

NORD

STERN



New In This Issue:

"Loonacy or Lunacy!"

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"Run for the Bun' Results

Page 15

911 40th Anniversary

Page 32



NOVEMBER 2004

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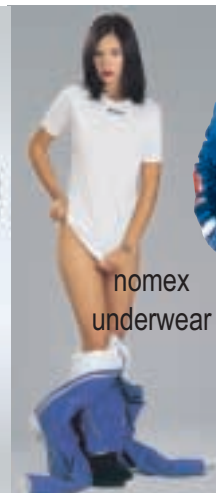


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N O R D S T E R N



PORSCHE

November

2004

Dedicated to the belief that . . . getting there is half the fun.

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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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Front Cover - Shot by Mike Jekot at this past summer's annual Nord Stern Club Race at BIR, a wonderful illustration of the artistry to be found all around us, even within the world of cars and racing!

Address changes

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Nachrichten vom Herausgeber. . .

Christie Boeder

“ . . . welcome TWO
new advertisers to
Nord Stern.
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and respected body
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by 3 generations of
one family; the
Slomkowskis, joins
us. And Nord Stern
member John
Heath's company,
**Amiot Financial
Group . . . ”**

In as much as the November *Nord Stern* will be online Friday, October 22nd and off to the printer, it will be interesting to see how quickly the hard copy gets into your mailbox. My hope is with each month the new procedures continue to work the kinks out as I figure out what to avoid, what to fix and what to expect!

Just a couple of quick notes regarding this issue. This is a tad longer than usual as we have some fabulous follow-up articles on some recent events. Roger Johnson has provided us with the inside scoop on last June's amazing 40th Anniversary of the 911 presentation at Carousel Automobiles. We missed that as we were out of town and is something we wish didn't have to be so since it was very special indeed. Not exactly an annual event. There are several wonderful photos from the event - be sure to note the collection of all 40 cars in front of Carousel (take a close look at the background!). This should be a cover shot, actually and it may have to make a reappearance in the near future . . . Because I frankly could not resist the artwork gracing this month.

And that photo happens to be from this year's Club Race at BIR as shot by Mike Jekot. I don't know whose car it is but what a special photo it is. Mike's talents continue to amaze me and we feel so fortunate to have him as a club member who so willingly shares his artwork. Along with that photo from the club race is an article written by one of the race participants, Jim Copp from San Diego. He wrote the article for his home newsletter and very graciously gave me permission to reprint it here. It's a fun read - even for us non-racers! To accompany it our some photos shot by one of the corner workers, Jim Anderson, whose work is online at: www.jimsracing.com. Contact him for a user name and password for access to the pictures.

Plus, check out the 'Run for the Bun' photos and rally results, the Registration form for our upcoming Annual Meeting and Awards Dinner, more Concours photos with proper identification, blah, blah, blah.

And lastly, I would like to welcome TWO new advertisers to Nord Stern. **Raymond Auto Body**, a well known and respected body shop in St. Paul run by 3 generations of one family; the Slomkowskis (thanks, Jerry!) joins us. Welcome! And Nord Stern member John Heath's company, **Amiot Financial Group**'s ad appears starting with this issue. Amiot offers financial resources for individuals, businesses, and organizations. They provide many services directly or can refer you to a trusted advisor. They have a great website at: www.amiotfinancial.com!

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Amiot Financial Group	15
Apex	IC
Art of Racing	22
Autobahn, Inc.	39
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Carousel Automobiles	24
Collision Center, Inc.	30
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Mortgage Marketing Associates	19
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Precision Paint andRestoration	37
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Size	Frequency		
Ad size	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$69
1/2 pg.	\$77	\$69	\$46
1/4 pg.	\$46	\$39	\$28
1/8 pg.	N/A	\$30	\$17
Inside Covers	N/A	N/A	\$81
Back cover	N/A	N/A	\$92
Ad sizes:			
Full page:	7" wide by 10" high		
1/2 page:	7" wide by 4-3/4" high		
1/4 page:	7" wide by 2-3/8" high		
1/8 page:	2-1/8" wide by 4-3/4" high		
Back Cover:	7" 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.

Contract and 6 month payment required for ad insertion.

Welcome . . . New Members

(and returning members!)
We hope to see you
at upcoming events!



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??!

Dale Trippler
2000 Silver Boxster
Cab
Maplewood, MN

**Dan Polglaze & Pam
Herman**
2001 986
Plymouth, MN

Autocross: A 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).

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.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms) where drivers are grouped according to prior lap times. Instruction is available. Mounted fire extinguisher is required, performance enhancements are frequently made (but not required!).

Time Trials: On course timed lap with controlled starts and exiting.

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! See our motto on page 1!

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!

Unser Leiter . . .

by Ed Hazelwood

With the winter season coming on and with plenty of time to talk about cars and events for next year, I encourage you to think about what you participated in this year, and then think about the events you DIDN'T participate in. Think about your schedule for next year then look at those events and talk with someone that went to them this year. Find out why they chose those events and what they got out of those events,

Nord Stern offers a multitude of events throughout the year, particularly in the driving area. They range from Autocross to Driver straining and Drivers Education to Club Racing; seek out people in those events and ask why?

We have discussed offering a "path" for our members to progress from car handling classes to autocross, then to drivers Ed events, to instructor level or to club racing. We have been discussing the changes we can make as a club to provide the assistance and support you want.

Let us know now what your interests are and we will discuss during the winter business meetings. Print this page and check the areas of interest, or copy and fax or mail directly to me. (please complete using a 1 to 5 scale, with 1 indicating the highest level of interest, for EACH of the choices; that is each line item should have a number).

- _____ Local metro area car handling class, non-competitive
- _____ Local metro area classroom session on car handling and competitive driving
- _____ Local metro area Autocross event
- _____ Local metro area Rally, Concours, or social event
- _____ St Cloud area based events, car handling
- _____ St Cloud area based events, Autocross event
- _____ Brainerd or similar drive for any competitive or non-competitive low speed event
- _____ Brainerd or similar drive for any competitive or non-competitive high-speed event
- _____ Interest in becoming a Nord Stern driving instructor
- _____ Interest in becoming a nationally certified PCA Driving Instructor
- _____ Interest in becoming a Club Racer
- _____ One-on-one instructor or mentor program for any or all of the above

Other areas/comments: _____

Member: _____

Mail to:
Ed Hazelwood, President
4431 Colfax Ave. S.
Minneapolis, MN 55409
or: FAX (651)-430-2661

Letters to the Editor . . .

