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September 2016

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NORD STERN

PORSCHE

SEPTEMBER 2016

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Cover - by Ron Faust

Captured at the this year's BIR Club Race - back of a new 911 - a beautiful view!

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

2. Next, join Nord Stern

- Visit www.nordstern.org and pay dues via Paypal (http://usa35.noip) hotlink is on the Join/Renew page.
- Or, send check, payable to Nord Stern, directly to Ed via the snail mail address below.
- Your membership information with PCA will be available for the club's records.

3. To **RENEW** an existing Nord Stern membership visit www.nordstern.org and pay via PayPal (link is in instructions on how to Join/Renew or use: http://usa35.noip.me). Or, you may send your check, payable to Nord Stern, to Ed via his snail mail address below.

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

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

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email: edmn911©aol.com or
612.720.0760 (cell)

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$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

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Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612.845.4509

Welcome . . .

New Nord Stern Members

We hope to see you at upcoming events!

Steve Berguetski
Eagan, MN
2001 Boxster S Black

Kurt Jensen
Orono, MN
1983 911 SC Red

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.

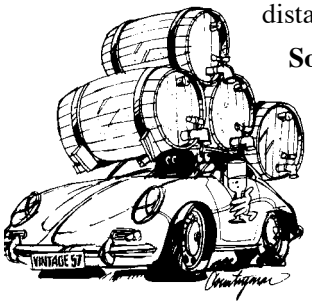
Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver 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 Prez Sez . . .

by Paul Ingebrigtsen

Summer has flown past us and we are now motoring into a rich and full September schedule. We kick things off with the Rochester Labor Day Weekend BBQ on the 4th, followed by the PCA Treffen to Lake Tahoe taking place from September 7 - 11, our monthly Business Meetings resume on the 13th, Last Fling Driver's Training and Driver's Education events are September 16 - 18 at BIR, the All-German Car Show (in conjunction with the Mercedes Club) is September 17 at the AutoMotorPlex in Chanhassen and closing out the month is the wonderful, annual Fall Color Tour, September 30 – October 2 on the North Shore of Lake Superior, headquartered out of Blue Fin. Whew. You can find details for these events in this newsletter, or on the website. There really is something for everyone, so don't miss the chance to enjoy these fall activities, because the dreaded "W" word is coming!

If you have not driven your car on the track before and are interested in some fast, safe fun, I strongly encourage you to sign up now for the Last Fling Driver's Training (DT) day, as it fills up quickly and we only offer it in the Spring and Fall. This is a day of classroom and on-track exercises with an Instructor that will qualify you to drive solo on the track at our Driver's Education (DE) events and events in other regions. You can follow that up with two days of on-track driving in our Last Fling DE event the same weekend.

Taking a glance in the rear view mirror, our Fast Fling/Club Race weekend at the end of July was a spectacular event. Special thanks to **Doug Anderson**, the Eventmaster, and to all of the Nord Stern and National Club Race staff volunteers who helped make the on-track event possible. Special thanks also go to **Chris Tobkin, Keith Jones, Christie Boeder** and all the volunteers who helped organize the Charity auctions. Plus a big thank you to all the donors - and all our buyers! We also had great participation and sponsor support from our local Porsche Dealers. Our club members, friends, family contributed to the $19,200 that went to Courage Kenny at this year's event! Your generosity is simply amazing!

I wanted to finish with another story from our Club Race event. My good friend Steve, who was responsible for introducing me to the PCA slippery slope many years ago, drove up from St. Louis, MO to participate in the Club Race. On the morning of the first race, his car just would not start. Nord Sterners sprung into action, with diagnostic help from one of our service sponsors, a visitor from another region offering up a spare ignition coil, plus one of our long-time members came up with a spare ignition module. Voila. Problem solved! Weekend saved. It's what we do – help each other and help others less fortunate. I am proud to be a member of this club!

It's not just the cars . . . it's the people.

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1/8 pg.	N/A	$30	$20
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From the Editor . . .

by Christie Boeder
'73 911

I again have the joy of lots of member-submitted articles, photos, information, upcoming events and myriad club-related stuff to feature in this issue. It may be the 'beginning' of fall according to the calendar, but that doesn't mean anything has slowed down in the Nord Stern world for sure!

This time of the year is one I always comment being such a favorite. And this year is certainly no different. There just is something about the start of a new season - and one that in particular often means great weather, beautiful sights and sounds all around the wonderful land of Minnesota. Having traveling a lot this summer through several western states as well as southern British Columbia, CA and Ontario, CA, it strikes me how much beauty there is in this state. I guess I just am one of those who quite inspired by my physical surroundings (as well as the weather)! No doubt the Pacific NW would be a tad difficult for this Boeder.

No matter what your interest is there's plenty going on so be sure to take a look at the calendar. Get out and enjoy the fall weather the best you can, drive, drive drive! After all we are a car club and I trust members have been out and about driving their P-cars whether it be as a daily driver, a touring Sunday outing type of event or out on a track - high speed OR lower speed autocrossing. As yes, there are autocrossing options in our area. Andy Golfis has been leading the charge there so be sure to check in with our calendar or Andy directly. I know that's how I got my first taste of learning the physics of car control, tires, brakes, apexing, acceleration and all things related to driving in control at all times! Great for daily driving, too!

Above: Nord Stern member and club racer Tom Hayes has one wicked sense of humor! Love it.

SEPTEMBER ***2016***

4 **Informal Annual Rochester Labor Day Weekend BBQ**
Note: Sunday, September 4 from Noon to 4 p.m.
New Location, No RSVP required, see pg. 22

11 **Super Sunday II AutoX**
COM Autocross at Dakota County Technical College
Register 8-9 a.m.; Tech 8 - 9:15 a.m.
Driver's Mtg 9:45 a.m.
Preregister at motorsportsreg.com - $30
Register at the track - $35

7-11 **Inaugural Treffen (replaces 'Escapes')**
Lake Tahoe, in partnership with Sierra Nevada Region
Resort at Squaw Creek in Olympic Valley, California

13 **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 **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 in Chanhansen,
with Mercedes Benz Club
Eventmaster: Paul Bergquist
9 a.m. to 1 p.m.

30-
Oct 2 **Nord Stern Annual Fall Color Tour**
Headquarters: Blue Fin Bay
Eventmaster: John Dixon, eyerack@tcq.net
or 952.939.9071
Probable Destination: Grand Portage!

OCTOBER ***2016***

9 **Informal Beer and Bark Tour**
Eventmaster: Jeff & BJ Boehm**,** Details TBA

11 **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!

NOVEMBER ***2016***

8 **Nord Stern Business Meeting (Tuesday)**
Location: Grizzly's in Plymouth
220 Carlson Pkwy N.
6:30 p.m. Social, 7 p.m. Business Meeting

13 **Annual Old Log Theater Event**
Lunch and Performance
Million Dollar Quartet @ 2 p.m., with Mercedes
Benz Club**,** Eventmaster: Paul Bergquist
Cost: $56 per person

"Third Thursdays" of each month
An Informal 'Post-Work' Social, 5 p.m. at

CLUB JAGER
923 Washington Ave. North, Mpls, MN 55401 612.332.2686

website: http://clubjager.com/

MNC&C, 2016

:

- 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.

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Vino in the Valley 2016

It was a beautiful day: event very well-organized, new members and seasoned ones, lots of beautiful Porsches in all colors years, and styles, those fun curves and awesome views, engine sounds after stop signs, delicious dinner at Vino, visiting with friends and a relaxing drive home! What more would a great Nord Stern event need! A few unusual situations but nothing too horrific.

Thanks to **Randy Walker, Ed Vasquez** and **Todd Smith** for being organized and helpful, and to everyone who came and participated. It was great!

– Marsha & Mike Drake

Second that! Thanks Randy, Ed, Todd and Nord Stern for hosting such a great event. Can't wait for next year.

– Mark Schumacher

Yes, another beautiful day with the top down in South Western Wisconsin. Thank you Randy, as always a well-organized and great day. And to Ed, Dave, and Todd for managing the line of cars, sounded like someone had a tire problem early on and it's good to have these folks.

– Gregory J. Stanich

A late ditto to all previous comments. Great job of organizing and arranging for so many newly repaved roads – best rally yet! Plus the perfect day. Here's to many more to come!

– Terry Saxton

Nord Stern Club Race and DE 2016

The 2016 Nord Stern Club Race is in the books and it was another great weekend! Many thanks to all the many other volunteers who made it all happen. Thanks also to Lynn and Paul of **Track Side Tire** who again gave us exceptional tire support at the track.

The silent and live auctions for Courage Kenny were HUUUGE! I expect we will be getting a final tally soon, but it was one our best ever. We also enjoyed great support from additional newsletter advertisers including Porsche of Minneapolis. The racing was fantastic and we were fortunately able to work around Saturday's thunderstorms. There were also many DE'ers with happy smiles and many spectators who had a great time as well.

– Paul Ingebrigtsen

Amen. Great race weekend. Thanks to all the people who helped make it happen.

– Chip Smith

As all of us can imagine, it truly DOES take team effort to pull off most successful events and our annual Club Race weekend extravanganza is NO exception!

Eventmaster **Doug Anderson** along with numerous volunteers and helpers put on an excellent weekend filled with plenty of action on the track, in the paddock, in the Quattro Garage, a wonderful silent auction and an extremely 'lively' live auction!

It was a highly successful endeavor and there are many to thank for volunteering their time and talents, all those who donated items and to those who bid and bought a LOT of cool stuff. Awesome weekend and while we have attempted to include ALL those who helped out, if we missed anyone please let us know so we can add to 'this great list'!

