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April 2016



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

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

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Cover:
Blast from the
Past!

Gayle
Momchilovich's
'97 twin turbo
that they
picked up at
the Factory and
photographed in
Munich on their
European tour.

This is a scan
of the original
photo. She still
owns and drives
this beautiful
car!



The Prez Sez . . .

by Paul Ingebrigtsen

With apologies to T.S. Elliot, April is not the cruelest month. April is the month that the Nord Stern 2016 season is about to enter full swing. Shake off those winter blahs, pull off those car covers, and join your Nord Stern friends to greet an early Spring! I am predicting an early Spring because I took my 996 out on Groundhog Day and the spoiler did not retract in horror at the cold! I suppose it could have frozen . . . But I digress.

Kicking things off, we have New Member/Tech Events coming up at Auto Edge (April 9) and Imola (April 16), as well as a social event in Rochester (April 17). These are great chances to greet new members, catch up with friends, see these fine facilities and expand your knowledge of all things Porsche. (editor's note: and did we mention that it just plain is fun?!)

At the end of the month, Nord Stern returns to our "home track," Brainerd International Raceway, with our First Fling Driver's Training and Driver's Ed events. Brainerd is a fast, fun circuit and those "track-centric" members will tell you that it is the most fun

you can have with your clothes on.

If you are thinking about taking the Driver's Training class this Spring to learn how to drive your Porsche safely at speed on a real, live race track, now is the time to sign up on clubregistration.net, as the slots fill up quickly. We also

encourage you or a friend with any sports car to sign up - we'll be happy to help them onto the slippery slope. Registration is now open for these events and don't forget to take care of your Tech Inspection. Our Nord Stern advertiser shops are eagerly standing by to be of service.

We had a terrific turnout for *Porsches and Pancakes* at the end of February, followed by a fantastic visit to Lon Tusler's Rennenhaus. Thanks to **Steve Meydell** and **Dave Anderson** for hosting and to Lon for his hospitality. Some of the members had the opportunity to be interviewed by a PR firm on behalf of Porsche to help promote Porsche ownership!

Lastly, a reminder that we are always needing people to help with the many club activities in the course of the year. If you would like to volunteer to help, please raise your hand and let me know – president@nordstern.org.



Advertiser Directory

Aero Upholstery	25
Auto Edge.....	BC
Auto Vault.....	17
Betterliving Patio & Sunrooms by Portico.....	35
Bill Wolfson, Commercial Real Estate.....	33
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Car Biz: Alpine Transport, Anderson Motorsport Inc, Diamond Interiors, eglass, Higgins Insurance, Performance Auto & Audio, Schmit Towing, Trackside Tire, ..	9
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Nurburgring, Inc., Rick Moe	32
Porsche of Minneapolis	IBC
Porsche of St. Paul.....	IBC
Raymond Autobody.....	37
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2016 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85 plus color charge
Back cover	N/A	N/A	\$83
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 7.5" wide by 10.5" high

1/2 page: 7.5" wide by 5.25" high

1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high

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

Back Cover: 8.5" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.

6 month pre-payment required for ad insertion, billed yearly

HOW TO JOIN PCA AND THEN NORD STERN REGION OF PCA

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

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:
\$30 per year (defrays monthly
newsletter costs!)

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

**Check your mailing label
for your expiration date**

**Contact Ed with any membership
inquiries or updates**

2016 Nord Stern Officers and Committee Chairs

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Club Race Doug Anderson	ClubRace@nordstern.org 507.273.5346	Touring Randy Walker	Touring@nordstern.org 715.441.6084
Driver Education Steve Meydell	DE@nordstern.org 763.416.1655	Track Relations - BIR and RA Trackrelations@nordstern.org	
DE Registrar Dave Anderson	Registrar@nordstern.org 612.850.7411	Jim Bahner	651.492.9459
Driver Training Ron Johnson	DT@nordstern.org 612.730.2351	Webmaster Mark Kedrowski	webmaster@nordstern.org
Fall Color Tour John Dixon	FallColor@nordstern.org eyerack@tcq.net		
		Zone 10 Rep: Julie Bailey	
		229 S Westfield St Wichita, KS 67209	
		racylacy944@yahoo.com 316.655.4058	

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!



Pete Gaupp

Rockford, MN

Brady Fast

2007 911 Carrera
Mounds View, MN

James Graner

2016 Cayman GT4
Minnetrista, MN

Richard Larson

2009 Cayman S
Blaine, MN

Laurens Robinson

Fargo, ND

Jeff Tyllia

1987 911
Duluth, MN

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. Subscribe at <http://listserv.nordstern.org/mailman/listinfo/clubtalk>, or any account edits, updates.

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!).

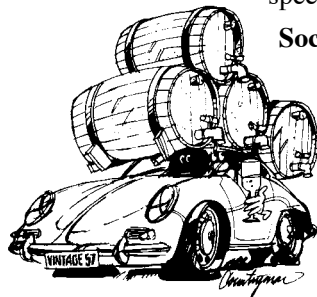
Parade Laps: Often held during lunch at Driver Training/Driver Ed events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted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



The next issue is the one Nord Stern chooses to drop all those members who have not renewed their yearly dues from the monthly mailing list. It's a pretty long list, I am sorry to say. What we do hope is that anyone who doesn't receive an issue they were expecting will check in with us so we can get them re-instated.

I end up going through this every year and I am always surprised at some of the names on that list, folks who are actually quite active within the club, volunteering, even holding a committee position! We do know that our region of PCA is one of the few with a dues requirement for the newsletter. So it can be confusing for PCA members who move into our region.

Why do we have dues for the newsletter? Good question, especially in light of the easy access of each issue online as a pdf download. And that access is not restricted but available to any visitor to the website. No cost. But what we do know, if that our readers enjoy the printed page, the 'shelf life' of a piece one can hold in their hand and refer to in a leisurely manner. It's still tough to totally replace the printed page with e-books, pdf files read on a computer or device! Those dues help

cover the production costs. And the newsletter also is the only PR piece we consistently create and make available to other interested persons and businesses.

So take a look, does your expiration date on a current issue says '2015'? If so, it's now expired. As noted before it's easy, we do have the PayPal option online (<http://paypal.nordstern.org/>) or just send a check in either \$30 for one year; \$80 for three years to our treasurer, Jeff Bluhm whose address is listed on the Committee Chair page.

Lots of interesting stuff in this issue. I have included a fun story about a PCA members search for his dad's 1970 911 T, an endeavor he's calling 'A Needle in a Haystack!' Enjoy, and perhaps someone in OUR region knows of this particular car! That would be awesome. Plus info on a number of upcoming events, not the least of which is the first DT/DE event at BIR at the end of the month. But first are all the Membership Socials we put on to 'start out the driving year' Hope to see lots of members attending. They are fun and informative, a good outlet after a long winter. See you there.

From the Editor

by Christie Boeder
'73 911



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APRIL**2016**

- 9 Saturday New Members/All Membership Social**
Auto Edge, 700 Mahtomedia Blvd, Mahtomedia
10 - Noon - Informational Gathering
Auto Edge Pizza Lunch/Tech Session: Noon - 2 p.m.
- 12 Nord Stern Business Meeting (Tuesday)**
Location: Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting
Members welcome!
- 16 Saturday New Members/All Membership Social**
Imola Motorsports, 2980 Empire Lane, Plymouth
Jeff, 763.205.2561
Noon to 2 p.m.
- 17 Sunday New Members/All Membership Social Rochester Area!**
1 p.m.
Gina and Brian O'Neill's Home, 4400 Rossi Ct. NW
R.S.V.P. Brian: 507.251.0975 or oneillblo@aol.com
- 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

14 Autocross at Dakota Technical College

Cost: \$30 online at motorsportreg.com, \$35 day of
Eventmaster: Andy Golfis

JUNE**2016****13-14 It's Back: Nord Stern / Milwaukee DE at Road America!**

DE at RA, Monday and Tuesday joint venture with
Milwaukee. Don't miss two BEST days of DE anywhere!
Eventmaster: TBA

19-26 Porsche Parade 2016

Jay Peak, Vermont

26 The Annual All Porsche Show and Swap Meet

10 a.m. to 1 p.m.
Roseville's Rosefest - Central Park
Featuring Porsche "Supercar Corral"
Eventmasters: Phil Saari and Mark Koegler

JULY**2016****22-24 Nord Stern Club Race and Driver Education**

Brainerd International Raceway
Eventmaster: Doug Anderson
Registration: clubregistration.net

31 2016 Auto Lieben Show and Shine

10 a.m. to 4 p.m.
Afton Alps, 6600 Peller Ave. S. Hastings, MN 55033
Website: www.autolieben.org

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

17 Annual All German Car Show Mark Your Calendars!

Location: AutoMotorPlex, with Mercedes Benz Club
Eventmaster: Paul Bergquist

30-

Oct 2 Nord Stern Annual Fall Color Tour

Headquarters: Blue Fin Bay
Eventmaster: John Dixon, eyerack@tcq.net
or 952.939.9071
Probably Destination: Grand Portage!

OCTOBER**2016****NOVEMBER****2016****13 Annual Old Log Theater Event Lunch and Performance**

Million Dollar Quartet @ 2 p.m., with Mercedes
Benz Club, Eventmaster: Paul Bergquist
Cost and details TBA

"Third Thursdays" of each month

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website: http://clubjager.com/

April Quiz Answers

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

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Club Talk

... 'Talk'

'We are all lost'

Courtesy Clubtalk

Editor's note: I found this Clubtalk thread particularly interesting with the back and forth debate on the merits of where technology seems to be taking the automotive world in general as well as the specifics of what is now 'possible' and the good/bad that entails.

Note: To subscribe to Clutalk visit <http://listserv.nordstern.org/mailman/listinfo/clubtalk>

Or to un-subscribe, edit settings, change email accounts, this is the site to visit to make ANY updates or changes.

'We are All Lost'

We use to be Porsche and Audi people but switched from Audi to BMW for our sedans about eight years ago when it seemed Audi started using suspension pieces from a '70s Buick. Our new 340i certainly doesn't handle like our old 2008 335i even with the Sport button clicked but is still acceptable. But now BMW celebrated turning 100 by telling us they are "shifting gears to automated driving" so you will be able to press a button and the steering wheel retracts and the front seats turn to face each other. We are all lost . . . I can't imagine more bells and whistles taking over the car then we already have on our current Bimmer. Although I must admit then when you set the cruise control and the automatic espresso maker kicks-in, we're pretty happy. Why they don't also provide a biscotti is hard to understand.