"Run for the Bun"

We want to thank Laurie and Lon for hosting this years rally. We had a great time. I wish the P-car would have started and not had to drive the BMW. At least we were allowed to eat at the grown-up table for dinner and not at the card table like so many Thanksgiving dinners of my youth.

As soon as we got home the Porsche started right up. Go figure. Thanks!

—Mike and Lori Lancial

What a great rally Saturday!!! Lon and Lorry Tusler put on one great rally for the club yesterday! They had every detail planned out from a very smooth start to a very scenic course that just could not have been better. The weather was perfect, and the brats, BBQ and refreshments at the end were delicious.

Thanks again for a fun Saturday.

—Ed Hazelwood

We would like to express our thanks to Lon and Lorry for the wonderful job they did as Rallymasters. The

rally was extremely well organized. As a 29-year Nord Stern member and first time rally participant, it was one of the most enjoyable club events that we have attended.

We are already looking forward to the Second Annual 'Run For The Bun.'

—Jim and Sandy Tourtillotte

Annual Concours d'Elegance

Please bring the annual concourse back to the Afton City Park; this is by far a much nicer venue, vs a hot parking lot!!!

—Phil Chadwick

Concours Caption Correction

In your October issue, the red 356 coupe is obviously a 1958 or 59 model, not 1965 as your captions both say. It has the A bumpers, licence light, the small rear window, and drooping front fenders. I owned 356 coupes from 1955 to 1965, and am fairly familiar with them all.

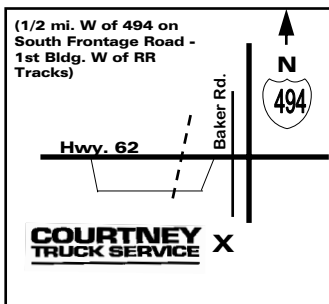
—David Grant

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Annual Meeting and Awards Dinner

Don't miss the Annual Meeting
—November 20th
Social Hr: 6:00 pm



Midland Hills Country Club

2001 Fulham Street

Saint Paul, MN 55113

(located right between the Twin Cities near UM)

see website for directions: <http://midlandhillsc.org>

So, who will be the 'Worker of the Year'??? Family of the Year'???
Featuring Prez Ed Hazelwood, master of ceremonies, we will honor the
winners/runners up/booby prizes for the Nord Stern year! A great
opportunity to socialize with fellow club members at this great new
location. Come celebrate another fabulous year of exciting events and
accomplishments. 2005 Officers will be announced.

(be sure to get your vote mailed in!).

AND enjoy a slide show of 'the year in review!'

RSVP: Christine Harbron, 4782 Highcroft, Eagan, MN 55122 651 882-0475

Name: _____ W alleye/New York Strip Steak (circle choice)

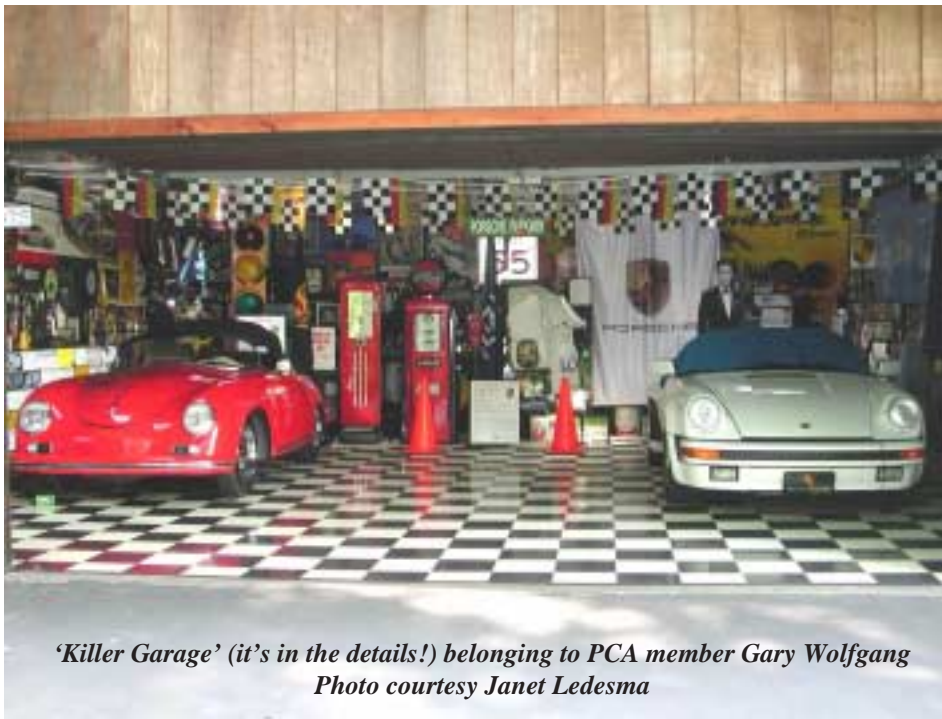
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Cost: \$70 per couple; \$40 per person

Total remitted: _____

Contact info: _____ (phone or email)





*'Killer Garage' (it's in the details!) belonging to PCA member Gary Wolfgang
Photo courtesy Janet Ledesma*

Subject: Garage and Trophy Room Photo Display

by Janet Ledesma of Hersey, PA

„Are you the proud owner of a killer Porsche garage? Do you have a Porsche trophy room, place or space? If so, you'll want to start snapping photos for the very first 'Killer PCA Garages' and 'PCA

Trophy Rooms, Places and Spaces" photo display.'"

Photos will be judged (a brand new category) at the Hershey Art Show at the 2005 Porsche Parade. Send in your 4" X 6" or 5" X 7" photos (include yourself in photo or separate photo of yourself, if you like) to: Janet Ledesma/Hershey Photo Display 10216 Hunt Club Lane Palm Beach Gardens, FL 33418.



*Peter Kitchak's RSR, photo courtesy
Carmichael-Lynch*

Celebrating Forty Fast Years . . . A lesson in working together

by Roger Johnson

“The e-mail explained that they were on a very short fuse for this effort and they needed this to come together very quickly. . . I replied, “Before lunch?” and we were off and running.”

Ever notice how one good idea seems to foster several more? This tale starts with an e-mail to find three 911's for a photo shoot and culminated in huge celebration of the forty year history of the 911. The Nord Stern Region and Carousel Porsche in Minneapolis collaborated to locate and display a 911 of each model year, 1964 through 2004, and quite an event it became.