Club Race Steward: **Dave Rodenroth**

Club Race Scrutineer: **Chester Bailey**

Club Race Timing: **Franklin Kalk**

Club Race Registrar: **Kim Fritze**

Chalk Talk for racers: **Jerry Greene**

DE Registrar, Garage Space Coordinator, Grid & Pit Volunteer, Happy Hour Food Provider, Corner Worker Paymaster, Webmaster, General Source of Wisdom, Most Everything Else: **Dave Anderson**

Registration Support, Pit Wall Numbering, Grid & Pit Volunteer: **Mary Driscoll**

Steward's Assistant: **Terry Saxton**

Timing & Scoring Assistant: **Ed Tripet**

Scrutineering Assistants: **John Pool** and **Lance Link**

Tech Chair: **Kris Meacham**

Corner Worker Coordinator, Safety Chair: **Paul Ingebrigtsen**

Pit & Grid Coordinator: **Loran Hall, Bobbie** and **Jim Miller, Ann Bennion** and **Bill Groschens**

Pace Car Driver: **Ron Faust**

Pace Car Communicator, Parade Lap Leader: **Don Erickson** (Saturday) and **Lara Dant** (Sunday)

Medical Liaison: **Steve Powless**

Insurance Coordinator: **Michele Johnson**

Charity Chair: **Chris Tobkin**

Charity Support: **Keith Jones**

Live/Silent Auction Checkout: **Stephen Bariteau**/of Courage Kenny, **Christie Boeder** and **Lara Dant**

Event Logo Artist: **Roger Johnson**

Chief Reimburser: **Jeff Bluhm**

Track Liaison: **Jim Bahner**

DE Observer, Parade Lap Leader: **Glen Larson**

Pocket Schedule Designer, Info Table Guru: **Christie Boeder**

PCA Zone 10 Rep: **Julie Bailey**

AND, tada, our wonderful event Sponsors: **Porsche Minneapolis, Raymond Auto Body, Imola Motorsports**

It takes a village for sure! A sincere thank you to all of the above named folks. It cannot be done without everyone working today. Perhaps that's a bit trite but it so true. Hopefully, we didn't miss anyone.

Nord Stern Porsche Club

Member-Wear

	Port & Company ***100% Cotton T-Shirt*** • Heavyweight 6.1-ounce, 100% (preshrunk) • Shoulder-to-Shoulder Taping • Coverseamed Neck • Double Needle Hem • Black w/Nord Stern Logo *Small – XLarge - $20.00 Each* *2XLarge - $22.00*	**Men's Size**	**Quantity**	**$ Item Total**
	Cutter & Buck ***Tournament Pique Polo*** • 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 *Small – 3XLarge - $45.00 Each* 	**Men's Size**	**Quantity**	**$ Item Total**
		Ladies' Size	**Quantity**	**$ Item Total**
	Eddie Bauer ***Packable Wind Jacket*** 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 unzippered pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon. *Small – Xlarge - $50.00 Each* *2XLarge - $52.50*	**Men's Size**	**Quantity**	**$ Item Total**
		Ladies' Size	**Quantity**	**$ Item Total**
	Port Authority ***Dry Zone Cap*** An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill. • 55/45 poly/polypropylene double knit • Unstructured • Low Profile • Hook & Loop Closure ***$20.00 Each***		**Quantity**	**$ Item Total**
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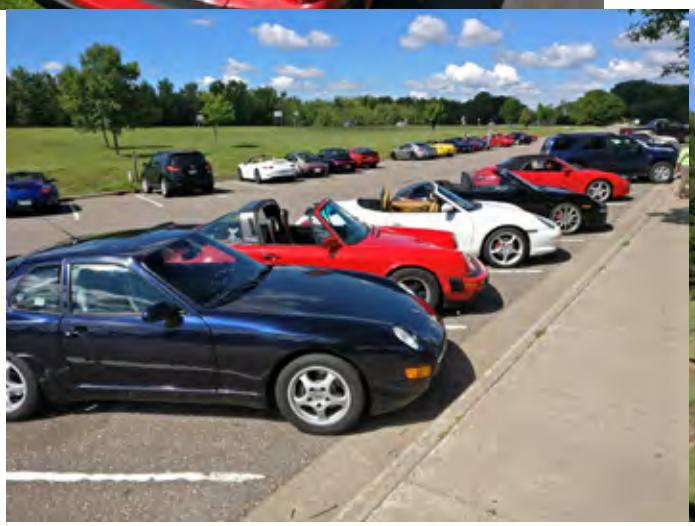
Contact Phone #				

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

Out and About with Nord Stern's Vino in the Valley 2016

photos by Merrill Aldrich



How to Have Fun When Your Wife is out of Town for the Weekend!

by Andy Golfis

So what do you do when your wife is gone for the weekend? I know what you're thinking and you're right. How many car shows can I go to in four days? I started by checking the internet to see what car events were happening that weekend. I found CarShowNationals.com which listed all of the car related events in the state and found that I could take in four different events (and I stress the word different). They included:

1. **Wheels of Italy Pazzaluna Under the Crazy Moon,** Thursday, downtown St. Paul
2. **North St. Paul History Cruze Car Show**, Friday, North St. Paul
3. **King of Diamonds Gentlemen's Club Hottest Car Show VII**, Saturday, Inver Grove Heights
4. **AutoLieben Motorsports Fest**, Sunday, Afton Alps

Here are my observations:

Wheels of Italy has been around for maybe ten years and usually has its main event late August or early September at Lake Calhoun with anything that you can drive there that is Italian from Vespa scooters to one of a kind Ferrari's. The Pazzaluna event was a much smaller event in the heart of downtown St. Paul where they block off the street for Italian only vehicles. I drove my 1981 Lancia Beta.

- Up Scale Crowd
- Too Crowded to get a photo of any car or motorcycle
- Restaurants were too busy to get anything to eat
- Beer and wine was good
- People watching was amazing, it was a the place to be seen in St. Paul, lots of beautiful Trophy's
- Electric feel to the event, like you got in free and didn't have pay a cover charge
- People were great and knowledgeable about the cars that were there

North St. Paul History Cruze Car Show is an ongoing event every Friday night from June through September. All cars must be 1975 or older to drive the Main Street - which is closed to all other traffic. The only thing that I have that would qualify is a 1969 Triumph Bonneville, but motorcycles were not allowed.

- The crowd was good mix of young and old families and old farts like me that came to find and photograph the car they had, and wished they had kept
- Lots of cars, 200 maybe, mostly American steel
- Lots of baseball caps and goatees (!)
- Lawn chairs lined the street to watch the new cars arrive and find a parking spot
- Lots of State Fair food and a beer garden
- Good Live music, two Tribute Bands
- Lots of room to take photos
- Older customs, original barn finds and original restorations

King of Diamonds Gentlemen's Hottest Car Show VII is an annual fund-raiser event for Homes for our Troops. The event was held in the King of Diamonds parking lot. The variety of car, trucks and motorcycles was the most diverse of any of the events. I drove my 997. There were two Porsches represented.

- Big is better, rims, wheels and speakers
- Loud is good too, sound system so big you barely had room inside to fit a driver
- People watching was distracting, I did mention that it was at a gentlemen's club event
- People were (very) friendly

Continued on page 18

SUPER SUNDAY II AUTOX

SEPTEMBER 11th, 2016

REGISTRATION	0800-0900
TECH	0800-09:15
DRIVER'S MTG	09:45
First Car Out	10:15

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Morrie's Teen Defensive Driving Schools 2016

It's hard to believe that Morrie's Teen Defensive Driving School is kicking off its third season. To date nearly 200 teens have become safer drivers thanks to a program emphasizing accident avoidance and teaches real-life driving skills new drivers simply don't learn in traditional driver's education courses. This program provides an enormous service to the community. Response and participation has been incredibly positive and for that reason demand far outweighs supply. Last year the program quickly sold out so interested individuals need to visit the registration page sooner than later!

2016 School Dates: Saturday, September 24, Saturday, October 22, Saturday, November 12

For 2016 the school will be held at Dunwoody College in Minneapolis. Each Saturday runs from 8 a.m. to 4:30.p.m.

- WHAT IS INCLUDED? Morrie's will provide a light breakfast and lunch for attendees. A selection of beverages will be available throughout the day.
- WHAT TO BRING? Students see the most benefit when they take the course in the car that they drive most often, therefore this car should be brought to the school. Each car should be in working order and will undergo an inspection prior to in-car exercises. The school will run rain or shine, so be sure to prepare for the day.
- WHO SHOULD ATTEND? Young drivers ages 15 to 19 must possess a valid state issued learner's permit or driver's license. We also ask that a parent or guardian attend the school.
- HOW MUCH DOES IT COST? The course costs $129. Info: http://www.morries.com/custom/teen_driving_school

Watch the Kare11 story on Morrie's Teen School: http://tinyurl.com/qaabjes.

Coolant / Antifreeze

by Pedro Bonilla

Originally published in the "Die Porsche Kassette"

Once upon a time you could only use Porsche coolant in your water-cooled Porsche, but times and products have changed and now you have a choice . . . several, actually.

Logically, you'd think that a "wasserboxer" engine (water cooled boxer engine) would be cooled with wasser (water) right? Not exactly. And why does it need to be water cooled, anyway?