We took our Cayman GTS out yesterday for our first drive since bringing it home from the dealer in January. Now the Cayman also has every performance feature you can check on the order form, but we did that on purpose as for the last 25 years we have been driving a track 964 (except for the Cayenne S which is a whole different animal). We just wanted to experience all the technology at least once. Boy, the Cayman is certainly a whole different driving experience than a 911. We think we are in love but time will tell. Are we really going to have the most fun driving the car with every performance feature checked?

What's the answer long-term for people like Nord Sterners? Maybe it is time to start buying "lesser" cars. We did that to some extent choosing the Cayman over a 911. We drove both extensively before deciding on the Cayman. The 991S we drove was wonderful, but it felt too big and more GT than sports car. (Even the Cayman is much longer and wider than the 964.) And although I sometimes wonder if we should have gotten a 911 (. . . 911 is Porsche and Porsche is 911 . . .), we are convinced the Cayman will be more engaging to drive especially on the street and back roads. Maybe the real answer is buying cars like BRZs and Miatas over even Porsches (please forgive me, I had a little mental lapse). What I really want is for Porsche to make a entry-level light-weight, super handling car with no performance aids. Forget PDK, PASM, PVT . . . and I would even settle for 225 hp if it was under 2,800 lbs. I know this is NEVER

going to happen with a company that sells more SUVs with higher margins than even 911s.

Oh, well, Nick Cirillo

I am starting to think classic cars will be the only great cars.

– Merrill Aldrich

There there, Nick. The pain will never go away, but eventually you'll learn to live without your 964.

– Chip Smith

Full disclosure: I almost never buy cars, but I think about buying them a *lot*, so my contribution here might be completely academic.

As cars become more computerized, I become less and less interested. I have a hard enough time keeping my laptop and cell phone up to date, and the last thing I want to do is download the latest software updates to my car. Plus, touchscreens to control radio and climate control functions? Absolutely not appealing and so ugly on most dashboards. As someone who buys and holds cars for a long time (going on 15 years for the 2002 wagon and 8 years for the 1998 pickup), I wonder about long term repairs.

As much as I admire the Macan, Cayenne, MB GLK 350, etc, the most appealing car on the market right now is a mid- to-late 1990s MB S-Class. Buy a well-maintained classic tank for a fraction of a new car price and keep that *mechanical* beast running. There are a lot of people who have good mechanical skills. I think good electronic repair people are harder to find. Tesla? Don't even get me started.

I wonder what the folks at Courtney Truck Service, Imola and Auto Edge think about all the newfangledness.

Finally Nick, your Cayman GTS is *hawt*. You wisely checked the most important performance feature: Guards Red P-cars are faster.

– Rich Iwen

The most fun car I have ever owned is an RX-8. I think that goes along with your Miata idea. Pure handling fun at real world speeds.

– Gary Ganser

Get a 928. There are still low mileage beauties out there. ;-)

– Joseph Olson

If you are a little bit willing to do your own work, well maintained 928s are wonderfully affordable cars. Same goes for well maintained 944s.

– Michael John

Gents, I am convinced that more than one car will be required. I had the opportunity to drive a 914 built by the 901 shop this past weekend at Sebring. It was a fantastic car, communicating every bump in the track through the steering, clutch, brake and throttle. I also drove my '69 Camaro and a 2006 Pontiac GTO on the track and neither of these cars were outfitted with granny aids. It was a marvelous weekend indeed. But when I got home, I jumped in my RS5 Sport (yes this is a RennSport Sport) and my Cayenne GTS, and they were both great cars to drive in local traffic and on the freeways of North Carolina. I think the ability to experience new and old is fantastic. I have older Corvettes, Camaros and Porsches that I drive on the street and after an hour or so behind the wheel, I am happy to get out of the old car get into something new. Like they say, they don't built them like they use to and to that I say thank God.

– Dave Roberts

993: pure heaven -drove mine today. Perfect blend of modern and mechanical!

– Will Sigsbee

Another Loss

Recent I received a sad email from long-time Nord Stern member, Kim Crumb. His wife, Betty, passed away

Thursday, March 3.

And he asked that I share this with the club. I knew there were health issues and was once again struck by the brevity and fragility all around us.



For those of us who have known Kim over the years and those who have read his recaps in the newsletter of numerous Porsche adventures - from yearly Porsche Parade attendance, Concours judging, One Lap racing, Driver Ed events, Instructing, we share deep sympathy for this loss. Betty whole-heartedly joined Kim in Porsche-related fun and activities and often entered an artistic piece in the yearly Parade art show, winning awards for her work. Kim, you are in all our thoughts and prayers at this very tough loss.

Kansas City 2016 Fun Runs & Autocross Info

Join us for a Gimmick or Fun Run on Saturday, then stay for the Autocross on Sunday. Autocross payments are online (kcrpca.org) or at the event. Registration 8:30 a.m. See below for discount on rooms at Ameristar Casino.

JUNE

Gimmick Run: Saturday June 11

Surprise Location - FREE, 10 a.m. Start Think of it as a time, distance, speed scavenger hunt!

Ladies Only Autocross: Sunday June 12

Ameristar Casino KC - Cost: \$30

9 a.m. 'til finished

3200 North Ameristar Dr, Kansas City, MO

AUGUST

Fun Run: Saturday, August 27

Independence, MO - FREE, 10 a.m. Start

Play follow the leader, Ask to get emails

Autocross: Sunday, August 28

Ameristar Casino KC - Cost: \$30

9 a.m. 'til finished

3200 North Ameristar Dr, Kansas City, MO

We have organized discounted rooms

(Discount PORH16C) at Ameristar Casino.

Book online \$149/night (discount above)

Phone: (816) 414-7000

QUESTIONS

Autocross = rudys968and944s@aol.com

Fun Run = sthorne.carguy@gmail.com



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Member-Wear

	<p>Port & Company 100% Cotton T-Shirt</p> <ul style="list-style-type: none">• Heavyweight 6.1-ounce, 100% (preshrunk)• Shoulder-to-Shoulder Taping• Coverseamed Neck• Double Needle Hem• Black w/Nord Stern Logo <p><i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i></p>	Men’s Size	Quantity	\$ Item Total
	<p>Cutter & Buck Tournament Pique Polo</p> <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <p><i>Small – 3XLarge - \$45.00 Each</i></p> 	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Eddie Bauer Packable Wind Jacket</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</i> <i>2XLarge - \$52.50</i></p>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	<p>Port Authority Dry Zone Cap</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">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure <p>\$20.00 Each</p>		Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

Please contact Ed Vazquez at edmn911@aol.com with questions or to place an order.

Sunday June 26

10 a.m. - 1 p.m.

Roseville's Central Park

225 Dale St. North, Roseville
(a featured event, Roseville's Summer Rosefest)

Swap Meet

8 a.m. Setup; 9 a.m. Opens

New for 2016
Porsche Supercar Corral

CAR SHOW

- All years/models invited and encouraged to display

VENDOR DISPLAY

- All Nord Stern advertisers are invited to display

SWAP MEET

- Anything Porsche-related can be displayed to sell/swap

CARS FOR SALE

- Display your car for sale (Porsche Only)

FOOD VENDOR

- Nordic Treats

Suggested Donation

Car Show Entries: \$20,
Nord Stern Vendors: \$20
Cars for Sale: \$20,
Swappers: \$10 (tables not provided)

Mark Kogler and Phil Saari, Co-Chairs

Largest Display of Porsche cars and vehicles in the
Upper Midwest, bar none!

Nord Stern Business Meeting Minutes

March 2016

by Betsey Porter, Secretary



President – Paul Ingebrigtsen called the meeting to order at 6:57 p.m.

Welcome to our guests, members Peter Herman, Mike Grabner and Byron Jackson! Jim and Arlyss Lillegaard have not cashed their Escape check yet. Paul and Mike Sabers are monitoring the situation. Paul and Ryan McGee will be attending the Zone 10 Regional Presidents meeting in Des Moines.

Vice President – Ryan McGee, No update

Treasurer – Jeff Bluhm, No report

Advertising – Lara Dant
70% have not sent in their renewals in yet. Lara will get a little more aggressive. Ron offered to contact the advertisers he knows. Lara has a lead on 1-2 more advertisers she will pursue

All Porsche Show – Phil Saari and Mark Koegler
No report, ad starting to run in this issue

Autocross – Andy Golfis
The autocross with MAC is set for May 14. Andy would like help with talking about the event at the New Member meetings. Wally will help, Doug can help at the Rochester meeting. Michele will double-check on the insurance requirements for the May event. Will suggest to Ed Vazquez that we push these more at Cars & Coffee,

Board of Directors - No update

Charity – Chris Tobkin
Keith will continue to assist, Club Race is the big charity earning event. All- Porsche show is another big one. Chris will explore the Afton event. Will also explore adding a small silent auction to the Holiday party

Club Race – Doug Anderson,
Volunteer recruiting is going well for Club Race. Have enough volunteers lined up, just need to slot them in. Doug was presented with his '2015 Volunteer of the Year' trophy, since he was not at the Holiday party to receive it. Yay Doug!

Driver Education – Steve Meydell, No update

DE Registrar – Dave Anderson
First Fling registration is open, Ten have signed up for the DT

Driver's Training – Ron Johnson
Will send out call for instructors this week. New Member Social should help fill in the school.

Hoping for 30, Ron would like to find a new DT Chair for 2017. He has a person in mind, will discuss with the BOD

Fall Color Tour – John & Suzanne Dixon, No report

Historic Archivist – Kim Fritze, No report

Insurance – Michele Deml Johnson
Working on one contractual thing with BIR and PCA

Membership – Ed Vazquez
Ed and Paul are discussing how to stock volunteers for events and chair positions.

Met Council – Bob Kosky, No report

Newsletter – Christie Boeder
Due at printers on the 18th

Octoberfest – Paul Bergquist, Mercedes Benz Club
No report

Rally and Drives – Lon Tusler
Lon is working on a replacement

Safety – Paul Ingebrigtsen
Helmet requirements are 2010 or newer, 2005 will be allowed for First Fling and perhaps RA, Feger's in Delano has 2015's

Social Committee - No report

Shop and Tech relations – Keith Fritze, No report

Touring – Randy Walker, No report

Track Relations – Jim Bahner
Jim sent a check for RA

Webmaster – Mark Kedrowski, No report

Old business
Jim Anderson presented his rain-delay idea to Ron J. and Doug A. and offered again to have the corner workers practice at First Fling. Ron J. and Dave A. think Sunday morning or afternoon will work for the practice, less disruption.

