1902
- d. 1900

It Figures! As it has for 60 years Porsche AG 2008

8. The first Porsche advertisement appeared in 1950.

- a. True
- b. False

It Figures! As it has for 60 years Porsche AG 2008

9. In 1997 Porsche continued the supercar lineage of the 959 with the 544hp carbon fiber, DM 1.5M, 911 GT1. How many units did Porsche produce?

- a. 1000
- b. 100
- c. 20
- d. 5

Christophorus "60 Years in America" Vol. 347 pg. 72

10. Porsche's customer magazine, Christophorus, is named for the patron saint of travelers.

- a. True
- b. False

It Figures! As it has for 60 years Porsche AG 2008

11. The unique 935/78 better known as "Moby Dick" the final expression of the

factory 935's was in effect a tubeframe racer only retaining the upper portion of the 911 body shell. "Moby Dick" was also unique in that it was the virtually the only factory production based race car with right hand drive.

- a. True
- b. False

Evolution of the Porsche 911 in Competition – Michael Keyser pg. 80

12. Virginia International Raceway (VIR) was the venue of the first International Motor Sports (IMSA) GT series race in April 1971. The overall victory went to _____.

- a. Peter Gregg/ Hurley Haywood 911ST
- b. Bruce Jennings/Bob Tullius 911
- c. Peter Gregg/Hurley Haywood 914/6

GT

- d. Steve Behr/Ralph Meaney 914/6 GT
- Evolution of the Porsche 911 in Competition - Michael Keyser pg. 33*

13. 904 bodies were made from BASF Palatal plastic by an injection process at _____.

- a. the Heinkel aircraft factory
- b. Weidenhausen in Frankfurt
- c. Monogram
- d. Drauz

Moments The Official Porsche Anniversary Book pg. 73

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

- a. True
- b. False

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

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

- a. True
- b. False

Porsche Panorama Jan 1986 pgs. 11&12

Trivia - 64 . . .

continued from page 31

while reducing fuel consumption.

56. In 1992 it took 125 hours to build a Porsche 911. By 1994 the factory was down to 80 hours, thus reducing the cost of the cars.

57. The Porsche 911 RS entered the United States in 1993. The "RS" stands for "Rennsport," German for "race sport" or racing. It had no sunroof, A/C, backseat or power steering.

58. Porsche was the first auto manufacturer to make passenger air bags available, optional or standard.

59. The names for both the 911 Carrera and Panamera came from Mexico's historic Carrera Panamericana race, where Porsche scored many victories.

60. Notable past and current American celebrities who are or were Porsche enthusiasts include James Dean, Paul Newman, Steve McQueen, Ralph Lauren, Jerry Seinfeld, Jay Leno, and Patrick Dempsey.

61. Only 1,270 units of the V10, 612HP Carrera GT were built between 2004 and 2006. 604 of them were sold in the USA. The original production run had been established at 1,500 units but new airbag regulations in the US killed the run a bit short.

62. In 2013 Porsche established a record at the famed Nürburgring by setting the fastest lap ever by a production car (on street-legal tires) of 6:57:00, with the 918 Hybrid.

63. It is estimated that over 70% of all Porsches ever built are still running today.

64. The correct pronunciation of Porsche is "Porsch-eh." For more information on Porsche trivia, facts and more, please visit my website: www.PedrosGarage.com.