A typical, six cylinder Porsche cruising at around 70 mph (3,350 RPM) will produce 10,050 controlled explosions per minute inside the engine, as the spark plugs ignite the fuel/air mixture in each cylinder. Obviously, these explosions produce an enormous amount of heat, and if not controlled, will destroy the engine in a matter of minutes. Historically there have been two choices for controlling this heat: air and water cooling. The original Porsche engines were all air-cooled, but with the advent of more strict environmental regulations it became more efficient to use water instead of air to cool the engines and now all internal-combustion engines in Porsches are water cooled.

Pure water is probably the best fluid for holding and transferring heat, but it has three problems. It freezes at 32º F which causes it to become solid and expand, cracking the engine; it boils at 212º F turning into vapor at too low a temperature considering those generated by the internal combustion engine; and pure water running through the cooling system would promote internal galvanic corrosion.

So, science came to the rescue. By adding a chemical product known as Ethylene Glycol(C2H6O2) to pure water, it changes the freezing and boiling points of the new fluid, now known as antifreeze or coolant.

Adding Ethylene Glycol obtained the needed anti-freezing qualities, but the coolant still boiled at too low a temperature. So again, science to the rescue. By pressurizing the system to a safe pressure of 14.7 psi the boiling temperature of the coolant is now raised another 45º F (25º C) so the coolant can withstand the higher temperatures without boiling. Coolant or antifreeze, has four basic functions:

1. It must carry heat from the engine to the radiators

2. It must not freeze in winter and must not boil in high temperature environments

3. It must lubricate the system's moving parts such as the water pump, and

4. It must protect the cooling system against corrosion

There are three basic types of coolants based on the additives used:

Inorganic Additive Technology (IAT), Organic Additive Technology (OAT) and Hybrid Organic Additive Technology (HOAT). Although, technically each one of these would work on any automotive cooling system, each one was developed to meet specific manufacturer's needs.

IAT has been around since the first water-cooled engines. It contains silicates and or phosphates that form a protective barrier on everything in the cooling system, even on the hoses. IAT coolant is generally recommended for iron-block and heavy-duty engines.

OAT coolants work differently. Aluminum and ferrous metals form a surface-layer of corrosion in the presence of moisture. OAT coolants anneal (transform by the engine's heating and cooling cycles) this metal-oxide layer into a thin surface coating that protects against further corrosion. OAT coolant is what's in our engines because most of the components are aluminum.

HOAT are hybrid coolants that use both silicate and organic acid corrosion inhibitors, generally recommended for engines that have iron-blocks and aluminum heads.

The recommended antifreeze for our Porsche vehicles is the OAT type.

Many of the famous, over-the-counter brands offer OAT coolant with an aluminum-protecting inhibitor package and contain no silicates, borates or phosphates and will be stated as such on their labels. Generally these are called "Extended Life Antifreeze Coolant".

These coolants can be put on top of the existing Porsche coolant, if needed for a top off, even if it's a different color, and although Porsche sells its coolant as a lifetime product, whenever there's a need to service any cooling system component, such as a radiator, the thermostat or the water pump, for which the system must be drained, fresh coolant mix should be used

to ensure that the additives are there in the necessary quantities to protect the newly installed surfaces.

As we saw in the table (above) the recommended mix for most of us in the lower 48 is a 50/50 mix of antifreeze and water. Because tap water contains many minerals and chemicals which could reduce or eliminate the wanted effects of the additives, it is highly recommended that distilled water be used for the dilution. You can purchase an already diluted 50/50 mix from most of the antifreeze manufacturers, but it is generally cheaper if you make the mix yourself and you can also adjust the proportion to your specific needs.

Check your coolant level frequently. If you notice a drop in level (from cold to cold) check your coolant cap. Chances are it's an old (even an original) cap which needs to be replaced after 4 or 5 years, since it can lose its pressure-holding ability. If you need to top off, it's fine to do it with just distilled water. You don't need to use mix, not for a small amount.

The Ethylene Glycol used in coolant is poisonous to humans and pets. Take all necessary precautions.

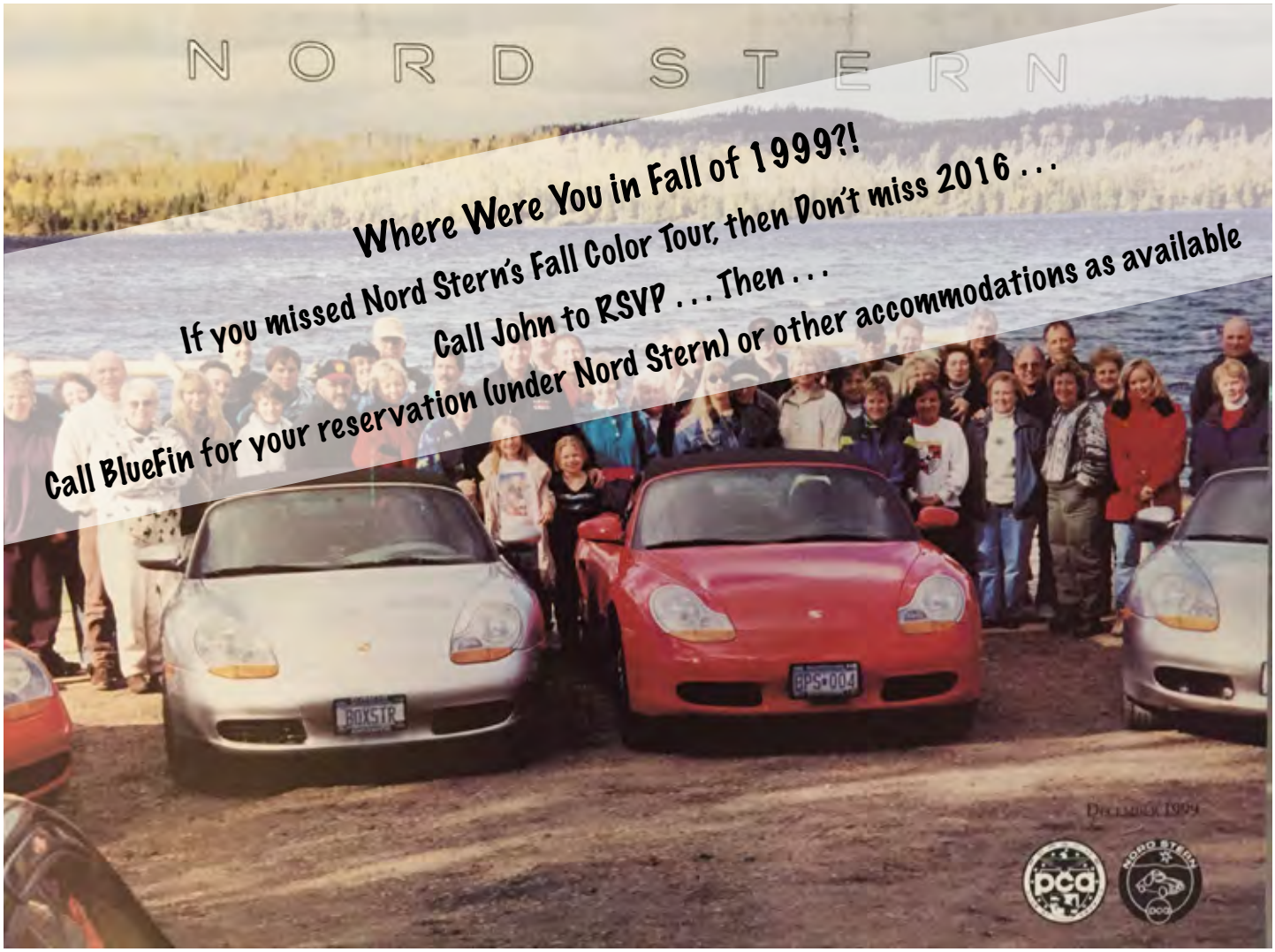
On a final note, regarding the "mixing of non-Porsche coolant with Porsche coolant will turn to gel" issue, here's the scoop.

Porsche was one of the first manufacturers to use an allaluminum engine and they were pioneers in the development of the Organic Additive Technology (OAT) for antifreeze. In those days the concentration of silicates, borates and phosphates (among others) was so high in the commercially available IAT coolants that when mixed with OAT this would cause the additives to precipitate out of solution and would clog many of the fine cooling vanes in the radiators and engine. This precipitate had the consistency of slush. Bottom line:

Don't mix different types of antifreeze.

To obtain additional information about antifreeze/coolant, cooling systems and more, please visit my website at www.PedrosGarage.com.

Happy Porsche-ing, Pedro



24th Annual Nord Stern North Shore Fall Color Tour 2016! • Sept 30 - Oct 2, 2016

Eventmaster: John Dixon, email: eyerack@tcq.net • Headquarters: Blue Fin Bay, Tofte

Auto Shows . . .

continued from page 14

- Younger crowd, not many families
- Lots of tattoos
- Some of the most interesting cars of the weekend

- Plenty of State Fair food and a beer garden
- Calendars were for sale

AutoLieben Motorsport Fest at Afton Alps second annual charity event. This is a gathering of different German Auto Clubs with the biggest showing being BMW followed by Porsche, Audi and Mercedes. This was the only car event which I was originally going to go to, I'm glad that I altered my schedule and did something different after meeting so many interesting people in the last four days. I drove my 968 Cabriolet.