New Business
Mike Grabner, former professional photographer and Nord Stern member, presented an idea for a calendar auction for charity, Auction off each month, Jan 2017 – Jan 2018, Explore getting a sponsor for part? The BOD will discuss

Paul was contacted by **Extra Space Storage** in St Louis Park at Hwy 100 & 7 which has Underground, heated storage, 24 hour access, \$150/month. Interested in partnering, Lara will see if they will advertise.

Meeting adjourned 9:01 pm
Respectfully submitted by Betsey Porter

Nord Stern Membership Socials!

**Auto Edge
Racing**



April 9, 2016

SATURDAY

10 a.m. to Noon
Auto Edge
900 Wildwood Rd.
Mahtomedi

Bob Viau
651.777.6924

Pizza Lunch
Followed by
Tech Session
12:30 - 1:30 p.m.

April 16, 2015

SATURDAY

Noon - 2 p.m.

Imola Motorsports
2980 Empire Lane
Plymouth, MN 55418

April 17, 2016

SUNDAY

Meeting in Rochester!

1 p.m.

Brian & Gina O'Neill
4400 Rossi Court NW
Rochester, MN

Brian: 507.251.0975
oneillblo@aol.com

2016 NORD STERN NEW MEMBERS/ALL MEMBERS INFORMATION MEETINGS

Find out What we do, When we do it, and how YOU can do it. . Learn about our: Driving Schools, All Porsche Show, Day trips/tours, Social/Dinner Events, North Shore Fall Color Tour, Low Speed Autocrosses, High Speed Track Driving, National Club Racing Program, Charitable events!

These Socials are your chance to find out more about Nord Stern's upcoming activities and meet other club members! New members please contact Ed Vazquez, Membership Chair at edmn911@aol.com.

All Nord Sterner's Welcome: new, old, young or just curious, this is for you!

Needle In A Haystack

My Porsche Story and The Search for Dad's 1970 911 T Coupe

Story by Jameel Abraham

Photos by Roger Abraham

reprinted by permission

from 'Pferdestärke'

Central Iowa Region of PCA

Winter 2016 newsletter

I am a child of the 1970's. I think I was born at just about the perfect vertex between the analog world and the digital one. Old enough to remember my lincoln logs and legos, but young enough to have enjoyed dropping many a quarter into the slot of a video game at the perfect age of 10. Once you get sucked into the world of Donkey Kong, little else commands your attention. Yet in the midst of all this digital distraction I somehow got hooked on Porsche. The Löwenbräu 962 (yes, I had to Google that, just to check my memory) caught my attention, and I would watch IMSA races with Al Unser Jr. at the helm. I didn't know the names of any other drivers. It didn't matter. Unser was my man. End of story. Of course I had no clue what I was talking about. What 10-year-old does? I walked around the house touting the high viscosity of Quaker State oil. I knew nothing about engines.

A year or two passed and my interest in racing was replaced with the 911. I must have been about 11 or 12 when I asked dad if we could drive to Carousel Motors in Iowa City to check out the Porsches. It was 1985. Mom snapped pictures of me kneeling down next to a Guards Red 911 Turbo. I still get nearly the same feeling I had then when I reminisce about that car. A giddy excitement in my gut that, at 42, I feel silly experiencing. It wasn't long before I had a framed glossy of that same car hanging on my bedroom wall.

That same year Porsche issued a huge poster-style brochure featuring the 1986 lineup. On one side was a column of side-profile glamour shots of every model of 944, 911 and 928 with detailed specs on each model. But to a 10 year old, this was boring, grown-up stuff that only an adult would read. Who

really cares if the body is "unitized welded"? Not I! The look and top speed were all that mattered. On the opposite side of the poster was something entirely different. Something that only a genuine purist could appreciate. Something that the rich kids at my junior high school, with their fancy, glossy car magazines

full of Lamborghini Countachs simply couldn't comprehend: a sublime, silver Porsche 959. Shot from a low angle as if it were an animal on the hunt,

crouching, haunches loaded, ready to pounce, the car had eagerness without attitude. The gloss black wet river rocks that the car seemed to float over presented a stark contrast to the three hot-pink neon beams that cast subtle rosy hues across the liquid metal finish of the fenders and tail. This was, for me, the Porsche. I had hit the heights. There was no better car ever to be made.

Dad was always surprising us with cool gadgets that I never imagined we could afford. One day he brought home a Betamax deck that would talk if you pressed a blue button. I remember calling him at work after school asking if I could press the blue button. I'm surprised I didn't break the thing. Then he came home with something that made me forget about Porsches for a while. A bright orange Volkswagen Thing. I fell in love. I was 12 years old, and it became my life goal to make my first drive in the Thing. I simply could not wait to drive it. We had several VW's in the 70's and 80's, a red sedan, a black convertible in rough shape (coco fibers were everywhere in that car) a couple white, late 60's bugs, and a bus with all the little windows up top. My brother's high school ride was a 1974 Super Beetle that we sanded down and prepped for a \$99 paint job at Earl Scheib. But for me the Thing was it. I could not wait until I was 14 so I could get my permit and take it for a spin. But before that happened, my older brother lost control of it on 1st Ave one afternoon, and smashed into a telephone pole, ironically enough, right in front of Earl Scheib. The frame was sprung, the insurance company totalled it, and I was heartbroken.

As I moved into my teen years and beyond, and the self-awareness that time in a person's life brings, I slowly lost interest in Porsches. Being self-employed with nothing more than a high school diploma, I had resigned myself, perhaps subconsciously, that owning a Porsche was forever out of reach. In the ensuing years I got busy, pursued my interests, and although I never forgot about 911's, I simply figured one wasn't ever in the cards for me. Through this entire process one thing never changed though. Every now and then my father would mention the 911T he owned briefly in the early 70's. Although the car had its quirks (broken clutch cables, the uncomfortably-positioned pit gear) dad always talked about the 911 with great admiration. "That thing would sail down the highway like it was riding on rails" he'd say. "The hood swept down fast, so it was like you were running down the highway at 70 miles an hour." He touted how



Continued on page 23

NORD STERN APRIL 2016

2016 Driver Training (DT) programs and both the First Fling (spring) and Last Fling (fall) registrations are open on registration.net! Driver Ed and DT events fees have NOT been increased for 2016.

Do you have a daughter or son, neighbor, co-worker or friend who has expressed interest in learning some basic car control and the exhilaration of driving like you stole it? Or are you a newer Nord Stern PCA member wondering about how do I check out track involvement or 'test the waters??'

Driver Training is a fabulous opportunity to learn the basics of car control and handling in a safe, controlled environment organized and run by highly skilled, trained and nationally recognized instructors. Whether one is interested in high speed track action, being more comfortable and knowledgeable in your high performance Porsche or just want to be a better driver in and around home or vacation travel, Nord Stern's Driver Training is the answer!

Best of all, YOU DO NOT NEED TO DRIVE OR OWN A PORSCHE.

Simply put, driver training is for everyone. Plus, it's especially beneficial for those newer (18 and older) drivers who are so inexperienced. Learn life-long skills and never regret it!

Driver Ed Dates for 2016

- First Fling DT . . . April 29, 2016
- Last Fling DT . . . September 16, 2016

DT Event Fees for 2016

- \$250 . . . Novice School (Friday Only)
- \$450 . . . Novice School (w/DE Weekend)
- \$250 . . . Intermediate (subject to instructor availability)
- \$125 . . . Advanced Lapping
- \$60 . . . Optional garage stall rental (for the weekend)

NOTE: Track event participants must be 18 years of age at the time of the event.

General questions about the Driver Training program can be directed to Ron Johnson, DriverTraining@NordStern.org.

Don't Delay, Sign Up Today! Spots are limited and offered only twice a year so secure your spot now. And remember, this program is for anyone and everyone who drives any kind of vehicle!

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on a Track?
Learn Better
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Driver Skills?
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Porsche Psychotherapy

by Marsha Drake

*Originally published
December 2000
and still very relevant!*

Is it true that sometimes a Porsche can cause conflict in a marriage, or disagreements between a man and a woman? Is it true that when the Porsche becomes part of the family, there are discussions that take place that have never taken place before? Are there attitudes that develop that have never existed in the relationship before?

Uh, yes, it's true. The car, the knowledge of how to drive it expertly, and how to take care of it meticulously are commonly thought to be the guy's turf (by both the guy and the gal). And it's probably also assumed (by both the gal and the guy) that the gal doesn't know how to drive it properly, is careless in taking care of it, and knows little or nothing about how it even works.

Well, it's time to change all those stereotype thoughts and bad attitudes and quit having disagreements about this subject! It's time for some mutual understanding, a little more effort on both sides, and hey, a little bit of a break from both sides!

So to help out with this meeting of the minds, we've got a list of promises and pledges for both the men and the women. It might be helpful, even if those little disagreements are small. As you read the promises below, try not be sarcastic, not to be skeptical, and bite your tongue if necessary as Porsche Psychotherapy by Marsha Drake you say them. It will make for a better Porsche family and a lot more fun with the cars!

Man's Pledge

- (1) I promise to call it "our Porsche" instead of "my Porsche."
- (2) I promise not to require her to shift perfectly every time.
- (3) I promise not to blame her for a stone chip when she had the car.
- (4) I promise to pay more attention to her than I do to the car, especially on her birthday. I will also not plan a track weekend on our wedding anniversary or Mother's Day.
- (5) I promise not to be jealous during DE if her run time is better than mine.
- (6) I promise not to buy new tires for the Porsche when we need new drapes (that nobody looks at) and a new sofa for the living room (that nobody sits in).
- (7) I promise not to put a second mortgage on the house the day after I've found an exceptionally good Porsche for sale that's a deal of a lifetime.

(8) I promise not to order every accessory offered every time I get a new Automotion or Performance Products catalog.

(9) I pledge to be patient with her as navigator on the rally and not get mad if she screws up telling me where to turn or calculates wrong.

(10) I will try to understand that her hobbies are important to her too (even if they are silly).

(11) I promise not to be too neurotic about taking care of the Porsche.

(12) I promise not to be obsessive compulsive about door dings and strange sounds in the engine.

(13) I promise I won't recite the Panorama technical articles verbatim every night just before bed.

(14) When I explain something about the engine, I promise not to use a condescending tone of voice.¹³ Precious Moments (even though it is just a car).

(15) I promise I won't love our Porsche more than I love her.

Woman's Pledge

(1) I promise to call it "the Porsche" instead of "that stupid car."

(2) I will drive the car more often and not be afraid of it because it's "his baby."

(3) I will not shift into second gear at 10 m.p.h. and into third at 15 m.p.h..

(4) I promise not to drive the Porsche down that gravel road when I'm late for my hair appointment.

(5) I promise not to plan the gettogethers with the in-laws on his most favorite track weekends.