It started with an e-mail I received around 10 am one morning from Carmichael-Lynch, PCNA's ad agency. They were looking for a very early 911, an 80's 911, and a new 911, for a photo shoot that you would end up seeing as the “Forty Fast Years” mailings, posters, and other promotional items. The e-mail explained that they were on a very short fuse for this effort and they needed this to come together very quickly. More than just a little tongue in cheek, I immediately replied, “Before lunch?” and we were off and running.

With two e-mails I had all three cars lined up, Bob Fleming's '64 (#300 149), Dave Weisel's Silver Anniversary '89, and my own '02. In a matter of a couple of days we had all the logistics worked out and everyone was ready to go. We were very pleased that Nord Stern could help out Carmichael-Lynch in this manner as they have been extremely generous with their time and talent creating promotional materials for the annual Brainerd Club Race. You probably have seen the posters and ads they have created for us these past two years. They created the concept of “The Loonacy” and the logo we now use. Working closely with them has been a key to our successful Club Race and this seemed like a very small gesture in return.

The photo shoot was pretty typical of photo shoots. Lots of standing around waiting for the light to be right. The plan for the campaign was based around the Monte Carlo rally circa 1960. They had a great photo from that era with three 356's lined up to start with the

backdrop depicting the apartments on the side of hills and a number of spectators. The original “Monte” car plate was modified to read “Celebrating Forty Fast Years”. The plan was to give the pieces a very historic feel by replacing the original 356's with the series of three 911's to represent the long history of the 911. At dusk, there was a flurry of



*All 40 years!
photo courtesy Carmichael-Lynch*

Continued on page 28

‘Loonacy’ or Lunacy!

... or we drove how far to race?

by Jim Copp, San Diego Region

*“What would ever
make you want to
haul your racecar all
the way to upper
Minnesota for . . .
racing? What does
Nord Stern’s Club
Race have that others
don’t? My first
thought was
mosquitoes, but I was
wrong.”*

Lunacy or rather “Loonacy” I thought as I pulled into the pits. Operating on 8-hrs sleep the last three days I began looking for a place to set up shop for the weekend. What would ever make you want to haul your racecar all the way to upper Minnesota for a weekend of racing? What does the Nord Stern Region’s Club Race have that others don’t? My first thought was mosquitoes, but I was wrong. I was at Brainerd International Raceway outside Brainerd, Mn., 2 1/2 hours northwest of the Twin Cities. I’ve never run at Infineon or Thunderhill (too far I thought), but after a 34 hour haul, those would be just sprints. The reason for this marathon of mayhem was due to the fact my son Bryce was competing in the Grand National Trapshooting Championships outside Dayton, Ohio later in the week. He and his grandfather flew out and I met them, no way would I have dragged my 12-year-old son across the country, just so he could watch his old man indulge in his fantasies.

But misery loves company so I recruited the next best thing . . . my brother Mike. He and I share the driving duties, that’s why you’ll see our Polka dot 911 doing double duty at many events.

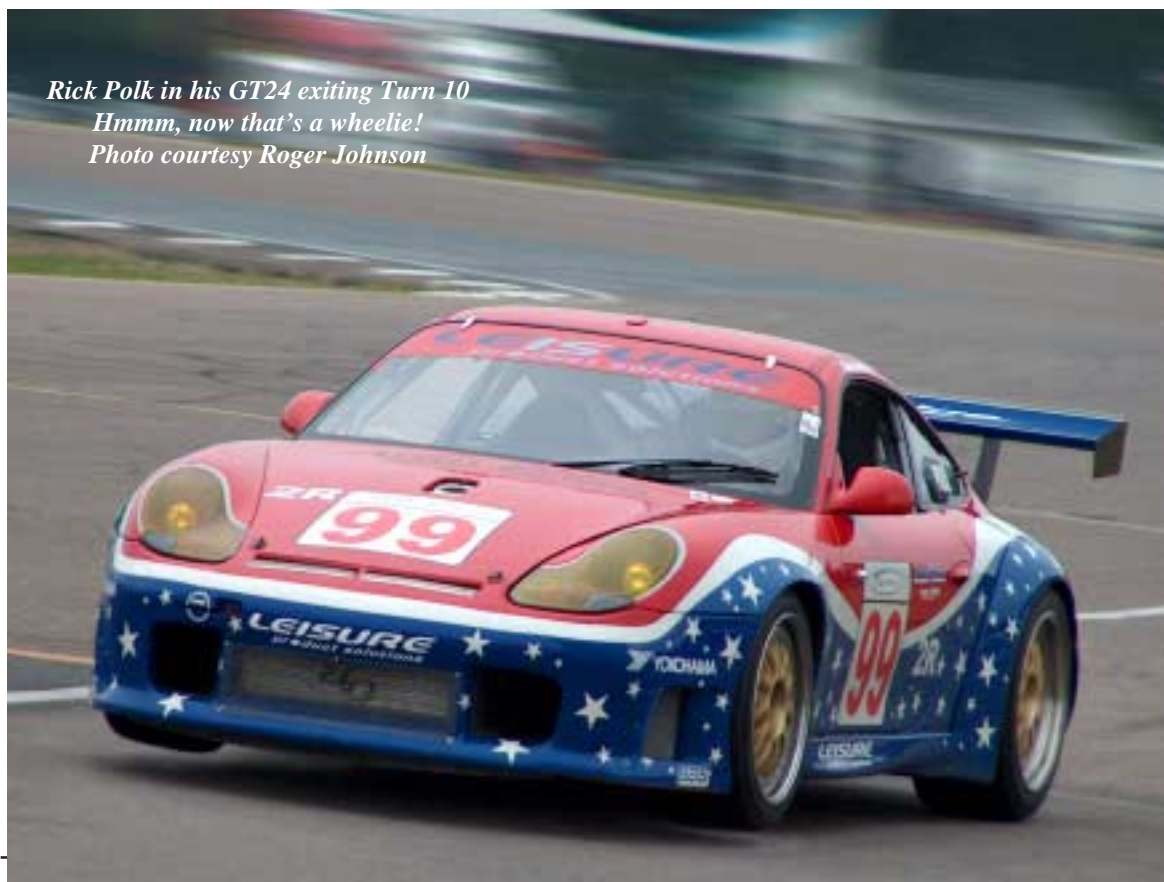
”C’mon...it’ll be cool,” I said. “We can get the “X” off the back of the car.” (These would be Mike’s 3rd and 4th club races, completed successfully, he would lose the rookie designation and gain his full race license.)