- The crowd was a mix of ages, a lot of couples
- Friendly group of people
- Limited food and beverages
- Ran into friends from Nord Stern
- Beautiful location to have an event

- Bloody Marys were great
- People **love** to talk about their cars

Where do I start after four days of fun with cars of all shapes and sizes, pedigrees and proportions? Come on . . . Who knew that they have 32" rims for motorcycles or that you have to tighten the spokes every season on your XKE wire rims. People LOVE to talk about cars - especially their car - or the one that they should have held on to.

It was a surprise to find such a diverse selection of car events in one weekend. I was amazed at how much fun it was to step outside of my comfort zone and go to different events, so don't be afraid to try something different. The other thing I would suggest is to bring your car to the event, it made the event more fun and was easier to talk to people about cars and your car club while at the same time support a charity.

As my wife is famous for telling me "use it or lose it," get involved, and let people know that Porsche people are interested in all kinds of cars. I need to warn you though, that ever since I used CarShowNationals.com to plan my car event weekend, I have been getting emails from E Harmony in Australia which has become a point of contention with my wife, regarding my fun filled weekend.

Too much fun!

The brand new Morrie's Luxury Auto Campus services all luxury makes and models, including Porsche.

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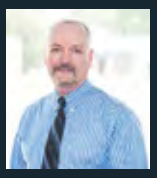

Ron Johnson
Avid Porsche enthusiast & Nord Stern PCA member for over 25 years

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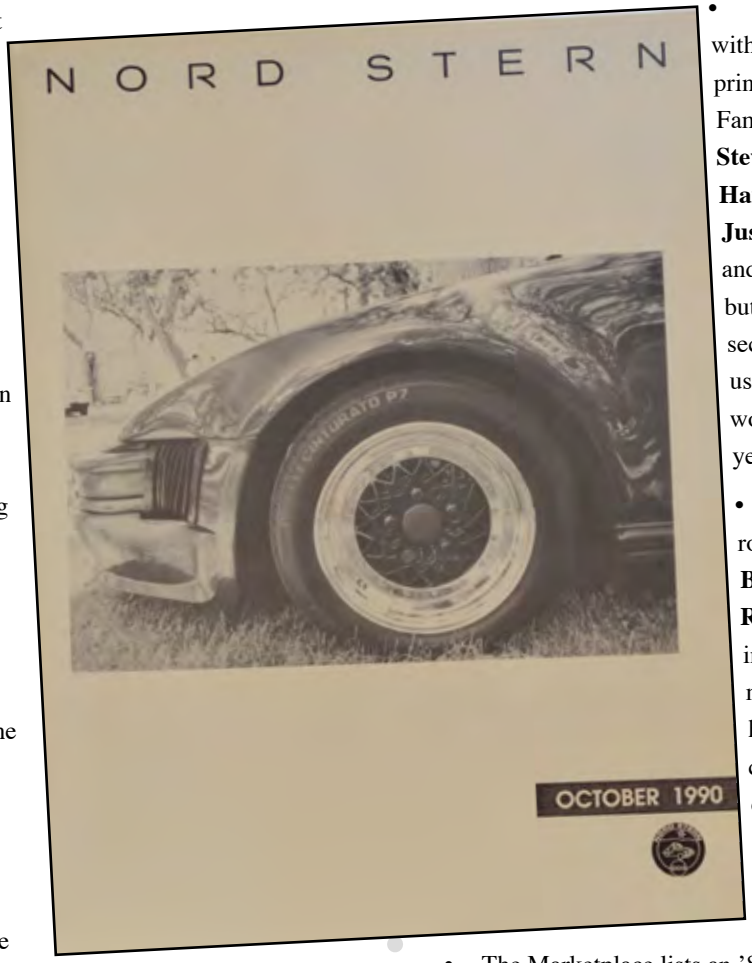
Where We Were – Where We Are – Celebrating 55+ Years of Nord Stern

This is another issue devoting two full pages to timed runs from the Fast Fling. The photography from that event is wonderful. A day tour to the Harbor View in Pepin Wisconsin lists **Bruce** and **Christie Boeder** as attendees, the first mention of their names I've seen in this newsletter. The newsletter editors are begging for help, Christie. When can you start?

– Ron Faust

(Ha Ha, says the editor! As I mentioned to Ron in an email on this issue, this really was the first event the Boeders attended as new members of Nord Stern. We were already signed up for that fall's Driver's Training and to say we fell down the slippery slope is perhaps a bit of an understatement in retrospect! I remember the drive through those wonderful roads in Wisconsin as we made our way to the Harbor View Cafe as if it were yesterday. The concept of 'whip effect' was graphically demonstrated as our position in the lineup 'just happened' to put us near the rear. Hmmmm, gotta wonder if a certain other person had ulterior motives. We met quite a few members that day, although I am enjoying seeing the photo from the event as I now notice a number of people who are friends that we didn't meet that particular day! Guess this is the closest I am going to come to time traveling. Thanks, Ron, for the memory jog.)



October 1990

- **Ann Bennion** is still lists herself as "Co-Editor…for the moment". In a recap of all the fun things Nord Sterners do, she mentions BIR. *"Not only does Brainerd give us auto crossing, it also is a social experience with dinners and all that 'what did you get for time' talk."* The timed runs were a fun part of the weekend and not so many drivers left for home early on Sunday afternoon. It was a fun game we played.
- President **Daryl Fortier** continues in the same vein, calling the Last Fling our best event. Many did get their best lap times in the fall, crediting the crisp temperatures with more oxygen going through their cylinders.
- The Autocross Awards Night is October 27th. Prices have gone up to $21 per person for just chicken or fish. Then there were the plates! Beautiful Wilton metal plates each embossed with "Nord Stern" and the year, then engraved with the names of the first, second, or third place finishers in each class.
- Two full pages are filled with Fast Fling results but they're printed in very light dot matrix font. Familiar names like **Peter Kitchak, Steve Watson, Roger Johnson, Hank Godfredson, Jim Seubert, Justin Draper, Daryl Fortier** and **Guy Reeder** led their classes, but the times were still over 200 seconds due to the chicanes being used at the time. Club Racing won't come along for a few more years.
- Nord Stern began to require roll bars for Cabriolets in 1990. **Bill Caldwell, Fred Senn** and **Rick Moe** team up on a custom installation fitting into seat belt mounting bolts. The photos show how it was done. It probably could be called primitive in comparison to the Boxster roll bars that would come out of Stuttgart in another six years, but it worked.
- The Marketplace lists an '87 Turbo with 37,000 miles for $23,000. Also there is an ''86 911 whale tail for $1,400 or B/O.

Above: Tom Turner's 1985 "901s". Tom's car took second place Class V-Street at the Afton Concours.

Our Tour Masters from weather limited.
Bill Caldwell & Mary Hill, not twins, but lookin' good.

Above and left: Touring Wisconsin back roads on their way to Harbor View Cafe were a number of then and now active Nord Sterners - see if you can find anyone you know! Then crowd must have packed the Harbor View - and I can attest that was true!

Wow - a People Gallery!

As our motto states, it's about the people and this issue has a number of 'people' shots gathered here - some are identified in the newsletter and those the editor knows are labeled. For those I don't know or mislabel, send me the info and I'll publish it! These are just great pictures - notice all the smiles - I sense a theme!

Suds, laughs and good friends. Teresa & Peter Vickery.

Jim &Janet Thole.

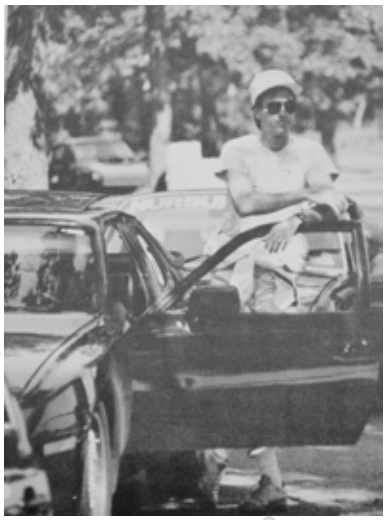
Above, left is Scott Mayer, far right is Ed Jacobson, immediate right is Hank Godfredson, below is President Daryl Fortier, below left is Gordy Doerring and below far right is Don Lawrence - I think!

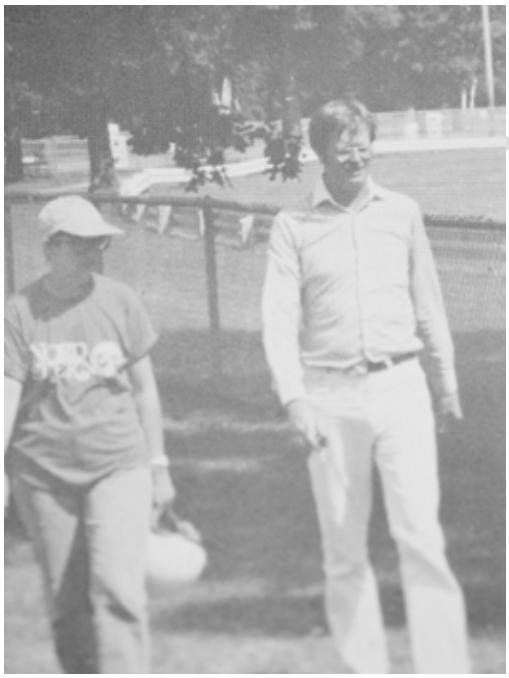
Jeanne Caldwell, Karen Palumbo, Jan Draper enjoying the day.

And your editor is going to correct the above listing as it's wrong! L to R is: Jan Draper, Karen Palumbo and Jeanne Caldwell (now Andeweg)!!

The Scans Continue . . .

Left: Vintage light weight bolt-in 911 roll bar; who knew Rick Moe could weld titanium!