(6) I promise to give Drivers Ed a try, so this might become something we both like????

(7) I will try not to think about what I could have bought with the money we spent on new brake pads and tires this summer.

(8) I will view the car as an investment, not as just his toy.

(9) I promise to take the rally seriously and not get wrapped up in site-seeing, looking at the scenery, and wishing I was shopping.

(10) I promise to treat the car as delicately as my best china and Precious Moments (even though it is just a car).

(11) I promise not to take the Porsche through the

Continued on page 39

NORD STERN APRIL 2016

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Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern



The cover features an original watercolor painting (in black and white) by Daryl Fortier. A Nord Stern helmet and a friendly wave come from a racer in a tight-fitting formula car. At the bottom of the cover is a list of the Varmints. Now you folks are identified. We still haven't found an article on the school and how such a long list of Nord Sterners wound up there.

– Ron Faust

April 1990

- Editor **Dodie Mueller** makes another plea for a replacement editor after her eminent departure in a few months. Would you guess you could read this in 1990: “It would be helpful if you have a computer — we use Mac, but that can be changed”. Christie Boeder, Nord Stern needs you.
- The calendar includes a tech session on Yokohama Tires and an April
- Autocross at Canterbury Downs.
- There's even a '50's and 60's Sock Hop with a live band at David Fong's Party Room at 94th and Lyndale.
- **Kim Crumb** writes that St. Paul would run a trial and could become the third city in the country to use photo radar to deter speeders. The City Council had passed an ordinance that said the registered owner of the vehicle photographed would be automatically assumed to be the driver.
- Frequent contributor Crumb then offers a two page article entitled “Daytona....The Jags Jab and Roush Romps”. Bob Wolleck had won the pole with a new qualifying record of 131 mph. But five 962's went out early with wrecks or mechanical problems and Jaguar dominated. The race winner was quoted as saying Porsche “domination is OVER!” Kim discusses whether the flat six engine might need to go so that aerodynamic tunnels on the underside of the car could be enlarged for better ground effects. Wikipedia says Porsche did come back the next year with a 962C first overall, as it did in 1995 and 2003. Porsche still leads the list of overall Daytona wins with 18 at the time this is written.

- **Sonia Fortier** pens a two page article on how the Driver's Schools work. The successful Nord Stern formula had already been worked out; all the details remain the same 25 years later.
- **George Andeweg** provides info on the new 911 Turbo coming in 1991. With a sub-5 second 0 to 60 mph it will be the quickest street Porsche ever offered in the US.



Above: Cover April 1990



r another

Ken Overstreet



No! Dave...the other way & with a ball!

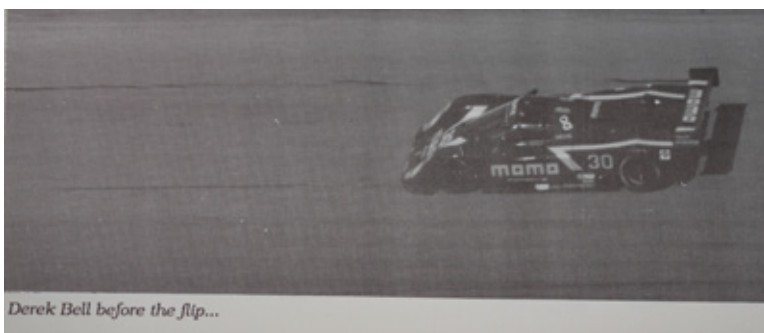


"Nester The Cats"



Photo: John Mueller

Rudy, Eunie, Denny and Dianne



Derek Bell before the flip...



Debra Rosenberg

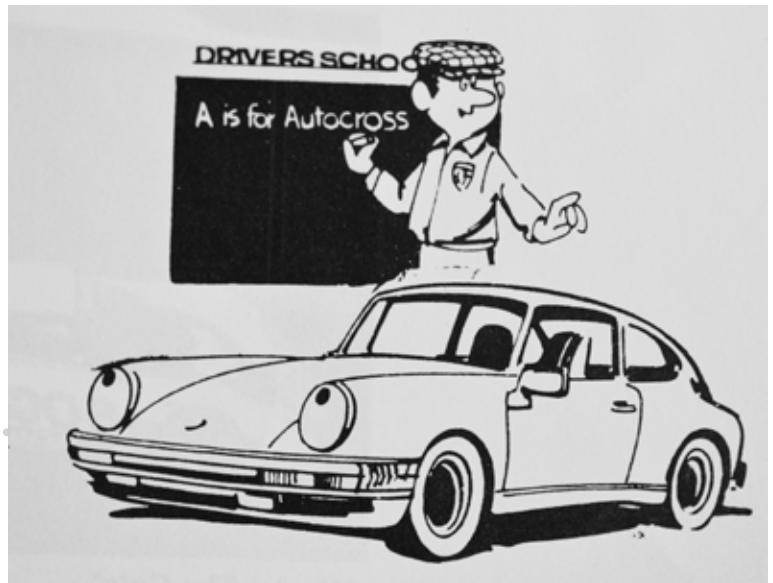
Nord Stern / 16

They were lin



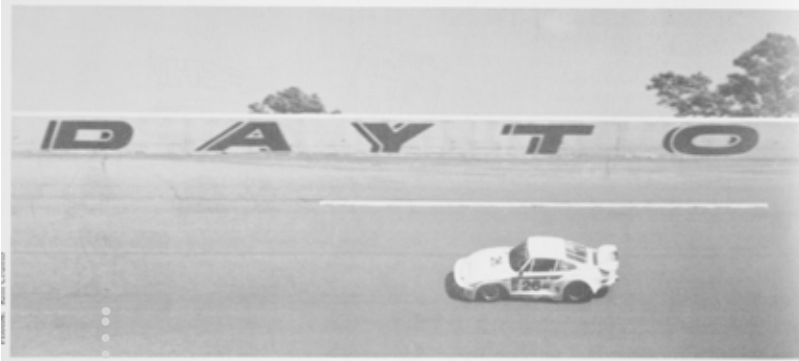
CONCOUR TECH

Sat. May 19
Jerry Person: 435-1913



Daytona.....The Jags Jab and Roush Romps

By: Kim Crumb



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Nord Stern / 18



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Formerly known as 'Cars & Coffee' MNC&C, 2016!

The actual name of the event is currently held at the Automotorplex on the first Saturday of each month from April to October from 8 a.m. -11 a.m. Rain or shine (or snow)! We typically have other "events within the event" each month in the courtyard of the motorplex and often feature a club or marque (Nord Stern has been featured several times!). Our show averages 900+ cars and over 4,000 spectators each month and is the largest monthly automotive show/meeting in the United States.

Mark your calendars now for the 2016

Dates:

- April 2
- May 7
- June 4
- July 2
- August 6
- September 3
- October 1

Our website is: www.mncandc.com,

Twitter: [mncandc](#), Instagram: [mncandc](#) and

Facebook: [MN C&C](#)

Founder, and organizer extraordinaire is

Luis Fraguada, Jr., long-time Nord Stern member and Porsche fanatic.

'Members' in Membership . . .

by Ed Vazquez, Membership Chair

By the time you read this article, written from my balcony overlooking the Bay of Banderas in Puerto Vallarta, Mexico (75 degrees, sunny with the roar of the surf in my ears), I will undoubtedly be winging back to the colder northern climate ahead of the Monarch Butterflies to set up the Spring New Members/All Members meetings. I fly Delta and they do it one flap at a time. Amazing!

I have just finish reading #373

Christophorus about the latest and newest Porsche models and thoughts of driving any of these models, let alone my own personal model, definitely is getting me excited for Spring and the upcoming 2016 Nord Stern driving season.

In this *Christophorus*, the authors write about driving new models in such exotic locations as Paris, Dubai, and Shanghai. We, the Nord Stern Club, also have GREAT places to drive. We are fortunate having world-famous tracks such as BIR and Road America, the annual Fall Color Tour along Minnesota's spectacular North Shore, the Bark and Beer tour, the Vino in the Valley drive/arrive/eat plus a number of, as yet, unnamed future club outings.

Plus, some of us will drive to Vermont to the annual Porsche Parade and the Black Hills for the Annual Run to the Hills weekend joining other PCA members. How about that, *Christophorus*!

A famous groundhog comes out of his hibernating hole in Pennsylvania in February to see how long winter will last. Whereas, most of our Porsches will emerge in March

from their various winter garages, along with their drivers eager to be on salt and sand-free roads with hoping Winter has passed.

So with that in mind, let's talk about "Spring Time, Porsche's and Meetings".

The New Members/All Members Meetings - Come One and Come All

So wake up from winter hibernation, get that P-car out and come to one, or all, of our annual New Members/All Members meetings. A great time to just Meet and Mingle, Listen to Club Activity Presentations and learn how to sign up and participate in upcoming events.

I'd like our New Members/All Members Meeting to be like a wedding where the members of one family (new members) meet the members of the other family (existing members) to join into one big, happy and active family. We have accomplished this in the past meetings and I am sure, we will again at our meetings this spring.

The theme will continue to be **"What We Do, Where and When we do it, and How YOU Can Do It."**

In particular, let's all consider taking advantage of our iconic BIR and Road America track events. "If you don't use it, we may lose it." Participation has been down and we all need to attend a DE/DT at least once this year. Just like our bodies, our Porsches need to be exercised! Our registrar and driving chairs should be there to answer questions. And we have great advertisers to help maintain, modify, inspect and repair your Porsches as well as any "other" car. We may even have a source for helmet and race suit rental, or purchase, attending the meetings. One Stop Shop !

Thanks to Porsches and Pancakes organizers Steve Meydell and Dave Anderson have helped increase Nord Stern awareness. In addition, Cars and Coffee (thanks Luis Fraguada, Jr!) and the annual fall German Car Festival (thanks Bruno and Paul Bergquist) have invited and featured Nord Stern. Thanks to ALL of you that have spread the word about how great a club this is and brought in members. I continue to see new PCA members joining our local Nord Stern Club.

And last but not least, do consider volunteer. We have been blessed with

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Continued on page 37

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Needle . . .

continued from page 16

him riding shotgun. Grandpa loved it so much he wouldn't let dad take the wheel for the entire trip.

So a couple of years ago my brother had dug out a bunch of the family's old slides and rigged up an apparatus for getting them into the digital realm. One night while watching the results of that effort with my folks, something came on the screen that struck me. There it was. Dad's stunning 1970 911T in light ivory. All the giddy, gutwrenching emotion I'd experienced as a kid came rushing back. At that moment I made a decision. I would try to find dad's car.