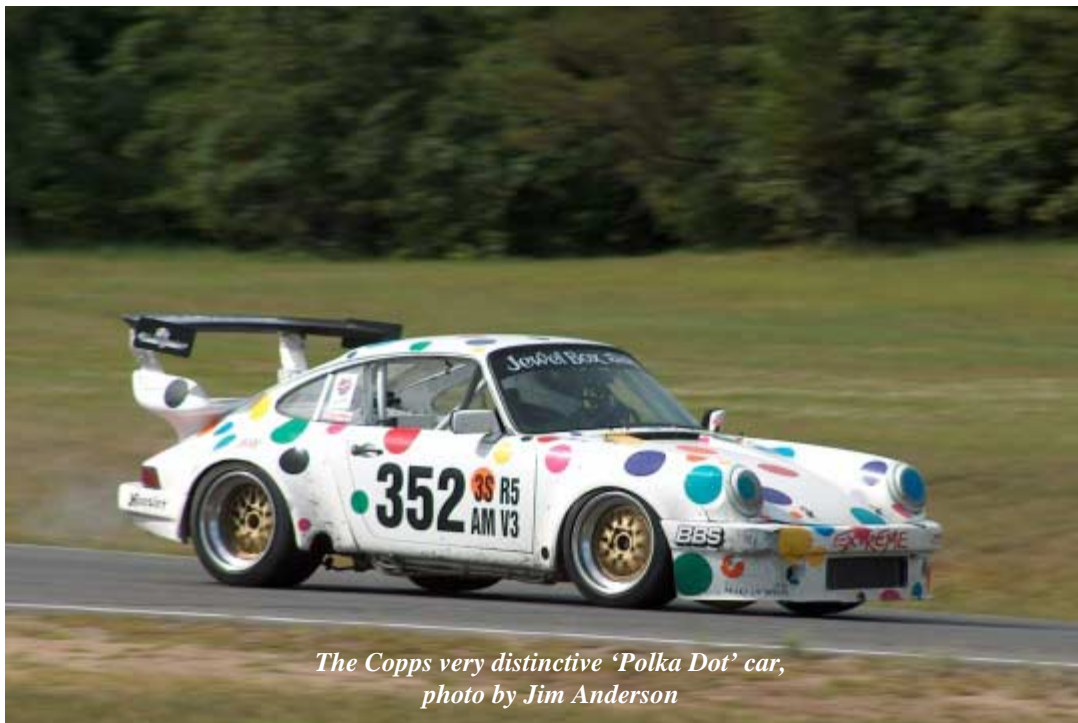
After some back and forth with the airlines, he was in. Arrive and Drive. No ironman. No seeing how far you can drive in a day. No living off Diet Pepsi and candy bars. No gazing at endless miles of corn. No, he just complains about the long 3 hour plane ride, typical little brother stuff.

We first heard of The Loonacy Race while competing at the Las Vegas Club Race.

Many members of the Nord Stern region came down to compete and publicize their race. They do this by handing out a poster series suitable for framing that was developed by Carmichael-Lynch (PCNA’s marketing firm). They have the feel of the classic race posters of the 50’s with the race cars of today featured, as well as catchy slogans such as “Imagine Le Mans, but without the snotty French” or “Not everybody in Northern

*Rick Polk in his GT24 exiting Turn 10
Hmmm, now that’s a wheelie!
Photo courtesy Roger Johnson*





*The Copps very distinctive 'Polka Dot' car,
photo by Jim Anderson*

Minnesota is content with the pull of a 3 h.p.trolling motor.” The series is so good that the Ad agency recently won First place in a National Marketing Competition for its campaign.

So, okay, they have cool posters and shirts, is that enough of a reason to drive 2 and a half days across America? We’d find out shortly.

Friday was practice and getting our bearings on the track. Brainerd is billed as the fastest track in North America and it doesn’t disappoint. It’s a 3 mile, 10 turn course with a 5,000-foot front straightaway that leads to a banked turn 1. Their idea of banked is not our idea of banked. I’m thinking the oval at Fontana, they’re thinking slightly tilted. It is said you can hold it flat out through turn 1, but Superbikeracer Miguel DuHamel said the reason he couldn’t hold it flat out was because “My skirt flies up over my helmet so I can’t see,” It took a few laps before we could ALMOST hold it flat out through track out. Our car ran at redline 3/4 of the way down the front straight; not the cup cars though. Skip Sauls, from Colorado, said his datalogger showed his cup car at 157 M.P.H. at turn-in. Check out some of his cool videos at: <http://www.skipsauls.net/movies/brainerdclubrace2004.html>

Out of turn 1 you get another 900’ straight and a flat right hander, still another shorter straight, then a hard right hander and then into the technical sections of the track. Coming out to the

back straight is an imposing turn 9 . . . no runoff just a concrete bridge. We were assured no one ever hit the bridge, but on parade laps we were welcome to look at the bottom of the bridge where a couple of Superbikes tangled and hit the roof. Another straightaway, then turn 10, leading back to that oh so long front straight.

Strolling the pits between sessions, we did a double take...you know the kind where you see something familiar, but

know it’s out of place. It was Ron Mistak. It turned out he was Race Steward for the weekend! A nice touch of home if we did have any problems, he’d be able to help us out.

Friday finished up nicely with no problems for drivers or car. Next was a social hour for the drivers. The Nord Stern region came through with local brew and we brought some of our own nectar of the gods from San Diego. (We figured fish tacos would have never made it). Next it was off to dinner with our pit pals, Paul and Kim Gutowski from “So Close Racing” out of Littleton, Co. We had seen the Gutowski’s at Fontana, Las Vegas and now here...they get around! Chris was their man in the pits and he was always helpful with us too.

Saturday morning looked threatening. It had rained overnight and was a bit blustery. We had our only issue of the weekend when Mike pulled in after his first session.