Most of the photos scans above are from Fast Fling, left: John Belgard looks like he's taking a power nap, but more likely going over turn by turn in his mind; he was fast.

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Run That Bull

By me one more time!

by Danielle Badler, Rocky Mountain Region PCA

Have you seen the coverage of Lamborghini's celebration of the 50th anniversary of the Miura? I know, it's not a Porsche. But, hey, how many Porsches can you point to and say, aha, now that's a true iconic game changer with an aesthetic that's probably everlasting? The 904? The original 901? The 356? The Miura? Definitely. Every one made belongs in a museum. They always have. Since the day they were introduced at Turin, 50 years ago. According to news reports, Lamborghini marked the anniversary by wheeling out two of the marque from their museum. And they assembled three "fathers" of the car to celebrate the occasion.

On hand was design god Marcello Gandini, the man who also penned the Countach, the Diablo, the Espada and the Lancia Stratos. Gian Paolo Dallara was there as well. He engineered the car before going on to create his own race car company. And the third was Paolo Stanzani, who also engineered the car, along with the Countach.

The only "father" missing was test driver Bob Wallace, a New Zealander who ended up settling in Arizona. He passed away three years ago. Where did they go, on this glorious day? Up, up, up the fabled Grand St. Bernard Pass. The very road that was used in the opening sequence of that legend of film-making, the original The Italian Job. I've seen the movie a number of times. Make no mistake, this is the real deal, with Michael Caine and Noel Coward. But I couldn't recall exactly the opening sequence. So I found it on You Tube. Of course. What an age we live in. The movie opens with the driver, relaxed, behind the wheel, smoking a cigarette, shifting that hulk of a transverse V-12 up and down through the gears and around the hairpins. All to the sweet tune "On Days Like These." He blithely enters a tunnel and . . . Bam. There's an explosion. The next thing you know, an earthmover backs out the other end of the tunnel, pulling the balled up wreck of the Miura into the sunshine. And staring down is a phalanx of what might be called today as members of an organized crime syndicate.

At a nod from the senior henchman, the plow pushes the Lambo over the edge of the cliff and we watch it shatter into pieces as it makes its way into the valley below. Then the leader rolls a wreath on down.

In the comments section on You Tube, someone notes that, if you look carefully as the car is pushed into the abyss, you'll see that there's no engine in the wreck.

Someone else comments that, legend has it, the crew came back the next day to retrieve the destroyed Miura . . . And it wasn't there. In fact, allegedly, it hasn't been seen again.

Oh well.

I know, it hurts. Of course it does. Even if it was a facsimile of the actual car. In fact, all the stories hurt. The Enzo that was split in half on the Pacific Coast Highway. The Veyron that was driven into the water in Texas. And, yes, let's add the 928 that went snorkeling in Risky Business.

Because we care. We care about the brilliance. The pain. The loss. The loss of losing an icon.

According to news reports, Lamborghini has other plans in store for the Miura's 50th anniversary celebration. If they're anything like the drive up the pass, they should not be missed. Because the cars are fast becoming treasured artifacts, worth too much to be used as they were intended.

Which means we'll soon reach a point where we'll no longer be able to see them exercised as they were meant to be exercised, on roads they were designed to devour.

But we'll always have the movie.

Above: National Club Racer staffers 'conferring' in the paddock during the 2016 BIR event. It was a great weekend. Thanks to Steward Dave Rodenroth, Timing Franklin Kalk and Scrutineer Chester Bailey

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Random Moments: Club Race 2016

photos by Christie Boeder

Inside one of the garages

Outside one of the garages

Trackside Tires with Paul Beyl, long-time supporter and advertiser!

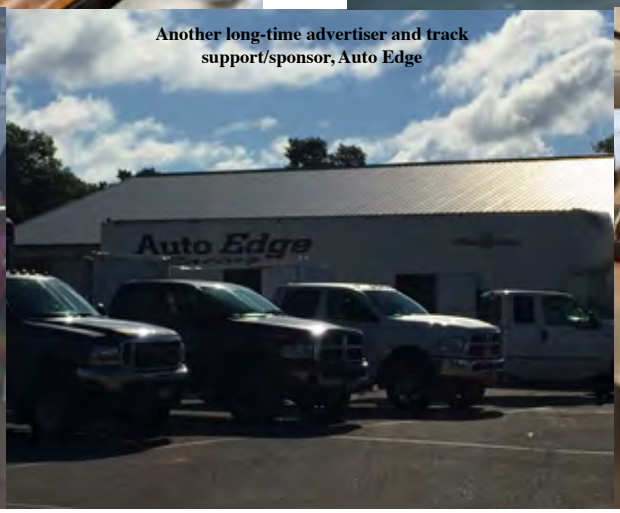
Imola: One of our super sponsors!

Finally, Here's TOM!

Above: Lots of action in the garages

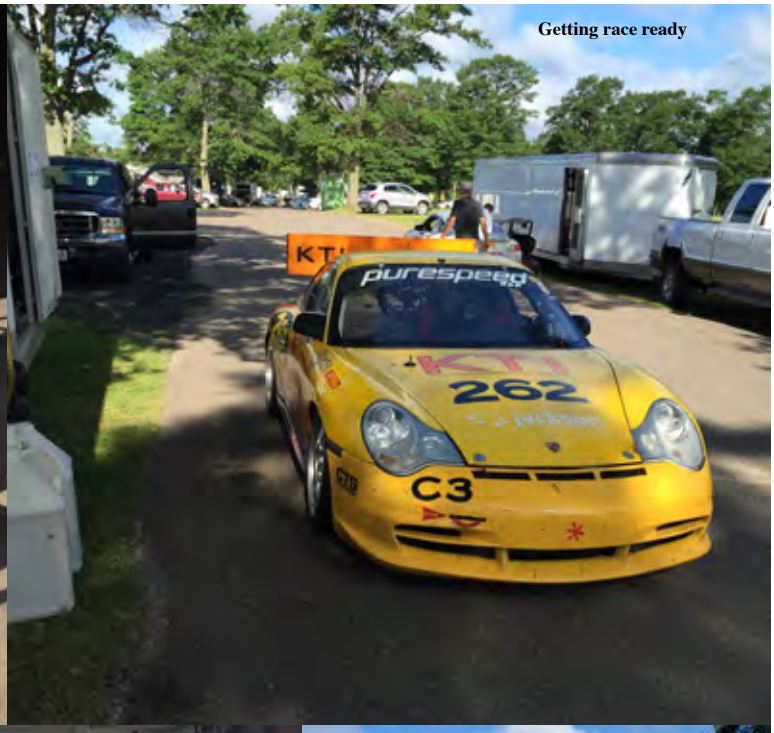
Below: 'Tom' and 'Jerry' duke it out

Allan Benjamin, all the way from Denver, CO



Another long-time advertiser and track support/sponsor, Auto Edge

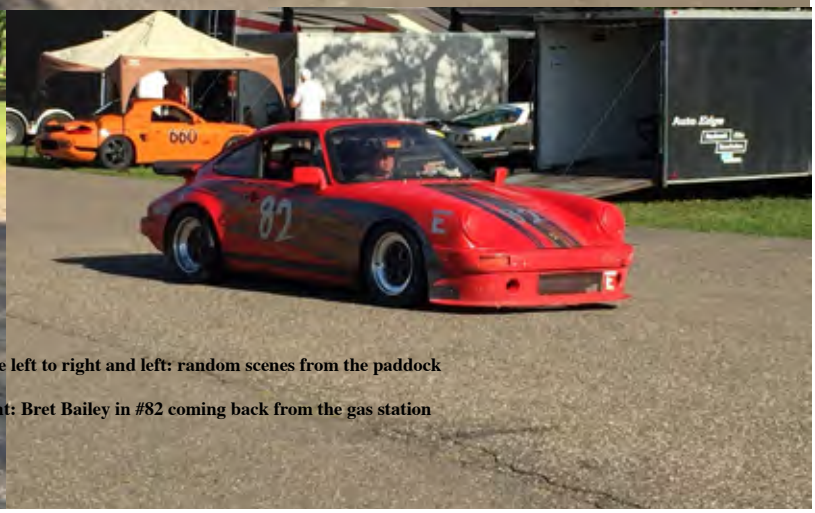
Gas, one of the necessities!



Getting race ready

This begs for a caption contest!

Colorful racing



Above left to right and left: random scenes from the paddock

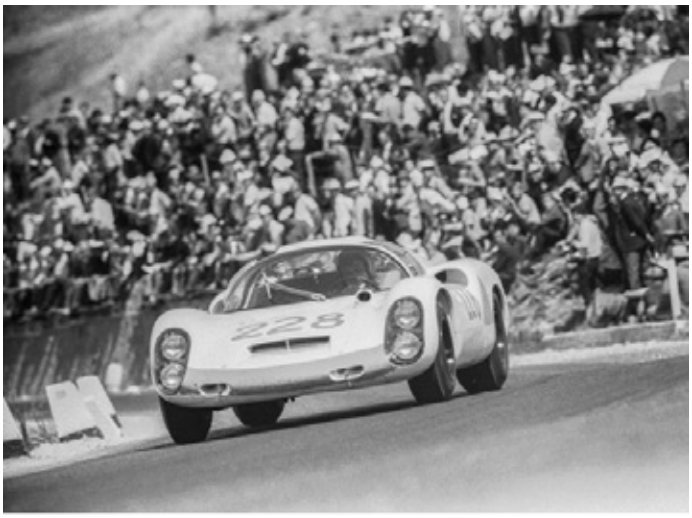
Right: Bret Bailey in #82 coming back from the gas station

A Few Things You Didn't Know About Porsches

https://www.thrillist.com/cars/porsche-trivia-history-and-facts-things-you-didn-t-know-about-porsche.