Little did I know how daunting a task it would be. How does one go about finding a car without a VIN number or any paper trail of any kind? How do you even start? I didn't even have a license plate number. So I sat down with dad and started asking about the car. One name came up immediately. Tom Bruch. Tom had been dad's mechanic in 1969 when he bought the car and had worked on it a few times. It didn't need much, being brand new. Mostly it was the notorious clutch cable that kept breaking. We had actually bumped into Tom just a couple years ago at a car show in Fairfax, so we knew he was still around. I didn't have his phone number though, so I had to do a little hunting around. My first contact that held promise was Tom Moore, who kindly put me in touch with



Author's Mother and brother

Lee Schlabaugh at Stalltek in Wellman. I called Lee and was warmly received. We chatted for a while, and it was at that time that I discovered a fantastic little tidbit of information. But before I get to that I should back up a little.

In 1969 my big brother was born. That was the same year dad bought the 911. He kept it for only a couple years before the folks realized that the 911 was getting a bit tedious for a family. Mom still tells the story that she'd put my big brother in the back window luggage shelf during road trips. No seat belt, no restraint system. I imagine it was her that was tiring of having to wrangle the baby from the back seat of a two-door car. So bear with me as I try to write this next sentence. Okay, deep breath. Whew. Here we go. In 1973 the Porsche was traded in at Allen Motor Co. in Cedar Rapids for a Buick Skylark. There, that's done. Now let's move on. Still with me? I wouldn't blame you if you just punched your computer monitor. I'm on my third in the past year.

So back to my conversation with Lee. Bruch had informed me that he'd given some of his old repair invoices to Lee. Jackpot. I knew there was a good chance that dad's car was in the records. Lee was very cordial and invited me down to take a look for myself. Tom Moore and I agreed to meet at Stalltek on the next good weather day. A few weeks past and I made it down to Wellman with my father and brother. Meeting Lee and Neil simply fueled my hunt for dad's car all the more.

What a great pair of guys. They were kind enough to pull the file drawer for "A" and let me leaf through it, searching for a record of dad's car. But after a few minutes I realized it was hopeless. No record. Nothing. It was a bust. I left Stalltek empty handed regarding dad's VIN, but completely satiated otherwise. The Schlabaughs were very inspirational, not only about finding dad's car, but about finding any 911. Before we parted ways I asked Tom Moore if the CIA newsletter was



going to happen again, since I'd been reading the old issues via the CIA website, and hoping that it could perhaps help me in my quest to find dad's car. His answer was both disappointing and surprising, "No one has time to do the newsletter right now. You want the job?" A bit daunted by the proposition, I told him I'd sleep on it. A few weeks later, I took the offer.

More recently I took some time off one afternoon to do a little more detective work. This time I was armed with some pretty solid information. Back in '69 when dad bought his car, he was at Gruber's the same day that another man was taking delivery of his car. A 1970 911T Targa in Tangerine. That man was Al Aosse. I'd seen Al at a car show last fall, and told him about my quest. A few weeks later I found a note in my mailbox with the VIN from Al's car. Armed with that info, I called Porsche of North America to see if they had records of that VIN, and perhaps had a delivery manifest of other cars delivered to Gruber at the same time. The young lady on the other end of the line tried her best, but I was told they simply don't have information like that from that long ago. Another dead end.

But my story isn't over yet. Last year I joined the Early 911S Registry in hopes of finding the car. I waited for months to get the actual registry in the mail. Then it came. Like a rabid dog I started scrolling through the list until I came to 1970. And there it was. A 1970 911T coupe, in light ivory. And it was in eastern Iowa. I could barely contain my excitement. I immediately wrote an email to the owner. I waited for days. Okay,

2016 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____

Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech Shop Stamp:

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights _____		Tires/Wear _____		Steering/Play _____	
Front Signals _____		Wheel Bearings _____		Brake Pedal/Firm _____	
Rear Signals _____		Rotors/Scored/Cracked _____		Seat Belts/Anchors _____	
Tail Lights _____		Brake Fluid/Full/Clean _____		Helmet Snell 2010/Better _____	
Brake Lights _____		Brake Lines _____			

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks _____		Fan Belts/Cracks/Tight _____		Spare Tire/Secure _____	
Susp. Travel/Noise _____		Fuel or Oil Leak _____		Battery/Secure _____	
Susp. Mounts/Rust _____		Hoses, Wiring/Secure _____		Windshield Wipers _____	
Tie Rods/Tight _____		Transmission/Leaks _____		Roll Bar 1" above occpts. _____	
Ball Joints/Tight _____		Throttle Return _____		head/s for Open cars _____	
Engine Mounts/Cracks _____		CV Joints/Tight/Dry _____		Equivalent Restraints _____	

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required: Yes No

Items to be correct: _____

(Continue on back) Approved shops can be located at: <http://nordstern.org/porsche-mn-sponsors/approved-tech-inspection/>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

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Gimmickhana @ Master Drive

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Wash & Shine

Swap Meet

Welcome Tent

Car Wash

Welcome Banquet

Farewell Banquet

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For Questions Contact Kathleen Lennon: kklennon@comcast.net

Mike Newlon was a Riverside region PCAer. More than that, he was a nut for Porsche 912s, writing of the “Porsche 912’s well deserved reputation as a near-perfect sports car . . .” He carefully selected the ‘69 he ordered new and he drove that car for 45 years, not just as a daily driver, but as a tourer. In keeping with the vintage of his car, he toured the old roads, not the freeways. Mike has moved on to a better world, but his car and his legacy live on.

Mike’s ‘69 912 has been donated to the Petersen Automotive Museum. The Museum has posted the donation on their facebook page. You can go to facebook.com and in the search area enter Petersen Automotive Museum Porsche 912. If you click on the car you will be taken to their instagram of the car. Mike’s 912 is the first donation that The Petersen has posted on social media.

Mike’s legacy as a touring driver is preserved in a series of books he wrote to document his travels. These travelogues were carefully prepared and well illustrated to report on his experiences as a traveler of the old school – one who drove the two-lanes to see the scenery, not to get somewhere, or to arrive on time. The routes he chose, US 39, 95, 99 and 101, should be of interest to any touring-oriented Porscheophile near the West Coast, and especially to Southern Californians.

Profusely illustrated with photos dealing with scenery and geology as well as cultural history, each book starts out with a description of his 912 and its renovation/alteration for his long distance cruises. There is also an initial discussion of the pre-interstate 1926 U.S. Federal Highway System from an era when highways had names as well as numbers. Each book contains illustrations of the route in question as presented on a 1959 vintage highway map. Virtually photographic travel diaries, remarks about the car, its performance and breakdowns are included in each book, as appropriate. Traveling these roads in the 2000s, Mike had to work hard to find tidbits of history still showing through the veneer of modernity. As old or older than US 66, these routes have as much history as that classic road, even if they don’t have the cachet. And like Route 66, in some places the pavement has become four lane, in other cases it parallels the new road, and in other stretches it is just no longer there.

All of the history and current observations are presented in interesting detail. An eye-opener to this reviewer is the fact that the frontage road on the south side of I-10 from Banning to Palm Springs is really US 99, built in the ‘20s and ‘30s. That route extended from Calexico to Blaine, Washington at the Canadian Border, and still exists, though in metro-LA it now carries such labels as Garvey Avenue, Figueroa Street and San Fernando Road.

The books cover the highway routes from border to border. Few drivers will have Mike Newlon’s dedication and perseverance to peruse the entire distance, but any Southern California Porscheophile who may drive portions of these routes regularly should get these books to learn what they have been overlooking all these years.

There are four books in Mike’s series:

- *U.S. Route 395: Travel America’s Three Flags Highway in a Classic 1969 Porsche 912*
- *U.S. Route 99: Travel America’s Pacific Highway in a Classic 1969 Porsche 912*
- *U.S. Route 95: Travel America’s Desolation Highway in a Classic 1969 Porsche 912*
- *U.S. Route 101: Travel America’s Golden Highway in a classic 1969 Porsche 912.*

All books are 8-1/2 x 11-inch softbound of roughly 90 pages with large readable typeface.

Any one or all can be obtained for \$24.95 each at Amazon Books online <http://www.amazon.com/books>. Search for Michael Newlon.

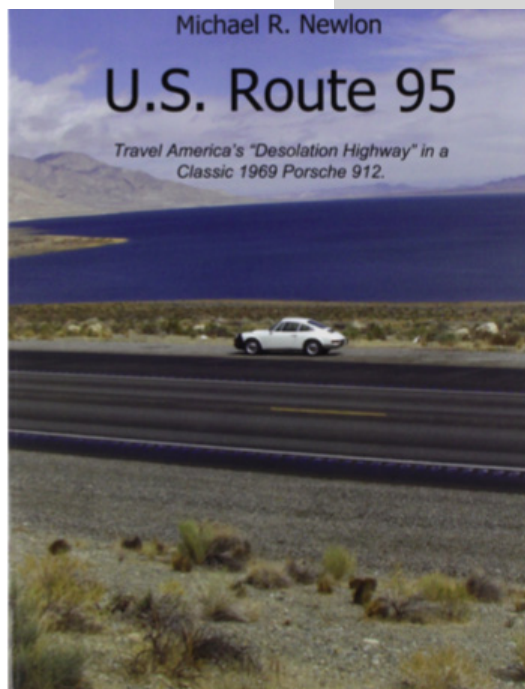
Book Reviews for Porsche- philes . . .

U.S. Route Travel Series Travelogues

by Michael Newlon

published by Outskirts Press, Denver,
Colorado

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



2016 AutoCross It's Spring, So It's a Good Time To Get Your Feet Wet!

by Andy Golfis

If you are one of those Porsche people who enjoys driving your car with enthusiasm, but are tired of collecting tickets from all fifty states or you maybe are a member new to Nord Stern, here is your chance to get your 'feet wet' and drive your car with enthusiasm and NOT have to worry about getting a ticket or hurting your car all while doing it 'on the cheap'. What could possibly be this much fun and still be legal? Autocross is the answer!

If you have wanted to see what it is like to drive your car on the edge in a controlled environment and at speeds that are safe to make mistakes and not hurt yourself or your car, come join us Saturday, May 14 at Dakota Technical Collage in Rosemount, MN for a day you will not forget. Nord Stern Region is co-sponsoring the event with Corvettes of Minnesota (COM). We will be going over everything that you will need to know at the upcoming three New Member/All Members Socials scheduled for April 9 at Auto Edge in Mahtomedi from 10 a.m. to Noon,

again on April 16 at Imola Motorsports in Plymouth from Noon to 2 p.m. and finally, April 17 down in Rochester, MN at 1 p.m. Further details on the upcoming socials are in this issue, page 15.