Continued on page 14



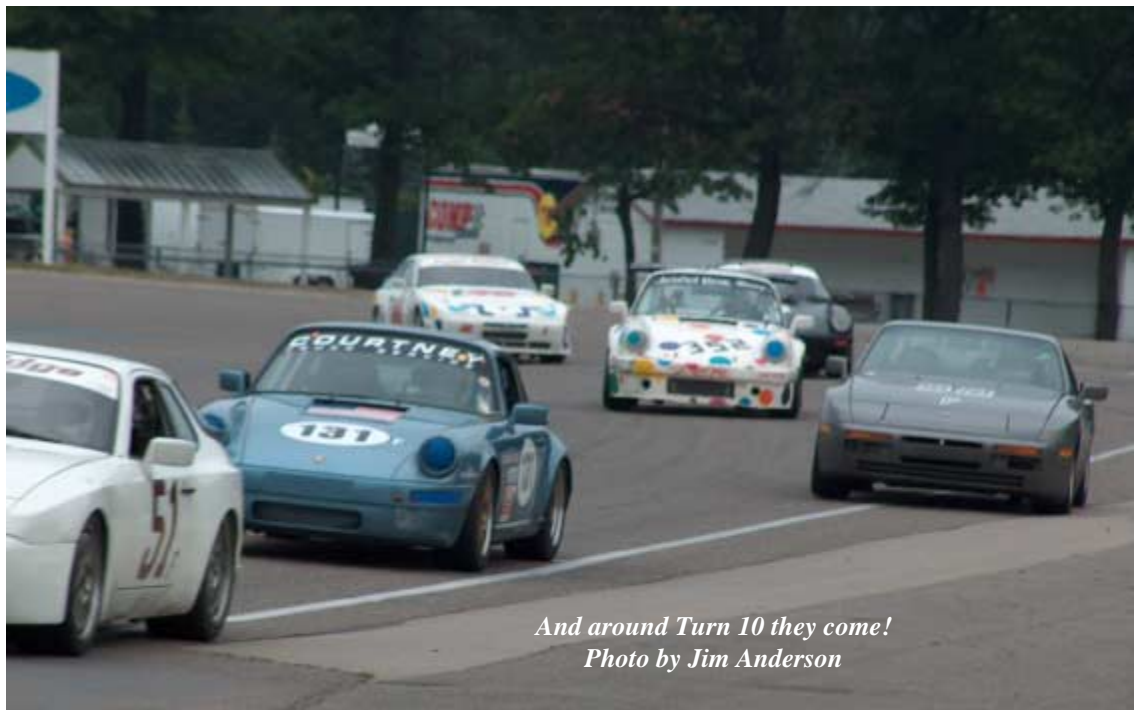
*Bruce Boeder (#3) and Harvey Robideau side by side
through turn 3, photo by Jim Anderson*

Lunacy . . .

. . . continued from page 13

There was oil spewing from the rear driver's side. A burst oil line was out of the question, since they run on the passenger side. But a quick diagnosis from an Auto Edge tech told us it was a chain tensioner line. (Auto Edge is a Twin Cities shop specializing in Porsche cars and track set-up. They came with a transporter, five mechanics and a near shop and parts department. They saved the day for a number of racers that weekend). They didn't have our part, but another group did. And with our twenty thumbs, we got the new line installed and missed only a single session.

The scenery around the track was gorgeous...large grass parks with imposing hardwood tree stands lining runoff areas. Course workers did a wonderful job this weekend, but they were also calling in the odd deer that would stray out from the forest while the track was hot. The infield even boasts a lake and a campground. All day we had warm welcomes from the Nord Stern region, they were very



*And around Turn 10 they come!
Photo by Jim Anderson*

concerned that we were not having any problems or issues all weekend long.

Now we know the only way you get greenery is with lots of water so it was no surprise when raindrops started falling on Saturday afternoon at the start of the 1-hour enduro. Well, you don't drive 2,000 miles to chicken out when all the locals were gridding up even if you don't have windshield wipers on your car (we removed them because of the added weight and besides it never rains in Southern California). So, we're on the fastest track in North America

Continued on page 16



*Jim and Michael Copp,
photo by Roger Johnson*



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*Mike Hoke (#49) leads the way into Turn 3,
photo by Jim Anderson*



in the rain with a bunch of guys and gals who don't even bat an eye, our game plan is go out there and just hold on... if it's too much just tuck tail and head for the pits. Surprisingly enough the Hoosiers held and the race was on. The first few laps going into turn 1 and 2 in excess of 130 mph in the rain gave new meaning to the word PUCKER. You were traveling so fast the water didn't have time to stay on the windshield. Eventually you got a feel for how far you could push it before things got slippery and you just hoped there were no new puddles by the next time you came around. Eventually race officials threw the checkered flag 5 minutes early because they knew they were pushing their luck. All in all it was a thrill just to be on the track. On the subject of officials, these guys ran a tight ship. There was a 10-minute call, then a five and then a final call to grid. You could set your watch by them.

Another unique feature to the weekend was after the enduro and the sprint races came the grand finale;" The Loonacy Race." This is a staggered, reverse start race that anyone can win. The grid is set up by fastest qualifying times only in reverse, slowest at the front and fastest dead last. The difference in your qualifying time between you and the next fastest car is multiplied times 15 laps and you are given that much of a head start over your next closest competitor. So by the time the fastest car is released he may already be 2 laps down. Now conceivably in a perfect world everyone would finish at the same time, but what happens is with all the passing and the staggered start it's impossible to tell who is in first

a fighting chance at coming in first place.

One of the best things about any Club Race weekend is the people. So here it was no surprise to find a bunch of enthusiasts with big smiles on their faces and handing you a cold one once the day was over. The feel of the entire weekend was that they were truly happy to have us there at

Lunacy . . .

. . . continued from page 14

place. By the end it's anybody's guess as to who won. Many years the winner doesn't even know it until the awards ceremony. This race equalizes the early 160 h.p. 911's with the 400+ hp Cup Cars. Last year the first and second place finishers were 944's; this year it was a GT4S car. This race gives everybody



*Mike Copp in the polk dot car coming through turn 3 with
571 Marty Sallaz, photo by Jim Anderson*

their little event. A warm hearty welcome, a personal phone call at home from the race director wanting to know if you needed anything or had any questions and finally, a letter a couple weeks after the event thanking you for coming and participating. Just some real nice mid-west hospitality.

On Saturday night they hold a social event complete with refreshments, a silent auction and live auction all to raise funds for their favorite charity, The Courage Center. So far they have raised over \$160,000 for the center.