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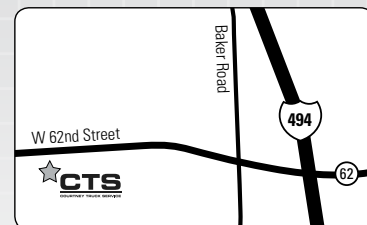
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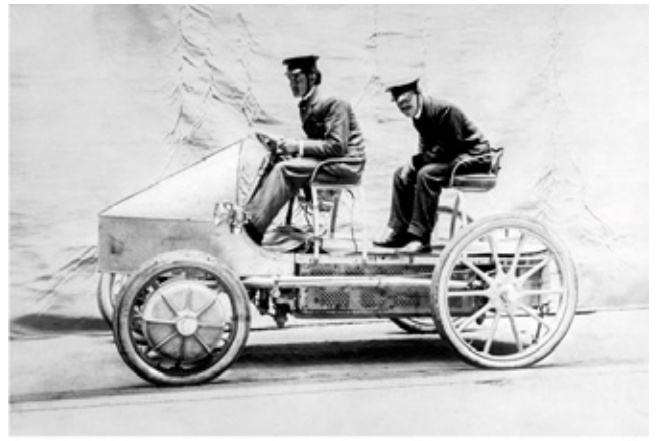
Did You Know? ... Porsche Facts

That, Ferdinand Porsche, the eponymous founder of the company, made the world's first hybrid electric vehicle . . . in 1899.

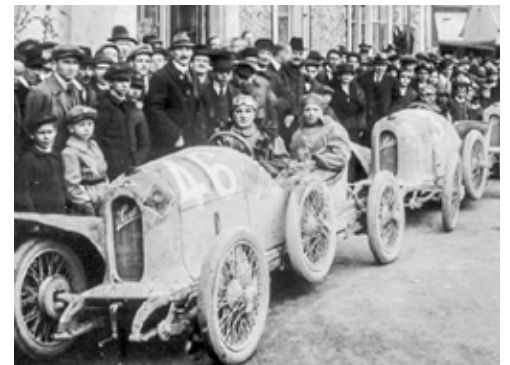
The Lohner-Porsche "Semper Vivus" was essentially an electric car with an internal combustion motor used as a generator. It was also the first car with brakes on all four wheels.

And he was also one of the very first to prove that smaller cars could be faster in a race than larger, more powerful vehicles.

He developed "Sascha" for Austro-Daimler at

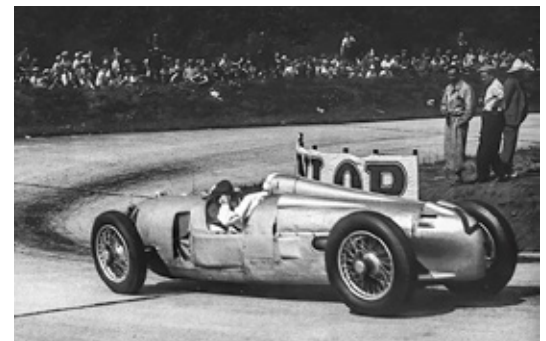


the request of a rich filmmaker named . . . Sascha. It was significantly smaller than its competition, yet still won 43 races, including the legendary Targa Florio in 1922.



Later, he designed the legendary Auto Union grand prix cars that dominated the world.

The Auto Union P (for Porsche) featured a (then revolutionary) mid-mounted 16 cylinder engine. With drivers like Hans Stuck and Tazio Nuvolari—two of the best of their generation—behind the wheel, it was virtually unbeatable.



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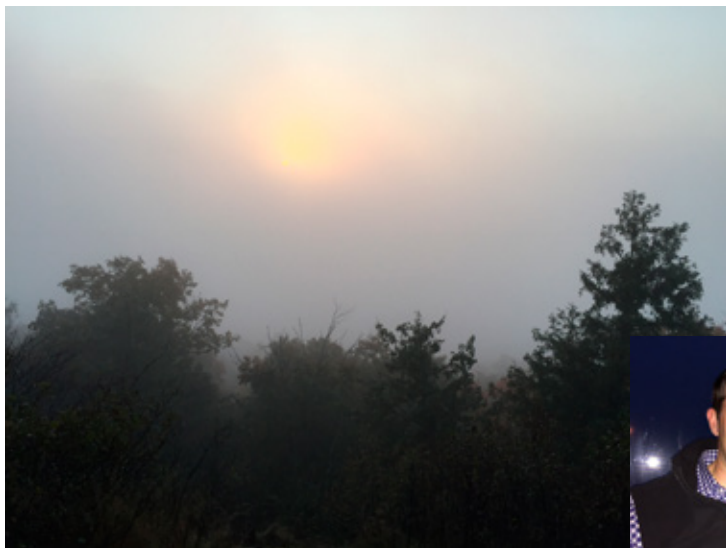