Registration can be made on MOTORSPORTREG.com at a cost of \$30 and if there are still openings the day of the event, you can register on site for \$35. You need a helmet that is SNELL approved and no older than 2005 through July of this year, after which helmets must be 2010, or newer. An onsite inspection of your car will be done to check tire tread, loose suspension composites and secure batteries. Otherwise, there isn't any additional prep involved or additional equipment for you or your car. It's easy to have fun; join us and enjoy. See you there!



Own the Cone!

Saturday, May 14, 2016

Get your track fix and test your technical driving skills at the **Nord Stern Autocross Event:**

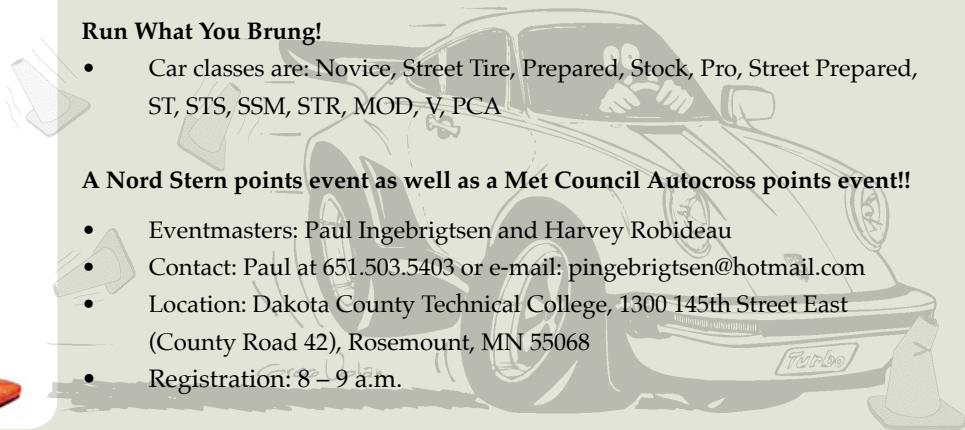
- This event will be held at the Dakota County Vo-Tech facility and is a co- event with Corvettes of Minnesota.
- Registration fee: \$30 (\$35 at event). Please register early www.motorsportsreg.com as event is limited to ONLY 100 cars
- Helmet and Tech form needed, On-Site Tech inspection available

Run What You Brung!

- Car classes are: Novice, Street Tire, Prepared, Stock, Pro, Street Prepared, ST, STS, SSM, STR, MOD, V, PCA

A Nord Stern points event as well as a Met Council Autocross points event!!

- Eventmasters: Paul Ingebrigtsen and Harvey Robideau
- Contact: Paul at 651.503.5403 or e-mail: pingebrigtsen@hotmail.com
- Location: Dakota County Technical College, 1300 145th Street East (County Road 42), Rosemount, MN 55068
- Registration: 8 – 9 a.m.



Twin Cities & Area Events/Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
April 23 (Sat)	Driver's School Classroom	MAC	Dunwoody Institute
April 24	Novice Driver's School	MAC	DCTC
April 30 (Sat)	Autocross - MOWOG 1	MAC	Canterbury Park
May 1 @	Autocross - MOWOG 2	MAC	Canterbury Park
May 14 (Sat) @	SuperSaturday Autocross	COM / PCA	DCTC
May 15	Autocross - MOWOG 3	MAC	Canterbury Park
June 4 (Sat)	Driver's School Classroom	MAC	Dunwoody Institute
June 5	Novice Driver's School	MAC	DCTC
June 12 @	Autocross	CVSCC	Eau Claire
July 9	Autocross - MOWOG 4	MAC	DCTC
July 24	Autocross - MOWOG 5	MAC	DCTC
Aug 6 (Sat)	Practice AutoX	MAC	Forest City, IA
Aug 7	Autocross - MOWOG 6	MAC	Forest City, IA
Aug 13 (Sat)	Practice AutoX (Members Only)	MAC	DCTC
Aug 28 @	SOLO II Autocross	SCCA	WINONA
Sept 11 @	SuperSunday Autocross	COM	DCTC
Oct 8	Practice AutoX	MAC	Canterbury Park
Oct 9 @	Autocross - MOWOG 7	MAC	Canterbury Park
Oct 16	Autocross - MOWOG 8	MAC	DCTC

@ = Met Council AutoX Series (MCAS) EVENTS

Additional SCCA Solo Events: May 21-22, Winona; June 19, West Salem; July 31, Winona; Sept 25, West Salem

PCA Driver Education at BIR: APRIL 29-May 01; July 22-24; Sept 16-18

SCM Practice Days/Lapping at BIR: June 6 & Sept 19

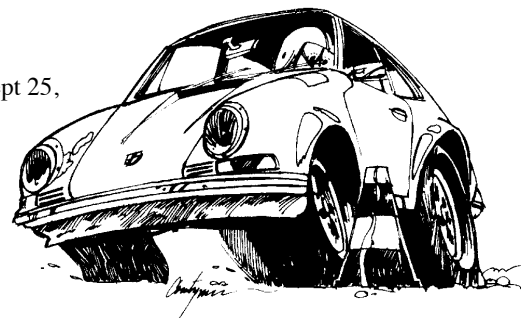
SCM Car Shows - Plastic Fantastic; May 22; Cars Under the Stars, Village Chevrolet: Aug 13

SCCA RACING EVENTS @ BIR: Regional Races, Memorial Day & Labor Day Weekends;

Trans AM & NASA, July 4

SCCA LAPPING EVENTS @ DCTC: April 10; Oct 09

TCRC Friday Night Rallies: 4th Friday of Every Month April through September



COM = Corvettes OF Minnesota--www.Corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630

CVSCC = Chippewa Valley SPORTS Car Club--www.cvsc.org--Contact: STEVE JOHNSON 715-836-0145

MAC = Minnesota Autosports Club--www.mnAutoX.com--Contact: STEVE GARNJOBST 651-778-0585

PCA = Porsche Club of America, Nord Stern Region--www.nordstern.org--Contact: BOB KOSKY 952-938-6887

SCCA (LOL)= Sports Car Club of America, Land O Lakes Region--www.scca-lol.org--Contact: AARON JONGBLOEDT 612-308-6913

SCM = Suburban Corvettes of MN--www.suburbanCorvettesofMinnesota.com--Contact: SCOTT HEGSTRAND 612-619-8615

TCRC = Twin Cities Rally Club--facebook.com/twincityrallyClub

BIR = Brainerd International Raceway, Brainerd, MN

CVTC = Chippewa Valley Technical College, Eau Claire, WI

FOREST CITY, IA = Winnebago Industries Parking Lot

WINONA = Southeast Technical Institute, Winona, MN

Canterbury Park = Canterbury Park Horse Racing Track, Shakopee, MN

DCTC = Dakota County Technical College, Rosemount, MN

WEST SALEM = LaCrosse County Fairgrounds Speedway, West Salem, WI

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

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Carmudgeon Chronicles

by Ken Kamstra, Reprinted from
April 2005, 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!'

I enjoyed this column in light of the move nationally building roundy-rounds (my word for these!) as I distinctly recall my early experiences holding my breath and venturing into one, knowing I had to trust that everyone would truly proceed around and around in like-fashion, not a given for sure, a leap of faith at that time! Now, I think nothing of it as they really are a pretty efficient way of moving traffic 'around!'

We were heading north out of London. At my side in our rented Rover was wife/navigator, Marion. Her navigator skills honed under fire (from me) decades ago, we became the formidable Marion and Ken road rally team. Rallies, as any seasoned Carmudgeon knows, put marriages to the ultimate test. It matters not how many times you lose your way or otherwise screw up. If you can climb out of your car and give your wife a big smooch and maybe a loving pat on he butt, you have won.. Less tolerant rally couples have headed for the divorce court after several hours of screaming exchanges during a rally.

But I digress. We're heading north out of London. Tension was in the air.

Marion looks up from her reading. "According to this, Amptil should be about forty more miles," she says with a calm matter-of-factness that I somehow found irritating. Any minute now, we would be coming upon an infamous English Roundabout. Dread overwhelmed me. Good God, at a time like this, how could she keep babbling about some damn village called Amptil.

"Amptil, schmamptil! It sounds like we're going to an ant hill!"

"That's what it means in Saxon," she said. "I don't know why they named it Amptil." She was speaking in that unflappable tone of a seasoned navigator. Like the voice of an aircraft controller calmly reassuring a pilot who is about to crash.

Well, what the hell, I thought. Somehow we'll get there. It's a mission to Marion's ancestral roots and I am the pilot. Pilots -- even pilots driving rickety Rovers -- don't panic. Still I wondered; why do Brits to this

day insist that their cars be specially made with steering wheels on the right side. The side where everyone knows God intended passengers to sit just as he intended cars to stay on the right side of the road.

We were retracing Marion's English roots; roots going back to 1,600 and beyond. Time to get with it. If Marion's ancestor, Colonel Nichols (Nichols was Marion's maiden name) could die for his country, surely I could face up to a roundabout or two.

While Marion was reading up on family history, I was brushing up on roundabouts and roads. Backroads in jolly old England were built thousands of years ago by the industrious Roman conquerors. Good thing. The Brits have been using them ever since without further investment or change.

Except one.

They added the roundabout. Added them randomly -- and I might add willy-nilly -- throughout all of England. Some say they are evidence that Englishmen do indeed have a sense of humor.

As I pondered their purpose, if any, our Rover crested a hill and there dead ahead was a dreaded roundabout. A circle of roadway haphazardly joining together roads in all directions. I'd calculate that some eight or so roads lead into -- and ultimately out of -- this roundabout. At midday, the roundabout was filled with cars; cars whose drivers seemed to know exactly where and how to exit.

I eased the Rover into the whirling traffic stream.

'Don't let them think you're a dumb American tourist', I told myself, circling faster and faster

while trying to make out the mishmash of roadsigns pointing every which way. Unperturbed and unaware, Marion was still studying her genealogy.

I began to detect the depth of deviousness in roundabouts. As your speed increases, centrifugal force takes over and you

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Continued on page 39

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Tech Quiz Fun: 2012 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. Which of the following is not one of the conditions when the convertible top on a 2008 Boxster should not be operated.

- a. In close proximity to migratory birds
 - b. When one side of the car is on a curb
 - c. Temperatures below 30 degrees
 - d. With strong cross winds (over 50mph)
- Boxster, Boxster S Owner's Manual pg. 176*

2. The 2008 Boxster has (2) 12V sockets for electrical accessories. What is the maximum power for both of these sockets together?