They kinda kicked butt the first time F1 allowed turbos

A trio of world championships with McLaren were the direct result of a 1.5 liter V6 that put out over 1000 hp. Not too shabby in 1984…or 2014, really.



Porsche racecars have won roughly 24,000 races across the globe

No one can top that. Period.

Porsche designed tractors

Porsche has a more fascinating tractor history than even Lamborghini. They even made a gasoline-powered tractor specifically for coffee farmers (shown here), so diesel fumes wouldn't impact the flavor.

. . . and it designs some of the best forklifts in the world

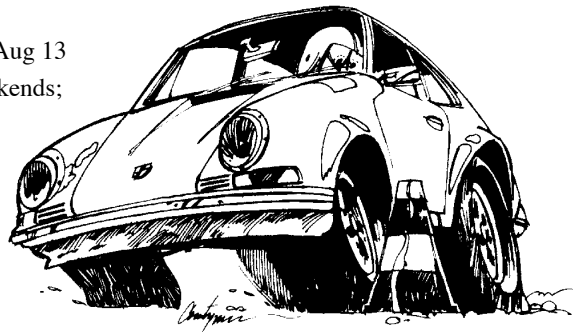
Since the early '80s, Porsche has continuously won awards for their designs of Linde Material Handling's forklifts. Yeah.

Twin Cities & Area Events/Autocross Calendar 2016

DATE	EVENT	SPONSOR/STATUS	LOCATION
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.cvscc.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
Canterbury Park = Canterbury Park Horse Racing Track, Shakopee, MN
CVTC = Chippewa Valley Technical College, Eau Claire, WI
DCTC = Dakota County Technical College, Rosemount, MN
FOREST CITY, IA = Winnebago Industries Parking Lot
WEST SALEM = LaCrosse County Fairgrounds Speedway, West Salem, WI
WINONA = Southeast Technical Institute, Winona, MN

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restoration of fine vintage Porsche automobiles

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

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

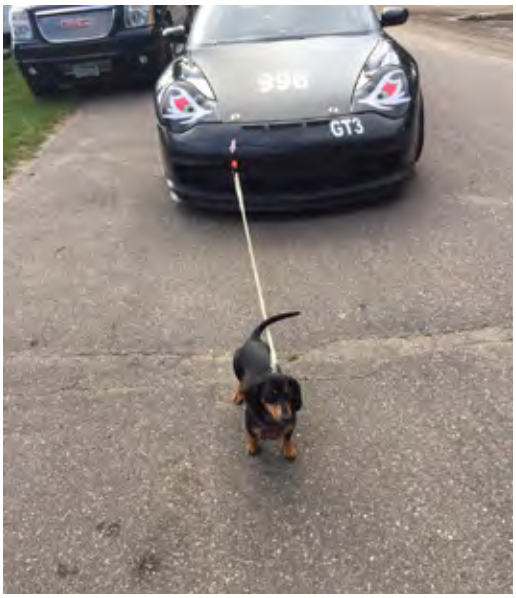
I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
nurburgring, inc.
dasring.com

Kodak Moments with Nord Stern!

Well, at the Rennenhaus we take our racing very seriously. And of course fuel strategy is an important part of that. As the team owner, sponsor, driver mechanic, pit crew, and chief cook and bottle washer, I naturally forgot to add the little bit of fuel that would have made the difference. After soft pedaling around the track for most of the race, I was able to take the checker. Then while cooling off on the service road the car of course ran out of fuel. It just so happened that one of my many, many fans noticed I had stopped and so he hooked up the car and towed it back. Thank you, **Hercules**!

– by Lon Tusler



Hercules' Specifications:

Driveline layout:	4 paw drive
Transmission:	Dachshund PDQ
Max. Power:	1 pup power
Max. Torque:	23 lb.- 4 feet
Tail Wag to Pull ratio:	9.8 to 1
Exhaust:	Magnaflow!
Suspension:	Canine Active Suspension Management CASM
Length:	13.44 in. (est.)
Width:	4.46 in. (est.)
Height:	7.06 in. (est.)
Wheelbase:	11.3 in. (est.)
Curb weight:	7 lbs (est.)
Fuel:	Alpo Premium
Fuel additives:	Milk Bones
Top Track Speed:	29 mph

Acceleration: 0 - 60 feet = 0.9 sec with Sport Chrono collar

– Respectfully submitted by Keith Jones

Actually, she's our pit dog (not to be confused with a pit BULL)

– Todd Smith

Pure breed "lap" dog if I ever saw one!

– Kris Meacham

We made Morrie's 'What's going on this 'weekend list'. Submitted by Keith Jones. Pretty fun. Of course, the Boeders think it's really cool!

My three-year-old grand child knows how to pull every knob and lever (and none of them broke because they were made by Porsche only 52 years ago). He also knows how to shift a manual transmission and was able to slip the car into neutral without the assistance of the clutch. His five year old brother knew how to latch a vintage racing seatbelt buckle. Very few adults can do that without coaching. The car gene is passed on to another generation.

– photo by Ron Faust

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In Search of Howard Cherry . . .

Text and photos by Jim Southwell

Thank god for continuity. The mailbox takes in the usual volume each day, the internet connection runs along pretty seamlessly, and the pundits in the press and on TV give us all the details and spin everyday. We take in the information and digest it, discuss it, and make our decisions. Thanks to at least two of the mentioned sources I was informed about a vintage race event at Road America in July. Not that I didn't already know.

It's not our first trip to Road America, or this event. Our first exposure to the Brian Redman International Challenge was in 2001, when Jim Hall and his Chaparrals were the big draw. We know all the routes, the best places to stop, and what to expect when we get there. We've worked out a great housing arrangement over the years, which we guard like a family secret. This time the car will be different though, as a 911 Turbo has replaced the M5 used for the last four trips. Other than a one day, two hundred mile run on the 4th, it's been just short blasts in the car. Time to get it on the road for a more thorough get acquainted session! Off to The WeatherTech International Challenge with Brian Redman Presented by Hawk Performance. Whew.

The plan is to hit the highway Friday at 8 a.m., and spend two, maybe three nights in the Elkhart area, meeting up with friends to watch the races and share dinners and time together. This will include the two Concours in the village, and plenty of time at the track to see the cars and the races. And consume some bratwurst, we can't miss that. Gayle and I pack the car easily, as with no spare tire, jack or lug wrench, there's plenty of room. The load is split between the 'frunk', the door pockets, and the rear seat area to maintain the perfect 40/60 Porsche weight balance. Off we go with a fresh tank of Costco 92.

We're soon past the St. Croix and well into Wisconsin. Light traffic and what's there is moving nicely. The car is cruising at about 2,000 rpm in seventh and delivering maybe nineteen m.p.g. Not Corvette territory but everything else is better, so worth it. Nice to see some fenders out there in front of me again and feeling that hydraulic steering find its way down the highway. We're taking the north route, connecting with Hwy 29 and heading to Wausau. Decent road and lots of tempting stretches with minimal enforcement. The only thing I miss on this route is the two-lane passing on Hwy. 23 from Mauston, but I don't miss those six little towns. A quick stop in Abbotsford and we're halfway there.

Thinking ahead on the route, I devise a way to avoid the lousy pavement on 23 east of Fond du Lac, with a connection on the north side of Appleton. On an overcast day we lose our bearings and revert to maybe three forms of electronic navigation to find our way out of town. This is not the Appleton of the '84 Parade, but the ensuing route is the same as the one that got us to RA for the Parade Autocross way back then. Slowly through Chilton, home of the Thunderbird Motel, New Holstein, and Kiel, making it to Elkhart Lake in six hours with stops.

Crowds line Lake St. both nights

It's maybe three hours or so until the racecar Concours activities hit Lake St., so there is time for some reconnoitering and loitering about. Gayle opts for a comfy seating position while I make it to the bar at Siebken's for some refreshment. Then back on the street to see some of the vehicles already there. Whatever you like, American, Euro, Asian, there's plenty to see and it's changing constantly with the people hitting town. I find a car identical to mine with some tasty mods and I start dreaming about the options for my car, a blank canvas, but what does it really need? Lots to consider? It's already far more car than I ever thought I'd own, so call me lucky. Around the corner, groups of NSXs, VW

Continued on page 38

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Book Reviews for Porsche-philes . . .

PORSCHE 997 2004-2012: The Essential Companion

by Adrian Streather, Published May 2016 by Veloce Publications

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

This is the fourth in a series of Porsche Companion books by Adrian Streather, starting with the 911SC. It is not a shop manual, but the mechanic will find much of value in this book, including a very complete table of error codes (29 pages worth!). The book is directed at the owner/operator of one of these superb vehicles, who will find it to be consider-ably more informative than the factory's Owner's Manuals. Everything a 997 owner needs to know plus a lot more is contained within the covers. Every model and version of the 997 is described in incredible detail (63 pages discuss just the year by year changes) wrapped in a text that is quite pleasantly readable for what might be erroneously considered merely a reference book.

For the owner with a Certificate of Authenticity, this book provides translation for all the Option Codes. The level of detail is mind-blowing and includes a page and a half tabulation of the specifications for the 63 wheel (model/axle) setups involved in the series.