2015 North Shore Fall Color Tour

photos courtesy John Dixon

Despite all the various Porsche events scheduled this past fall, our annual 'Up North' adventure once again was a wonderful weekend of fall foliage, great drives, yummy lunch at Birchview Terrace in Grand Marais and lots of fun. The Sunday sunrise hike (pic above) was well attended (pic included!), too. Ed and Ali Vazquez (pic right and upper right) were great assistants this year - a position the late Jill Daneu filled with much enthusiasm. She was missed...and in her honor John posed by one of her favorite moose's! Pic lower right is of John and Suzanne Dixon's daughter Elizabeth and friend.



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.

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Set of 4 Porsche wheels with TPMS sensors and Painted Porsche Crests off a 2009 Porsche Cayenne. \$250. These are perfect to mount winter tires or you can "square out" your water cooled Porsche Track /DE car with these 9" wide 18" wheels. Nice fat 255-265 wide tires mounted on these, work fantastic on the track. Fits: 2003-2015 Porsche Cayenne, VW Touareg, – All models, except CayenneTurbo S. Should also fit Porsche Panoramas, 991, 997, 996, all Boxsters, 968, and 944s. I would be happy to throw a couple on your Porsche, just to make sure fitment is perfect. Contact: Keith Jones keith.jones@moscoe.com or 612.819.4559.

Wanted

Looking for a lower mileage 87-89 G-50 coupe. Prefer good documentation, no accidents or body/paintwork. Stock with performance upgrades are ok. Any color but black. Doesn't have to be perfect as it will be driven! Thanks! Mark 612.251.5710 or mark.read03@gmail.com.

2002 911 C2 4.0L

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Scale Race Model Porsches for sale

My "new in the box" collection of 102 1:43 scale race model Porsches. This collection is only being sold as a complete package. The collection has never been out of their boxes and consists of the following cars: 904, 908, 917, 956, 962 and a few 911-based models. The manufactures are the following: 25 Minichamps, 10 Brumm, 6 Vitesse, 7 Omz, 22 Quartzo, 25 Best, 1 Uan, 2 Starter, 3 Solido and 1 Sachs Sporting. The entire collection is being sold for \$3000. Serious bidders can reach me at 612.281.3943 or email: gklitz@comcast.net. Since there are so many models photos are a challenge, I do have a pdf file that lists the cars which I will be happy to send, if interested I can arrange to show the entire collection.

For sale

A complete set of Porsche 944 factory shop manuals in excellent condition. I can be reached at 612-281-3943 or gklitz@comcast.net. Price for the set is \$400 or best offer, please see the photo.



Wanted

18" Snow Tires. Car currently has 235 40R 18 summer tires. Must be in very good condition. Contact Chas. 612.508.0777 or email: chersch62@gmail.com

Wanted to Buy

Boxster hardtop, 987 (2005-08), any color. Steve Kemp, stvkemp@comcast.net or 763.218.3435.

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 Spyders 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.944porscheturboborsale.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.

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 42

mode. Which kept the revs up and enabled instant bellow.

Yes, it's hard to switch from a Miata into this homage to retched excess. But just what exactly is it? Sure, it's the ultimate MoPar halo car. But for what? For whom? I kept singing to myself "Let's Do the Time Warp Again."

The rest begin to blur. I wanted to like the Mustang GT Coupe Premium, with 435 hp and 400 lb.-ft. of torque, at an as-tested price of \$46,085. But it still drove like a truck. I never did find the friction point on the clutch, and I could hardly see anything out the rear. Some things never change.