- a. 80 W
- b. 200W
- c. 120W
- d. 70 W

Boxster, Boxster S Owner's Manual pg.147

3. On a 2007 Cayman and Cayman S the rear tire pressure is 36 psi regardless if 17", 18" or 19" wheels are fitted.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 299

4. The carbon-fiber and fabric top on a Boxster Spyder weighs 12 lbs.

- a. True
- b. False

Excellence Nov 2011 pg. 74

5. The original 2.5 liter engine in the Boxster had the engine code M 96.20. When the displacement was increased to 2.7 liters what was the new engine code?

- a. M 96.21
- b. M96.22

- c. M97.20
- d. M97.24

Porsche Boxster Service Manual Bentley Publishers pg. 02-3

6. Which of the following statements about the 2.5 liter Boxster motor is not true?

- a. It used Nikasil cylinder sleeves
- b. It used LOKASIL cylinder sleeves
- c. It incorporated three piece cylinder heads
- d. It was equipped with hydraulic valve lifters

Porsche Boxster Service Manual Bentley Publishers pg 02-3

7. In 2004 Porsche released the Boxster 550 Spyder to celebrate the 50-year anniversary of the 550 Spyder race cars. These cars were finished in GT Silver over a _____ leather interior.

- a. Terracota
- b. Carrera Red
- c. Cocoa
- d. Dark Grey

Excellence Nov 2011 pg. 118

8. The engine oil consumption for a M 97/20 Boxster engine is up to 1.6 quarts per 622 miles but the M97/21 Boxster S engine is 1.8 quarts per 622 miles

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg. 274

9. In late 1997 Porsche contracted some Boxster production to Valmet in Finland. The cars built in Finland can be differentiated from the cars made in Germany via a "V" in the 11 digit of the VIN.

- a. True
- b. False

Christophorus "60 Years in America" Vol 347 pg. 117

10. If the central locking system on your 2007 Cayman is operated more than twenty times within a minute, further operation is blocked for 30 seconds.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 259

11. On a Cayman or Cayman S the VIN is located at the bottom left behind the windshield and _____.

- a. in the left-hand door aperture
 - b. in the rear luggage compartment under the carpet
 - c. in the front luggage compartment under the battery cover
 - d. There is only one VIN location.
- Cayman, Cayman S Owner's Manual pg. 292*

12. With the Boxster, Porsche took the Weissach axle principle one step further. As lateral acceleration increases it deliberately increases the car's _____ allowing the brakes to be applied in a corner without the paying the usual price.

- a. positive camber
- b. oversteer
- c. understeer
- d. negative camber

Up-Fixin der Porsche Vol 11 pg 202

13. If the ignition key is removed and the luggage compartment is open the light will automatically switch off after approximately 2 hours.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 259

14. The gear ratios on a 2007 Cayman 5-speed manual transmission are the same as on a 2007 Cayman S 5-speed manual transmission.

- a. True
- b. False

Cayman, Cayman S Owner's Manual pg. 296

15. On a 2008 Boxster/Boxster S engine oil level is automatically measured during refueling if the refueling is completed within 15 minutes

- a. True
- b. False

Boxster, Boxster S Owner's Manual pg. 120

Answers page 8

Members . . .

continued from page 24

many great members who have, and continue, to give generously of their time and talents to make this club as vital an organization as it has been and hopefully will continue to be.

New members and volunteers WILL keep this club going for another 58 years. If you are interested in volunteering for an event, see any of eventmasters, check the Club Committee listing for contact information.

If you are interested in volunteering within our club's administration just send me, or the club's president, an email. We'd love to hear from you!

Join in making 2016 a safe and enjoyable driving year. See you at our New Members/New Members Meetings coming up in April . . . Dates and times are listed in our calendar and on page 15 of this issue.

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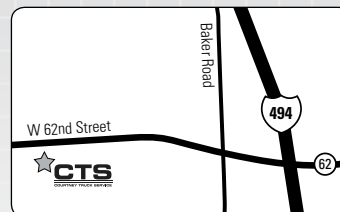
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Heading Out

by Pedro Bonilla, z
Pedro's Garage

Originally published in the
January 2014 issue of
"Die Porsche Kassette"

The ONLY way you can make more power in an internal combustion engine is to push more air through it, period. You can do this by increasing the displacement (boring out the cylinders), by adding forced-air induction, such as with a Turbo or a Supercharger Kit, or by making your engine's airflow more efficient.

But you can cheat and use a loophole whereby you can reduce wasted energy (make more power) by improving the exhaust side of things by adding headers.

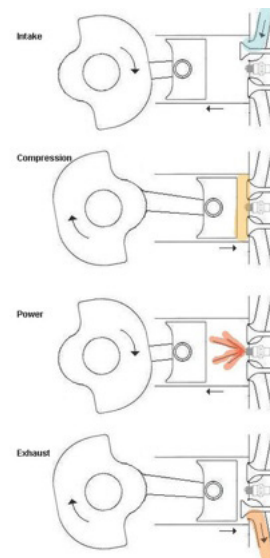
Looking at the four stroke diagram you can see that the engine produces all its



power during the power stroke.

The Intake, Compression and Exhaust strokes are required to make the power stroke possible but they drain power from the Power stroke.

In the Power stroke the gasoline and air mixture is ignited by the spark. It explodes and as the gasses expand, they push the piston back, thus generating power.



At the Exhaust stroke, back pressure is a certain way to lose power.

When the exhaust valves open at the beginning of the exhaust stroke, the piston pushes the gasses out of the cylinder and if there's any resistance that these gasses have to overcome, such as back pressure, then power is wasted.

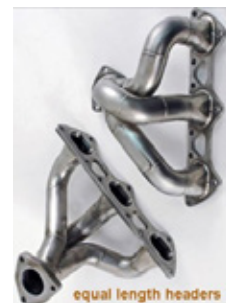
In a flat-6 Porsche engine, whether air or water cooled, the exhaust gases end up in the exhaust manifold. From the manifold, the gases flow into one pipe, through the catalytic converter(s), through the muffler and its baffles, and finally out to the atmosphere.

At the exhaust manifold, one cylinder's exhaust creates back pressure for the other two cylinders.

What makes the headers work is that they help to eliminate back pressure. Instead of having all three cylinders on one side of the engine share one common exhaust manifold, with headers, each cylinder gets it's own exhaust pipe.



standard exhaust manifold



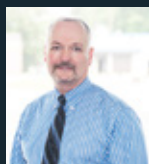
equal length headers



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All three pipes come together into a larger pipe called the collector. Each one of the three pipes is cut and bent so that they all have the same length as the other two. By making them the same length, it guarantees that each cylinder's exhaust gases arrive in the collector spaced out equally so there is no back pressure generated by the cylinders sharing the collector. This reduces wasted energy.

But remember that if you want to make more power you'll have to increase the air flow from the air filter all the way to the exhaust tips, and many times it requires replacing and/or improving the: air filter, intake tube, throttle body, intake manifold, exhaust manifold, catalytic converter(s) and muffler.

Finally, after you do all this you'll need to remap the car's computer so that it can all come together efficiently.

Psychology . . .

continued from page 18

Paradise car wash or let the High School Girls Club wash it for their fund-raiser.

(12) I will try to find a parking spot away from other cars and at the end of the parking lot, even if I have to walk a block to the mall. I promise NOT to swear at the car or him while I am walking.

(13) Once in a while I will read a Porsche magazine (even a technical article) instead of watching a soap on TV.

(14) When he's explaining something about the transmission or engine, I promise to pay attention and try to grasp the importance of what he's saying (instead of interjecting what's for dinner in the middle of what's bad about not pushing the clutch all the way to the floor).

(15) I promise I won't hate our Porsche more than I love him.

Chronicles . . .

continued from page 33

are literally flung out of the roundabout. As we spun out, I got a glimpse of a sign that said "Harrold".

It seemed best to shut up and keep driving. In no time and to Marion's utter surprise, we found ourselves in Harrold. A quaint and quiet little village of 1,500 souls. It seemed frozen in time. Agreeing that I had made enough mistakes for one day, we found lodging and a delightful pub, The Oakley Arms. A couple of pints of bitter and shepherd pies later, all was forgiven.

"Maybe those roundabouts are a good way to see more of England," I offered.

Next day, we followed a roundabout-free route to Amptil. Marion had filled me in. Colonel Richard Nichols was in the service of England's Duke of York. In 1664, he defeated the Dutch at New Amsterdam. He promptly renamed the place New York. Otherwise, my Dutch relatives might still be bragging about New Amsterdam; we would be cheering the New Amsterdam Yankees baseball team and so on.

In any event, the brave colonel forgot to duck while fighting a later battle and a -- Dutch -- cannonball ended his illustrious career. We located the Amptil Church, his final resting place. Sure enough, there on the wall was a memorial to Colonel Nichols. A memorial complete with the fatal cannon ball.

I was impressed; even encouraged Marion to dig deeper into her English heritage. Who knows, we might be the rightful owners of a castle or something.

Heading back, I began to enjoy the game of Roundabout Roulette. Once we were spun off to the village of Newport Pagnel. This is where they make those James Bond cars, the Aston Martin. My budget wasn't up to their \$160,000 price, but they did let me pose for pictures with the cars.

If you should find yourself driving about the English countryside, I highly recommend the roundabouts. Don't try to outwit them, just let them spin you off to one adventure after another.

Nord Stern 'Help Wanted' Advertisements

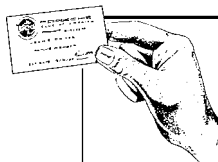
Like many volunteer organizations, Nord Stern is often in need of more volunteers - an effort to reach out to members, we will post here those 'wants' and 'needs'!

Take a moment and consider whether you can step up and fill one of these open positions. Some are 'one shot deals', some will be committee chairs, assistants. We are a fun group with many experienced and helpful members, join us!



- **An assistant Rally-master, with Lon Tusler, contact him at rally@nordstern.org**

- **Membership assistant, with Ed Vazquez, contact him at edmn911@aol.com**



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

2000 Trailex CTE-1741 enclosed trailer



Very good condition- recent repaint(white), aluminum rims, 5 newer tires, unused spare, electric winch, tire rack, extra-long ramps, HD tongue jack, interior lights, electric brakes. A few minor dents and bruises. Exterior 18', interior 14'X80". Fits most 911s, Boxsters and Caymans. Tow w/SUV. Located

in Stillwater, MN \$12,500 Ed Mettelman 914-450-0688.