Continued on page 18

This tightly bunched group swoops along with former (and long time member) Nord Serner Hank Godfredson (#5) in front of Steve Pattee #31 and Doug Gutowski #60, photo by Jim Anderson



The pack comes around Turn 10; #51 is Lee Jacobosohn, #131 is Mike Courtney, # 58 is Jim Benson, followed by #3 Bruce Boeder, #352 Mike Copp and #277 Harvey Robideau, photo by Jim Anderson



Definitely gets my vote for 'Best Graphics!' Doug Scovanner in his 'Target' Cup Car, the only question being of course, hmmm, what happened to that left headlight! photo by Jim Anderson

Lunacy . . .

. . . continued from page 17

The area surrounding BIR is full of beautiful lake front resorts perfect for a family vacation. Numerous golf courses litter the landscape. If fishing is your thing, it's the land of 10,000 lakes. Biking, hiking or even a short jaunt to the largest shopping mall in America makes this part of the country worthy of more time than just a quick weekend of racing.

So is it worth a trip to Northern Minnesota to experience all that the Nord Stern Club Race has to offer? Mike says "Yes" whole-heartedly, as he boards the plane for the long

ride home. No need to ask who the smart one in the family is. I say, next year he's towing the car out there.

And Bryce? He was hi-gun for his squad and they finished 10th in the nation. Now, if only I could drive that well. (editor's note: next time here I bet you will!)

Ahh, the story here is: One the first lap of the Sprint Race (Red Group) Kurt Hipke (Chicago) #69 comes into the infamous Turn 3 more than a 'tad too fast' and locks them up, ends up running off the end of the exit in front of Nord Sterner's Tom Johnson (#153) and Bruce Boeder (#3) who are keeping their eyes peeled for any potentially needed evasive action - fortunately none required.

Photo by Jim Anderson



A Full Concours . . . a Full Thank You!

courtesy Luis Fraguada

As reported in last month's newsletter, the August Concours generated much interest and participation by both the club membership and curious shoppers at this year's 'new and different' location, Southdale Shopping Center's parking lot. As a recap, there were 27 cars entered with nine in the full Concours classes, 13 in the street classes and 5 in the race class. What a great turnout.

The organizers would like to thank all the donors, Maplewood Imports and Carousel Automobiles which both gave three \$50 gift certificates, 3M for various Aftermarket automotive products, PF Changs for appetizer gift certificates, the Cheesecake Factory for providing coffee that morning, and Luis XIII for beverage gift certificates. All participants received a poster featuring Nord Stern member Mike Jekot's artwork (thank you Mike!).

Trophies will be given to First, Second and Third place finishers (trophies will be ready and given out at the annual Awards Dinner coming up November 20th - always a nice, relaxing evening with good food, goof conversation, good slide show and a few 'good' words from Prez Ed and the eventmasters during the awards presentations.

Start thinking about next year, there is a spot for every car—whether they are spotless or not!

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2005 Proposed Rule Changes

Submitted by Bruce Boeder, Nord Stern Rules Committee Chair

“The Board is currently considering the rules proposals but would like to receive comments from the general membership . . . The rules committee has considered and rejected the following proposals . . . Any comments on the rules change proposals should be addressed to the Board.”

The Nord Stern Rules Committee has reviewed the rules change proposals submitted to them and have made rules change proposals to the Board of Directors. The Board is currently considering the rules proposals but would like to receive comments from the general membership. The rules changes proposals for 2004 are as follows:

- 1) **Numbers** - “A participant in DE and time trials shall have assigned numbers showing on the front and sides of the car, a minimum of 4 inches tall, die cut or permanently painted on, in a contrasting color. Numbers may be displayed in the windows.”
- 2) **Awards** - The last sentence of the first paragraph of the Awards section shall be substituted with: “To be eligible for an award, the driver must participate in at least 1/2 of the timed events and at least one low speed event.”
- 3) **Fire Extinguishers** are eliminated from the requirements for participation in speed events.
- 4) **A separate competition**, in addition to the regular awards, will be established for “Rookies.” “Rookies” will be defined as any driver who at the beginning of the year has participated in less than 6 events. One Award will be given to the top rookie in the Prepared classes, and one to the top rookie in the stock classes.
- 5) **A separate handicapped competition** will be held, in addition to the regular time trial awards. The competition will be a yearlong competition, including all of the BIR time trials only. Drivers will be judged based upon their scores based upon their performance in relation to their existing class records at the beginning of the year. Awards will be given to the top three drivers only, based upon their performance for all of the BIR events.

Finally, the rules committee has unanimously advised the Board to return timed runs to the traditional Sunday afternoon time and also return timed runs to their traditional format with a start from the pit lane.

The rules committee has considered and rejected the following proposals:

- 1) Reduce the number of classes.
- 2) Establish a separate street tire class or make some other change in the definition of acceptable tires other than DOT approved.
- 3) Adopt PCA Club racing classes “as is”
- 4) Various other handicapping systems.
- 5) Elimination of Women’s classes.

Any comments on the rules change proposals should be addressed to the Board. The 2005 Nord Stern Rules will be available on the region’s web site after January 1st, with final rules changes confirmed in the January issue of the Nord Stern newsletter.

Continued on page 31

The Mercedes-Benz Club Invites Nord Stern so Mark Your Calendars!

Eventmasters: John and Jean Bravis, Mercedes-Benz Club

Paul Bergquist of the Mercedes Club has invited Nord Stern members to join them at the Old Log Theater for an evening of dining and theater. This annual event is again being scheduled, this year on Sunday, November 21, 2004 at the Old Log Theater in Excelsior. *"Recognized as one of the most popular theaters in the country, the Old Log has entertained over six million patrons since opening its doors more than 65 years ago!"*



The evening will begin at 5:00 pm with a social hour, followed by dinner at 6:00 pm and the play at 7:30 pm. This year's production, *Tom, Dick and Harry*, will be the American premier of Ray and Michael Cooney's new comedy.

"Tom, Dick and Harry", is the hilarious story of three brothers. Tom and his wife are about to adopt a baby and a woman from the adoption agency is coming to their home to check on the couple and their lifestyle. Tom's two brothers try to help make a good impression, but fail . . . miserably.

We discover that Dick is smuggling brandy and cigarettes into the country, and Harry is illegally selling cadavers to medical schools. Add two illegal aliens from Croatia who can't speak English, and an adoption agency representative who is aghast at what's going on—and you have the ingredients for an undeniably fun evening!

"Tom, Dick & Harry"
Sunday,
November 21, 2004

Social: 5:00 pm

Dinner: 6:00 pm

Play: 7:30 pm



Old Log Theater Outing — November 21, 2004

RSVP by 11/5/04

"Tom, Dick & Harry"

Name/s: _____

Phone #: _____

We will have _____ people attending @ \$46 (includes tax & tip) each.