I did like the Cadillac ATS-V Coupe, though. Very tactile. A very real American M3, or is it now M4. This car I could live with. It comes with 464 supercharged hp from 3.6 liters. The test car had the "track performance package," which included a lot of carbon fiber body bits. For \$74,140. I even liked the latest version of Cadillac's folded paper styling. And the manual gearbox.

Same for the Buick Regal AWD GS. At \$44,965, loaded, with a six-speed manual, 259 turbocharged hp and a Haldex center differential. Ok, I'll say it; "that's a Buick?" No, it's a viable 3-series alternative. Really.

Oh, I drove the new VW Golf R as well. With the manu-matic. A confession. My daily driver is one of last year's R models. The new

R is a very logical step up, in fit, trim and performance. Nothing's lost, it's an incremental gain. Although I'd keep the stick.

That's it. My level of interest faded with the setting sun. Acura ILX. No time. Did I miss much? Lexus IS. Subaru WRX. That one I would have liked to try. A raft of SUVs and trucks. They all went on a typical teeter-totter slow-mo off-road excursion. I passed.

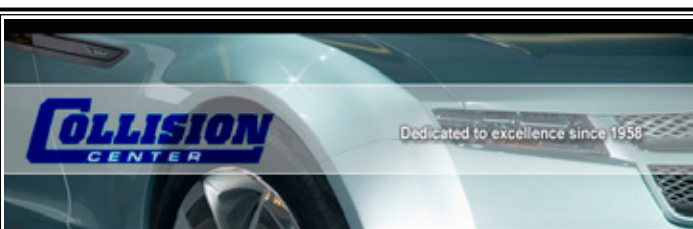
Oh well, there's always next year. My dues are paid up.

Introducing our new Adv Managers: Ryan McGee and Lara Dant

We currently live in the Uptown area of Minneapolis. Ryan is a network engineer for a small IT company in Plymouth, and Lara is a systems consultant for Wells Fargo Payroll. We currently own three Porches: '87 924 S, '87 944 S that we affectionately call Esse, and '90 944 S2 that we have dubbed Stu. Lara's first Porsche was the 924 S that she bought in 2010. She bought that car because she wanted to learn how to drive a stick shift! By the summer after she bought it, she was zipping around the track at BIR with it. Ryan's first Porsche was a '78 924 that he purchased in 1990. Ask him some day about the drive home the day he bought it...it's a great story.

We fell in love with Porches for a couple of reasons. First, there's just something timeless and perfect about those cars. Second, Lara especially, has a serious lead foot, and let's face it, these cars are a blast to drive fast. We got involved in the club mainly to look for technical expertise, but we have found this and much more. We've found close friends in the club and a real sense of camaraderie. We enjoy participating in all the Nord Stern events like the Fall Color Tour, Vino in the Valley, and the various social events throughout the year . . . but I would say that the track events are our favorite.

Photo below: Lara and Ryan at Escape to Rushmore!



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Cruisin' For a Bruisin'

by Danielle Badler,
Rocky Mountain Region

Courtesy PCA National
Newsletter Editor Wendy
Shoffitt

And so it came around again, the annual Rocky Mountain Automotive Press Assn. driving event. Two days in the mountains, all courtesy of a cross-section of manufacturers, all hoping we'll love their wares.

Ok, ok. Through my membership, I do get at least some compensation as your humble scribe. Sort of. I get to go. On perhaps the best two days of the year.

First order of business; no, Porsche did not participate. I don't think they've ever participated. Are you listening, PCNA? Why o why? And don't tell me you were distracted. This was before the VW diesel fiasco.

This year we were asked to follow a pre-set loop of either a half hour or 45 minutes. The idea was to give everyone a chance to sample the goods.

Oh yes. I kept running out of time.

The new Corvette. A Stingray coupe with the Z51 performance package, in Laguna blue.

According to the spec sheet, the car had the Z51 gearing. Whatever that is. I found that, at any legal or supra-legal speed, I had the choice of at least three, maybe four, gears. It made no difference.