1997 Porsche 911 Turbo

This black with all-leather tan interior 911 TT features custom, powder-coated three-piece wheels with Michelin Pilot Sport tires with fewer than 2,000 miles on them; 3M invisible bra on all front-facing surfaces, door edges, handles;



original paint (pristine), lightweight racing clutch, bolt-in roll bar, driver and passenger five-point harnesses, battery cut-off, an extra set of BBS wheels with Michelin Pilot Sport Cup tires, genuine Porsche cover, the original rear seat backs and two remote-control keys. With the exception of the clutch, the rest of the car is stock. I've owned the car for seven years. It has been stored about seven months of the year. Never seen snow (rain about five times in that period). Oil (Mobile One) and brake fluid changed every 1,000 miles; clean CARFAX, all records; serviced by Courtney Truck Service. Mileage: 56,600. The car looks and drives like it just came off the showroom floor. Full specifications, options and about 40 pictures can at <http://tony471.wix.com/mysite>. Email: tony@carideogroup.com. 612-964-6441.

2007 Boxster S



One-owner Black with Sand Beige interior and 40,000 miles. Manual, Preferred Package Plus (power seats, Xenons, Heated Seats), wind-stop, Climate Control. Bose Sound Package, CDR24 has been replaced with Pioneer with blue tooth and other modern interfaces. Tires have over 7/32 tread mounted on 18" Cayman S wheels. In very good shape and well cared for. \$27,000. Call Rick at 651-503-7054.

Porsche Targa

Original owner of a 2002 Lapis Blue Porsche Targa. 38,000 miles. Very good condition. \$23,500. Email Michael in Chanhassen, mjb00000@gmail.com

Wheel

I am selling a wheel and tire from a 1973 914. The wheel is a Fuchs alloy 5 1/2 x 15 part# 914.361.001.01. I don't believe the wheel has ever been used or mounted on a car, it isn't perfect but nearly so. The tire may also be the original Continental size 165HR 15/165, believe the tire has ever been used. Both are from a car I once owned, I was the second owner. \$200 or best offer. I also have the jack from the same car. Also selling a floor mat set (four mats) for a 1996 993, brand new still in the box. I believe they fit any 993. They are black with a red Porsche lettering, also for a car I once owned. \$120 or best offer. Please contact me at jpalumbno47@gmail.com or 715.495.8142.

2002 911 C2 4.0L

86000 miles. 4.0L engine conversion. Machining performed by LN Engineering. Assembled at Broadway Auto Tech. IMS Solution oil-fed IMS bearing. Any wearing parts are new. All fluids and maintenance items new. Recent full detail at Carsmotology. \$27,000 firm to nord stern members. bjorn@broadwayautotech.com

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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 Quartz, 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

Needle . . .

continued from page 26

that's a lie. It was just overnight. I picked up the phone the next afternoon and dialed the number. Could this be it? Could dad's car be gathering dust in a garage just 30 minutes from home? A man answered. I must have sounded like a nervous kid asking a pretty girl for his first date. If this guy had dad's car, I thought, I better make a good impression. So I put on my best "mature adult" voice, acted totally nonchalant (or so I thought), and started my story. But before you expect the ultimate climax to this tale, I have to break it to you. I'm afraid it hasn't happened yet. Turns out this particular light ivory car originated in California. It wasn't my dad's 911 after all. So, back on the hunt.

In the mean time I had discovered a photo of the front of dad's car. I had a plate number! A call downtown didn't yield much, the Linn Co. Treasurer only has records back a couple decades. And many of the paper records were destroyed after the big flood. I've seen enough episodes of Law and Order to know that a police detective should be able to find the owner of a car, no matter how old, if they know the plate number. So I call the Cedar Rapids Police and ask for a detective. Surprisingly I get one. I first apologize for wasting their time, then get down to the nitty gritty. The detective is hep to my cause. I give her the plate number. She starts hunting around, him riding shotgun. Grandpa loved it so much he wouldn't let dad 1970 911T coupe, in light ivory. And it was in eastern Iowa. I could barely contain my excitement. I immediately wrote an email to the owner. I waited for days. Okay, that's a lie. It was just overnight. I picked up the phone the next afternoon and dialed the number. Could this be it? Could dad's car be gathering dust in a garage just 30 minutes from home? A man answered. I must have sounded like a nervous kid asking a pretty girl for his first date. If this guy had dad's car, I thought, I better make a good impression. So I put on my best "mature adult" voice, acted totally nonchalant (or so I thought), and started my story. But before you expect the ultimate climax to this tale, I have to break it to you. I'm afraid it hasn't happened yet. Turns out this particular light ivory car originated in California. It wasn't my dad's 911 after all. So, back on the hunt.

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At this point, I have few roads left to venture down, yet I keep on driving.

I've tried to get in touch with Mike Rexroat, the salesman who sold the 911 to dad, but have struck out there. Hopefully I'll be able to make that connection eventually and he'll have perhaps that final little morsel of info that unlocks the location to dad's car. Until then, the wild goose chase continues.

PCA's Zone 10 Directory

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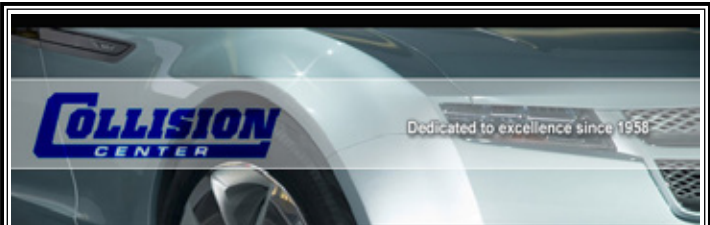
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Who Drives These Things??

*by Danielle Badler,
Rocky Mountain Region*

*Courtesy PCA National
Newsletter Editor*

I was loaned a new Toyota Tacoma TRD Sport 4x4 Double Cab for a few days. Let me be clear about something. I'm the antithesis of a Tacoma driver. I once considered a Lotus Elise. I drove three. I thought it would be the perfect car for me, a vehicle you wear, to proudly show your form, like tight-fitting clothes.

And I almost bought one. Until, on the last test drive, my friend riding shotgun said to me "stop hitting me." Actually, she said it each time I shifted. Turns out my elbow was punching her in the abdomen. And I couldn't contort my body any other way and still shift.

I bought another Porsche.

But, in Colorado, pick-ups are ubiquitous. Maybe even more popular than SUVs. You see them everywhere. Navigating supermarket parking lots. Dropping off kids at day care. I have this nightmare. I'm sitting at a stoplight, in a Porsche, in a, ahem, Porsche sports car. The thing in front of me starts backing up. And I'm squashed, like a bug. Because they didn't have a clue that I was behind them.

In day to day life, just what's the point? Why? Why pick up the dry cleaning in a vehicle that stretches from here to there and back again? Because the vehicle's called a pick-up? And how? Just how do you maneuver, especially in the semi-urban landscape in which I reside? Are they fun to drive? At all? Or do you rationalize the experience by the fact that you're up high, high enough to be able to make eye contact with tractor trailer drivers?

These thoughts and more were pressing on my brain, the first time I hoisted myself ... it's really the only way to describe it ... into the driver's seat.

Looking forward, it was like I was peering out over the prow of an ocean-going vessel. And the hood scoop didn't help forward vision. Why a hood scoop? And where does this thing end?

Looking aft ... sorry, rearward, wasn't much better. Behind the rear bench seat, large enough it could have been pinched from the Fusion parts bin, was a box that went way back to ... I have no idea.

But, oh, starting it up, putting it in reverse, I could see the vehicle was endowed with a rear view camera. That might be helpful, I thought. But what do those horizontal lines on the screen actually mean? Are they accurate? I had no idea. And I didn't want to find out, the hard way.

That became abundantly clear, later in the day, when I endeavored to leave a tight parking lot. Oh, I had parked in an area that I thought afforded me ample room to back up. But what happened was that I really couldn't judge how much rear room I had. By

sight, I had no idea where the stern ... sorry again, the rear bumper, actually was. By camera, the lines were meaningless to me.

So I rocked back and forth, trying to get the thing sideways enough to be able to maneuver out. This went on for a good five minutes, until a woman came up from nowhere and motioned for me to roll down the window. She said I had a good three feet behind me, and offered to help guide me out.

And, with that, she gestured and yelled "back, back, back," way beyond what I would have thought was safe. Until I was far enough back to be able to move forward and out. I yelled down, thank you!

The next day I had a dentist appointment. Like a lot of dentists in my semi-urban confines, my dentist has reserved parking spots. But they're along a narrow alley, where you have to sideslip in to the spaces. There was no way in, and no way out, so to speak, in the Tacoma.

That meant I had to get a spot on the street. And get there early, before they all filled up. Which I did. A spot with a driveway ahead of me, so nobody would park in front, meaning I could pull forward and out.

The plan worked faultlessly.

But it made me think. About something I had witnessed years before, about drivers of low to the ground supercars. I had been at a dealer and watched a Lamborghini driver depart by crabbing sideways to avoid his bumper scraping the driveway. A salesman, watching this scene with me, said the guy plans his route every time he takes the car out.

I thought, that's what happens whenever you drive something extreme, something that's not made, necessarily, for the cut and thrust of daily life.

A low-slung sports car has no problems on the track. But it may not be able to get out of its own driveway.

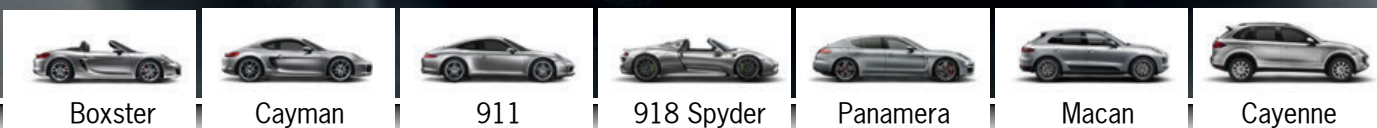
A dual-cab pick-up, like my Tacoma, is great for hauling bags of sakrete or sheetrock to a construction site. But it can hardly get into and out of a Safeway parking lot.

Oh, don't get me wrong. The Tacoma was solid. It worked just like any Toyota vehicle. It had cruise, satellite radio, that rear view camera, keyless entry. Though it did roll a bit harshly. And that made me think that it might be stiffly sprung to enable enthusiastic cornering speeds. But no, as I found out. But I'm sure it was very capable at hauling large loads.

Oh, and according to the Mulroney sticker, it gets 20 mpg on average. Not bad. But I guess I'm just not into planning my day by what I drive.



Porsche 911 Carrera S



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

A Porsche is no ordinary sports car, but a sports car for everyday driving, whatever the weather. It's more than just a vehicle. It is an expression of freedom and provides a little bit of fun and the sense of living the dream in an otherwise serious world. Driving a Porsche makes that dream attainable.

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