Please indicate menu choices: Broiled Walleye _____ Prime Rib _____ Vegetarian Plate _____

Please make your check payable to the **MBCA, Twin Cities Section**, and send to:

Jean & John Bravis 3901 Hayes St. Columbia Heights, MN 55421

Any questions? Call them at 763.788.5050 Reservations due: November 5, 2004

2004 Kalender

November

2004

- 2 **Nord Stern Business Meeting - 1st Tuesday**
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612.237.9319
racerone@pcparts.org
See pg. 29
- 13 **The New 911 Tech Session**
Location: Maplewood Imports Time: 10:00 am to Noon, see page 32
Eventmasters: Andrew Busche
612.824.3547 George Andeweg 651.765.2340
- 20 **Annual Meeting and Awards Banquet**
Location: Midland Country Club
Time: 6:00 pm Social/Cash Bar
Eventmaster: Chris Harbron
See pg. 9
- 21 **Old Log Theater Outing with the Mercedes-Benz Club -**
Sunday evening dinner & play
Location: Old Log Theater
Eventmasters: Jean and John Bravis
763.788.5050
Cost: \$46 each
See page 21 for details and registration

December

2004

- 7 **Nord Stern Business Meeting - 1st Tuesday**
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612.237.9319
racerone@pcparts.org

June

2005

- 11-12 **German CarFest - Weekend Festivities**
Location: Rice Park, downtown St. Paul
Contact: Paul Bergquist, 952.937.1822 of the Mercedes-Benz Club
- Saturday** will feature the traditional CarFest.
Sunday will be the Concours sponsored by the Milestone Car Club; Concours will feature cars vintage 1967 and older - Porsches are invited to participate! This year's Concours featured 200+ cars and a huge crowd.



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Time to Vote!

2005 Nord Stern Slate for Officers

Just as we have a major national Election Year, so too do we as a club have an election. Each fall, a slate is present to the membership for a vote. The following slate has been approved by the Board of Directors. Please vote for your choices and mail your 'ballot' to Ed Hazelwood at:

Ed Hazelwood
4431 Colfax Ave. S.
Minneapolis, MN 55409

The elected offices in Nord Stern are: President, Vice President, Secretary and Treasurer. Additionally, there is an opportunity for a write-in candidate.

As a club, we benefit greatly by the continual addition of new members and new officers who bring a wealth of experience and fresh ideas as the club continues to develop its programming. Be sure get your voice heard and join the ranks of contributing members. It's the members that make this club viable, strong and able to provide a multitude of opportunities, events and activities for you, the member!

So remember, vote today!

Votes will be tabulated with the results presented at the annual awards/meeting dinner planned for Saturday, November 20th.

Vote for one

(member and affiliate each have a vote)

	Member	Affiliate
President:		
Chip Smith	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Vice-President:		
Rick LaVerdiere	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Secretary:		
Eleanor Renwick	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Treasurer:		
Jeff Bluhm	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Board of Directors		
Ed Hazelwood	<input type="checkbox"/>	<input type="checkbox"/>

Signed:
(member)

Signed:
(affiliate)

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The Run for The Bun . . . was Great Fun

by Lon Tusler, Eventmaster

Here are the results for the 'Run for the Bun' Rallye run on Saturday, October 2nd. We had a great time and had beautiful weather to boot. Lorry and me had a great time putting it together and hosting the party afterwards. I would like to thank our volunteers **Jon** and **Lynne Walker** and **Clint Shaver** for all of their help and cooking skills plus **Mike Jekot** for the event artwork. Also, a big thank you to all of the brave participants who followed the challenging course, answered obscure questions and exercised their vast powers of observation and did not pick on the rookie rallye master too much afterwards.

Driver	Navigator	Score
Ed Hazelwood	Bick Beers	8.42
Becky Bailey	Bret Bailey	9.03
Luis Arisso	Anne Arisso	9.10
Mitch Berry	Georgette Berry	9.18
Bruce Huffner	Becky Huffner	10.27
Roy Henneberger	Rita Pappas	10.73
Fred Daneu	Jill Daneu	11.93
Janine Knettel	Todd Knettel	12.03
Jim Tourtillotte	Sandy Tourtillotte	12.82
James Peterson	Mark Nicolay	14.48
Mike Lancial	Lori Lancial	14.67
Phil Hancock	John Elliott	19.48

John Woitas	Renee Woitas	21.32
Ed Vasquez	Ali Vasquez	23.48
Luis Fraguada	Vilma Fraguada	23.93

So please join me in congratulating 1st Place Ed and Dick, 2nd Place Becky and Bret, and 3rd Place Luis, Anne and backseat navigators. I will be posting pictures on my web site soon. Thanks again for all of your help and participation!

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Nord Stern Business Meeting October 5, 2004

Eleanor Renwick, Secretary

The meeting was called to order by President Ed Hazelwood. He requested a brief summary of event results from each chair, and recommendations for the next season. Vice-President, Chip Smith, submitted a roster of officers for the coming year.

Safety: Recommended working with DE to disburse duties. Safety did everything at each event this year: picking up radios, setting up radios, setup and takedown of cones, etc. Generally safety was the first person at the track and the last to leave. With all of the duties falling on the chair, personal time for run group participation was cut in half. Assign duties ahead of time and work with other chairs to lighten the load.

Rules: proposals and recommendations have been sent to the board for action. Chairman Bruce Boeder briefly mentioned some of the highlights. Look for recommendations in a future issue of the newsletter.

Autocross and Time Trials: participation was doubled from last year with the new Saturday afternoon format. There was considerable discussion about possible changes for next year, but no decisions at this time. Send in recommendations to President via email.

Concours: participation was higher than previous years. The new venue brought in contributions from area vendors and dealers, generated outside interest from mall-goers and new members, and produced some income for the club. Again, the chairperson put forth considerable personal effort, which reduced the amount of time he was able to spend on his participation in the event. Notice should appear in the newsletter seeking organizers for next year's event.

Driver Education: over the season, participation at BIR was slightly lower than last year. Road America made up for any deficit. Recommend opening June and Sept. events to other clubs. Plans and some options were discussed to keep same pricing next year if possible. There was much discussion about attracting additional Porsche enthusiasts.