Any owner or potential owner who wants detailed information about the configuration of a car (by option number) or who wants to know the why of all the scheduled maintenance items, will find this book invaluable. A what-and-why book, not much of a how-to, it devotes more space to descriptions of glass panes than to IMS failure and RMS leaks.

Numerous tables provide incredible detail. You may not be anxious to know the difference in axle loading between a Carrera 4S Coupe with 6-speed manual, with 5-speed Tiptronic S, or a 7-speed PDK transmission, but if you come up with similarly arcane questions, you will no doubt find the answer in this book. Meticulous and detail-oriented as is Porsche AG, one wonders if even they have at their finger-tips all the data presented in this book.

PORSCHE 997 The Essential Companion is very thoroughly illustrated (albeit in black and white). The section on power steering has separate illustrations of filler and dipstick locations for M95.05/ M97.01, M97.76 and MA1.02 engine families. However, most of the illustrations are small; a magnifying glass can be helpful to fully understand the information being presented.

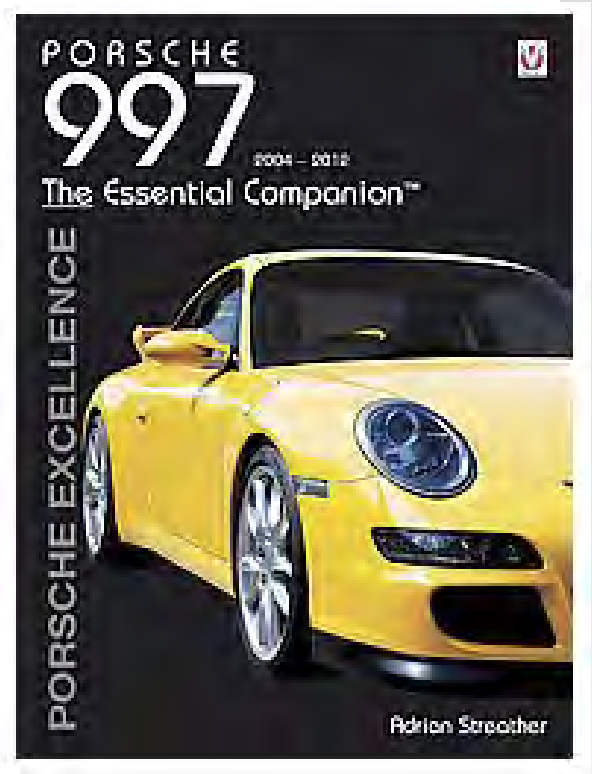
It is not a book that one will read like a novel, but it is so filled with information, and well enough written, that one can get hooked and read more than intended.

This reviewer was even fascinated by the discussion of the three stage system for protecting the PDK clutch from overheating!

Twelve chapter headings include the usual, Engines, Transmission, Running Gear, Body etc., But also Systems, Troubleshooting, DIY Home Mechanic, and Enhancing Performance. Four appendices deal with: Identification data, Option codes, Diagnostics, and What does it all mean?

PORSCHE 997 The Essential Companion is paperback, printed on reasonably heavy, semi-gloss paper. Shop manual sized at 8-1/4 x 11 inches, it contains 704 pages, including 3, 4-column pages of intensive index. It should now be available for $140 from your favorite bookseller (ask for it) or from www.motorbooks.com (which comes up as a "Quarto Knows" page). Search for "997 2004"

The title says it all. If you are a current or potential 997 owner, this book is essential. Not something to read cover to cover, not a book to check on every day, but when you want specific information about some aspect of a 997, this book is the most efficient and effective resource available.



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

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

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

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

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

Panamera Owners Manual pg. 239

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

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

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

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

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

Porsche – h.f. ullmann pg.11

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

Porsche Panorama November 2012 pg 22

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

Excellence December 2012 pg. 84

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

2013 Region Procedures Manual pg. 113

10. Betty Jo Turner's farewell address as Panorama editor was in the December 2012 edition.
   a. True
   b. False

Porsche Panorama December 2012 pgs.2 & 3

11. Who is the only racing driver to have run both the TAG-Porsche V6 and Porsche V12 powered Formula 1 cars.
   a. Ayrton Senna
   b. Henri Pecarolo
   c. Stefan Johansson
   d. Al Unser

Excellence February 2013 pg 107

12. The Porsche family farm is located in Zell am See, Austria.
   a. True
   b. False

Porsche Panorama December 2012 pg 16

13. The 115hp V-Rod motorcycle engine was developed by Porsche as a joint venture with _____.
   a. Suzuki
   b. Honda
   c. BMW
   d. None of the above

Porsche – h.f. ullmann pg.17

14. Kuhnle, Kopp & Kausch AG supplies superchargers to Porsche.
   a. True
   b. False

Excellence was Expected Karl Ludvigsen 2008 Edition Vol 3 pg 1565

15. In 2012, with near record sales, Porsche's new car sales per dealer was at 183 (average).
   a. True
   b. False

Porsche Panorama March 2013 pg.13

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

PCA's Zone 10 Directory

Regional Clubs

Central Iowa: http://cia.pca.org/
Ozark Lakes: www.pca.vintageeuro.com
Dakotas: www.dakotapca.org
Red River: www.RedRiverPCA.org
Great Plains: www.gprpca.com/
Schönesland: www.schonesland.org
Kansas City: www.kcrpca.org
St. Louis: www.stlpca.org
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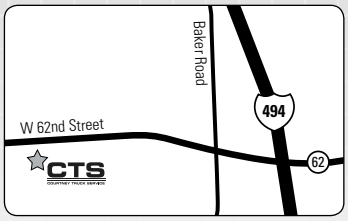

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Howard . . .

continued from page 34

busses, a Cobra, Jaguar, and of course a few Corvettes line the curb. Foot traffic is picking up; everyone wants to stake out a viewing position for the racecar parade coming into town at 6 p.m.

We meet a couple of friends and a few new ones on Lake St. before the parade hits town. People line the road from the track,

356ers line up in the old Porsche Park

Hwy. 67, Rhine and Lake St. as everything from a Bugeye Sprite to an 8-liter Shadow DN4 gun their way into show position. Lots of revs and excited grins all around, I love it and it never gets old! The crowd quickly swallows the cars as the street fills and a perfect summer evening rolls out. I take a few photos but there is so much to see it's best to keep moving and search out a few favorites from the parade. Getting close to any car be hard. After traversing the crowd a few times we head to The Paddock Club for

Hobnobbin' with Hobbs

dinner and high volume conversation. Seen in the crowd was David Hobbs, local auto dealer and racer/commentator.

After dinner we say good-byes to JB and Lynn, Tracy and Kevin. Time to head to our accommodations for the first time. Six miles away toward Plymouth, we head back into the woods. Our host will be out of town all weekend, and they have a race team staying in the main house. We will be in the paneled confines of the 'garage condo' as I call it, above the owner's four bay garage and workshop. This was a real find and we hope it continues! The kitchen is stocked with water, yogurt, cookies and even a few beers, and you can't beat that, it's like an open minibar. Snack. Sleep.

I'm anxious to get to the track in the morning, but first the car deserves a wash after the trip miles and a mile on the gravel road. The Kwik Trip is the place to go, where we meet Gus Grasis, in from Missouri, as he fills several race fuel dump cans. At about $3 a gallon for premium non-oxy, he thinks it will be great for his Cad-Allard waiting at the track. Gus' Allard ended up taking second in class at the first Concours. For us, a quick spray wash and dry and we are set to get there ourselves. Breakfast awaits at the Corner five stand, an Egger Sandwich and juice. Time to hit the grounds!

Our standard ticket gets us into the paddock too, so we can walk up and down the rows of teams and transporters, checking out the cars and preparations for the racing. Plenty of evidence of professional preparation and presentation, and also many smaller efforts spread north and south of the main paddock area. Some four hundred + cars are here to participate so there is tremendous variety, from a few pre-WWII cars to those only a decade old. There always seems to be a good contingent of Can-Am cars, which I really like, and plenty of Porsches, from 356 and 911 models to an RS Spyder. So Mazda thinks they are big in racing in the US? Not based on the numbers of P-Cars I saw both days. I make a plan to look for a few special ones.

Entrants for The Hawk come from a strong local base, with many others coming from Florida, California, even Australia and Belgium. Some big fields with up to sixty or more cars, and they all get test sessions, three qualifying sessions, a quality race and finally a feature race Sunday, certainly enough to keep them on their toes for the weekend. Drivers are amateurs, seasoned competitors and retired pros enjoying something still fun.

One of my favorite cars from the 60's was the 906, for its low profile and weight, and flat six power. Something nimble that could mix it up with the bigger stuff. But things changed quickly for Porsche, and another model was coming on before the 906's first year was up. This car would have a first for Porsche, smaller center-lock wheels and the better tires that would then be available. This would be the 910, with the carryover 2.0l six or a 2.2l eight. Udo Schutz drove a 910 to victories at the Nurburgring, with American Joe Buzzetta, and Mugello, Italy in 1967. It too would soon be replaced by bigger displacement cars as the factory chased an overall win in the world championship. So the cars of that time were tools to be used against competitors, to learn something that could be put into the street

Nord Stern Tom McGlynn's day ended early

cars, and nothing sentimental. At the end of the season they might be stripped for parts, pushed aside, maybe disposed of. Some got sold intact to private race teams and the cycle started again. Lucky for the rest of us, many of these cars are still in evidence and make regular appearances at events such as The Hawk.