Here's what happened. As an experiment, I shifted the gearbox (yes GM brought one with a manual transmission) into seventh and slowed to 60. The rev counter said, like, 1,200 rpm. Which is a bit absurd, don't you think? So I tried to accelerate... and it would. Not quickly, mind you, but it did. And it went up a hill, without having to downshift.

This car also had "active rev match." The way it worked is, you flip one of two levers on the steering wheel, about where paddles for manu-matic shifting would be and, whoo hoo, the next time you downshift, it blips the throttle and rev-matches right before your eyes. Faster and more precisely than you could ever manage. Say going from fifth to second, it blip, blip, blips you right down.

Did I like the feature? I don't know. I kept forgetting that it was there. I kept trying to heel and toe downshift. Which totally messed up the rev-matching feature. Old habits are hard to break.

I guess you'd get used to it. I know you'd get used to the sticker price, \$70,830, reasonably loaded. Does that undercut a similarly equipped Cayman S by a wide margin? Uh, yes.

The Jaguar F-Type R convertible.

This is the one with the supercharged 5.0-liter V8, good for 550 hp. Eight-speed auto. MSRP of \$121,350, well-equipped.

Yeah, it's stunning. And very tight. And it sounds

fierce. Even with the top up. I never did pop the trunk, though. So I don't know if I could get my golf clubs in.

C'mon. If you own this car, are you really going to brace your clubs against the passenger seat? And have them clobber you in the arm, the first time you make an energetic right turn? Hey, if they don't fit in the trunk, the Jag mates to the Audi R8 from a practicality standpoint. And then the 911 wins, if only because you won't get beamed by flying objects.

As for ultimate performance potential, the envelope is so large that only a track will tell. I have no idea. I'd like to find out.

Mazda MX-5 Miata Club.

But I do know the performance potential of this one. Because, with the latest Miata, you can eke the last bit out of it, every day, twice a day, on your daily commute. And maybe that's the essence of all the euphoric road tests we've sifted through.

In this incarnation, the interior's up to date. The gearbox snick snick snicks. The top slides up and down by hand in no time at all. It's fun. And all accessible.

Except for two things. First, I'm sorry, I wanted to like the exterior styling a lot more than I did. At one point I followed someone else in the car. And I kept thinking the Miata needs a plus 1 or plus 2 tire fitment. As is, it just looks too Tonka-toy for my tastes.

And it needs 50 more hp. No, make that 100 more hp. When you're yelling "come on, baby, come on, baby" in passing mode, you know it's true. As is, it's adequate. Which I find boring.

Although that could have had something to do with the next feline I drove, the Dodge Charger SRT Hellcat.

Here's all you really need to know; 707 hp, 204 mph, \$70,865, loaded. But that doesn't tell the full story. Like the fact you get four doors. An automatic. You can take it shopping... and, when you leave the parking lot, you can melt the tires before you get to the first intersection.

And the sound. Remember the Hemi 'Cuda? If you're reading this, probably not. But you get the idea. Think top stock eliminator, with real brakes and anti-roll bars.

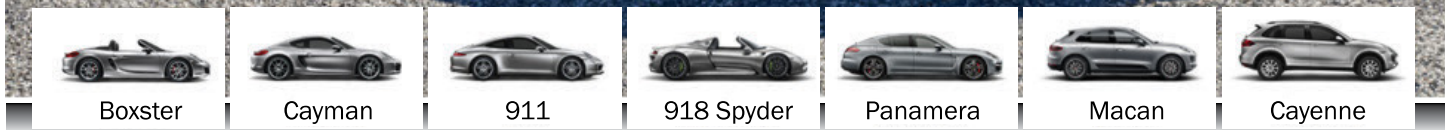
Inside, the central touch screen shows all these axle diagrams. I have no idea what they do. And I'd probably have to read the manual to find out, which, of course, I had no time for. But I did find Sport

Continued on page 41

NORD STERN DECEMBER 2015



Porsche 911 Carrera S



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