I decided to look up the last person I'd heard of driving a 910, a fellow I knew only in print as Howard Cherry. I'd seen that name

over the years at this same event and seen the car on the track. Was he here? I scanned the program for '910' and didn't see anything, but did find an '04 996 GT3 Cup 3.6 with Mr. Cherry's name attached. I set off looking for a white 996, number 39. Up and down a few paddock rows we go, until '39', with Esso livery, is spotted next to a Rick Grant Motorsports transporter. There's not much activity going on, and I see only one person in the pit. He's sitting in a camp chair with a race suit peeled down to his waist, relaxing.

"Howard Cherry?" "Yes." "I've been looking for you!" Grins. I introduced myself and related how I had seen his name and car

Howard with his GT3 Cup

over the years, and since it was such a unique car, wanted to learn more. He was happy to tell me of his exploits in the car and what he knew about its history. The name Schutz came up and to his knowledge Udo had some seat time in the car. At one point it had been converted to hillclimb spec, and then back to road race configuration. Howard had raced it for maybe fifteen years at the RA vintage

Howard's GT3 Cup 3.6, DNS

was just becoming too valuable to risk racing anymore, and it was sold a year or so ago. Now there's some good continuity for you. It turns out that the 910 was not the only car in Howard's stable. By a long shot.

There was the ex-Ronnie Peterson March 761 F1 car that appeared at RA in '04 and '05, could that have been the Monza winning car of 1976? Somewhere back there Howard was running against Jerry Hansen in a Ralt RT-4, but a March Formula Atlantic car is now on hand. That car suffered a bent valve and did not run its feature race this weekend. That brings us to Howard's GT3 Cup.

This '04 is co-owned with John Higgins of Dayton, OH, and prepared by Rick Grant Motorsports. The two share driving duties/privileges in a number of events each year. Last fall the 996 was in the Daytona for the 24-Hour Classic, and also ran at Amelia Island this past March. The car is immaculate and certainly looks ready for battle, but Howard pointed out that the 3.8l cars he will run against have lots more power, and even they will be chasing the large number of V8 machines in Group 10. I pestered Howard for about fifteen minutes, took a few photos and got out of his hair. Later I learned that Howard and John ran the IMSA GT series for seven years, mostly in a Fabcar-Porsche, and won the Camel Lites class at Sebring and W. Palm Beach in '87. These guys are for real!

So, where to watch any of the action at Road America? For years I camped at Corner 5 most weekends. Now the pattern is to wander all over on the first day, and stay mostly put on Sunday. This took us to Corner 1, which is great for the speed into the corner, the 6-7-8 combination from the hillside, Canada Corner with a great view of corner entry and exit. They're all really good, and we love finding our way around to them over the full day. It's also nice to see enhancements to the facilities, as it has changed a lot. This year it is a new Victory Lane podium area, with a backdrop that reminds me of the long gone RA Pagoda, and a huge new track store for all the t-shirt and souvenir stuff you could dream of. I confess to a weakness for this and did not exit empty-handed. Even Gayle was getting into the spirit and finding things of interest. We stayed long enough to see the Group 6 race, a runaway by a '69 Corvette, and headed for the gate. That night, we went to the street car Concours, where JB showed his pristine street/track M3. Same scene, huge crowd, soon off to dinner.

Sunday started dismally, with about three hours of steady rain, then starts to clear and I made the call to head for the track. There are at least three races I want to see Sunday

Jamie Jackson took 10th in Group 2

Continued on page 41

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.

Tires

Nearly new set of 18" tires. Left rear does have a nail pretty close to the shoulder, so it's up to the new owner to use or junk it. Fronts-Bridgestone Potenza REO50A, 235/40/R18. Rears-Hankook Ventus V12 evo2 265/40/R18. First $300 gets them. Bill Nord, Bill.nord@graphicpkg.com or 612-280-4313.

Wanted

Looking for two (2) straight 10.6 offset 8 x 16 and two (2) 7 x 16 Fuchs with minimal or no curb rash. Paint fade is ok. I believe part numbers are 911.361.020.45. and 44. Also four (4) center caps to fit same wheels. Let me know what you have. Mark, 612.251.5710 or mark.read03@gmail.com

2000 Porsche Boxster S, 3.2L, 6-Speed Manual, Midnight Blue Metallic, Tan/Silver Interior

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"S" model with LOTS of extras - new audio system, hardtop, extra set of rims and tires... Price negotiable if stock wheels preferred AND not include custom hard top, A well-maintained, fun, upgraded, reliable machine with a great rumble that is so fun to drive. Only reason I'm selling this machine is my boys are now older and we are looking at a larger vehicle where the 4 of us can create additional memories. Contact Jeff via email @ JWegge11@gmail.com or Text/Call 651.485.9029.

Wanted

One 15x6 fuchs wheel for 1970 911. Mylo Gustafson, Maple Grove, MN, 763.250.0992, mylo.jodi@gmail.com

996 Turbo Twist Solid Wheels for C4S or Turbo

Turbo Twist solid (not hollow) wheels from my 996 C4S. Widebody fitment. Front 18x8 50 offset; Rear 18x11 45 offset. Very good condition. C4S hubs. $450 for the set. Please contact Jon at jonwallace@mac.com.

Wanted

17" wheels for 968. Open to multiple brands, BBS, Fiske, Kinesis. Let me know what you've got! David @ 952.451.6550.

Launch Edition 997

This car is 1/337 made. U.S. car located in Winnipeg Manitoba Canada, 50 mins from North Dakota border. Purchased from Lamborghini Vancouver & all service done there, EuroCars & Porsche Centre Winnipeg. Newer Michelin Pilot Supersport 2's, Newer Clutch,*IMS upgrade was completed*, 3M wrap, clear front markers, 5mm Porsche spacers, black wheels/color crests. These Launch Edition 997's come Hard Loaded! PCCB, full leather dash, Bose, Adaptive Sport Seats, Bose, PCM, Sport chrono pkg, adaptive suspension. This car has only 22,500 miles and has always been stored under cover (included in sale) on a lift with a battery tender over the winter. The car has been well cared for by PCA member and is fresh from the dealership spring check-up and oil change, and is ready to go. Take advantage of the stronger U.S. dollar and bring this car back to the U.S. Great rear drive, naturally aspirated 911's with manual transmissions and hydraulic steering are becoming harder to find and more difficult to acquire, now is your chance. 45,999 USD. Sean Shapiro, drseanshapiro@yahoo.ca.

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.

The new Victory Lane in the Paddock

and the first starts at 10:30 a.m. We head right to Corner 6, as just past the bridge is about the closest you can get to photograph the cars without a photo pass. I'm all lined up and ready for Group 2, which includes a bunch of nice 356 and similar cars, and what I suspect is a ringer. A 2.0 911 prepared and entered by Alex Job Racing. Really. The car I'm watching is driven by Jamie Jackson of Edina; a '64 356 SC Coupe. Jamie starts 13th and finished 10th. Ahead of him is Vic Skirmants, well-known PCA 356 pusher, who finishes 7th in his '61 356B. A '63 Lotus Super 7 won over a field of forty-seven cars. The ringer doesn't start.

Next up is Group 10 for Modern GT, Trans-Am, and Production cars. Howard's class. Some fast iron, and sixty-four cars are entered. However, only seventeen start the race. It goes back to the rain. Although the track and grounds are pretty dry, many entrants, including Howard, decided earlier not to put the car on the track. Later, a crew member told me that the team decided not to run the #39 GT3 Cup for lack of rain tires and fear of damaging it. An '88 Nissan ZXT Turbo cruised to victory over the depleted field. Tom McGlynn (and Nord Stern member) of Orono did three laps before his 993 Evo Turbo suffered a minor fire, coming to a stop just past the Turn 6 bridge.

Next up, we re-connected with our friends at Corner 1, and make a decision to watch the start of the Can-Am race from the stretch before Corner 5, which should be very exciting with thirty-eight cars coming down the long straight. The cars make the usual parade lap, then the thunder is let loose and they come streaming down the Moraine Sweep. As I watched with my iPhone on video, I saw two cars come together somewhere in the first half of the field. A '69 Lola T163 apparently got bumped and did a 150 mph clockwise rotation and skimmed backwards along the wall, coming to rest just past us with the tail hanging over the track. Once that was sorted out, two Shadows and another Lola led the field home.

We did spend a little time in Chicago Region's Porsche Park both days, as I finally had a car that could be parked there. Talked to a number of PCA enthusiasts and learned that my affliction is not really rare, and many have it worse than me. Also met Don Lawrence, of Fargo, a Nord Stern member, as he prepared to head home in a nice 944. We opted to stay over another night, as I did not have to work Monday.

The next day we were up early and on the road, this time going through Fond du Lac. It turns out that Hwy. 23 has been repaved and the only rough stretch is the last two miles into town from the east. Gayle turned down my offer to let her drive, preferring to critique my driving from the passenger seat. Once again, continuity. I have bonded with my new car as only a road trip can do!

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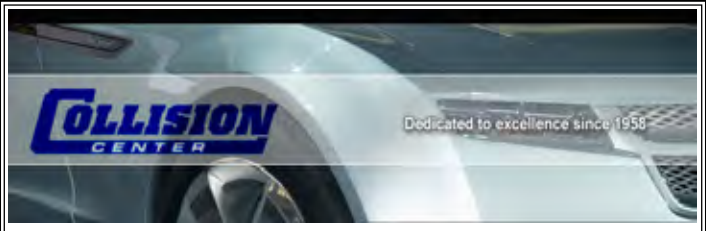

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