Driver Training: still needs to plan an event or two in the metro area for car handling, training or Autocross. Comments were made that there are a lot of activities to choose from within the club and that Nord Stern hosts more activities than many other regions. With participation usually low in June, there was lengthy discussion about discontinuing that BIR event, but no decision was made.

Other incentives and activities discussed for attracting more participation included a possible reduced rate for new region members at a BIR event, or possibly offering additional Driving Instructor training or consideration regarding the PCA National Instructor Certification program being offered at BIR.

Registrar: expand duties to help with safety. Having Friday night registration was a good idea.

Ambassador to new members: working with dealers. Writing a letter outlining activities available through Nord Stern, to ask dealers to include with new car packages.

Met Council: annual party on Saturday, January 8, 2005. Participants expressed appreciation for the shared autocross event at St. Cloud.

Newsletter: always looking for more articles. New printer is working out well. Oct. newsletter is online.

Rally: the event was considered a good time. 16 cars participated. Lon and Lorry Tusler have committed to the next two years as co-chairs.

Social Events: Awards banquet is November 20, 2004. See newsletter for details. Awards have been ordered.

Taste of the Track: 27 participants this year made the program a success, as well as providing some income. Hardest part was to find instructors to give rides; thanks to those who became the core group most utilized.

Timing and Scoring: season results are on the web site. Most difficult part was classifying the cars. 12 trophies will be given out at the banquet in November. Can always use more help running the events.

New Business: A President's Advisory Group consisting of John Dixon, Ron Faust, and Jim Holton is compiling information on trends, to hand off to the next president, Chip Smith. The group is short term only.

Look for more to come on the Instructor Certification process. New 911 Introductory Tech session at Maplewood on Nov. 13th.

The meeting was adjourned about 9:00 p.m. The next meeting will be MONDAY, November 1 to adjust for Election Day.

Advertising: No Report; Shop Relations: No Report; Club Race: no report; Membership: No Report

—Respectfully Submitted
Eleanor Renwick, Secretary

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40th Anniversary . . .

. . . continued from page 11

activity and shots taken.

From this the “Celebrating Forty Fast Years” ad campaign materials were created. We were pretty shocked to see that they used the photos of with us in our cars.

Mark Bouljon, the Parts Manager at Carousel Porsche, and long-time Porsche enthusiast, liked this campaign and decided he wanted to put together all 40 years of 911's in front of their new dealership. With the strong support of the General Manager, Bruce Bonine and Owner, Larry LeJuene, Mark set out to line up all 40 cars. While this may sound like something you could do with 40 phone calls, it required a great deal more effort. Working with the club, Mark scoured his customer lists as well as entry lists from past club events, and a great deal of ‘word of mouth.’ It is just amazing how cars migrate to new owners, new locations, and some even get entirely different body work.

We were lucky to have a core collection of early cars owned by enthusiasts who wanted this display to happen. Without being able to readily locate these quite rare cars, the event simply would not have happened. Bob Fleming was an integral part of the formation of the Early 911 Registry. His enthusiasm for these cars has been infectious and consequently there were a number of the early cars available. The newer cars were also readily available as these cars were owned by customers of Carousel and well known to Mark and his Service Department. Ironically, it was the cars in the 1970's that proved the most challenging to locate. The primary reason is simple, there were not as many sold as there are today. Then you have the general attrition of 30 years of usage and many have been destroyed. Another factor reared it's head was that many that are still in use have been converted into track cars and invariably no longer have the stock bodywork. It simply was not going to work to display the 1975 911S that had 993 bodywork and a turbocharged engine! Many, many, calls were made, leads followed up on, e-mails sent, and finally Mark had all the cars lined up.

Peter Kitchak agreed to supply the 1967 model—his beautifully restored 911R. At the same time he agreed to bring his '73 RSR which won the Targa Florio in 1973, his SCRS Rothman's rally car, and his '73 Carrera RS lightweight. The RSR had just taken a first place award at the Rennsport Reunion Concours less than a month before.

Mark then launched into a campaign to make sure all the folks who had committed their cars to the display actually showed up. This was critical because if only one person didn't show, the whole premise of all forty years of 911's

fails. He sent mailings to the participants as well as made repeated calls.

Carousel ordered and donated a quantity of the “Celebrating Forty Fast Years” to Nord Stern's favorite charity, Courage Center. Courage Center is a regional organization whose mission to help individuals overcome a variety of disabilities. They are a core part of our “Loonacy” Club Race activities and Nord Stern has raised over \$160,000 for them in the past few years. These posters were signed by the owners of the cars in the posters and then sold with all the money going to Courage Center.

Display day started early with all the owners arriving by 8:30 a.m. to get their car individually photographed. Gordon Maltby, editor of the 356 Registry magazine, created signs to hang from the interior rear view mirror indicating what year the car was, the owner's name as well as where they lived. The city of the owner was interesting as cars came from four different states, some traveled 250+ miles to participate. There was a huge sigh of relief when the final sign was picked up and we had all 40 cars on the lot. The photographer and the creative folks from Carmichael-Lynch had penned out a placement plan in advance but really didn't know how it would look until they got all the cars together. They did an amazing job of orchestrating the placement of the cars making each one would be visible in the final shot. They shot the photos and the display was then ready for the 10:00 opening to the public.

All day long there was a steady stream of hundreds of the curious and of the hard-core. Without a doubt this was one of the finest collections of 911s every assembled in one place. Every model and every type was represented from short-wheelbase targas to 911 Speedsters. It was a great social gathering of club members. I visited with Club members I had not seen for years. Courage Center did well, as did the Nord Stern membership table. A number of new members signed up on the spot and many went home with sign-up materials with the intent of getting them in the mail.

I felt a bit of melancholy as I drove away at the close of the event. It was one of those events that you know people will be talking about for years to come. It was successful not only because of the hard work of a few individuals, but of the collective effort of many. All of these parties were very talented in what they brought to the table. What started as the commercial endeavor of PCNA and their ad agency, sparked the creative juices of people like Mark Bouljon, the staff and management of Carousel, Peter Kitchak, Gordy Maltby, and all of the Nord Sterners who pitched in to make this something truly special. It represented the finest in what we have all seen as the Porsche spirit.



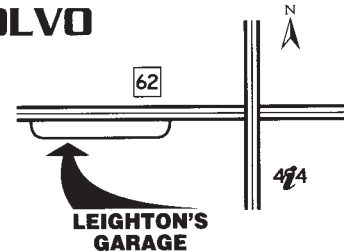
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Monthly Business Meeting

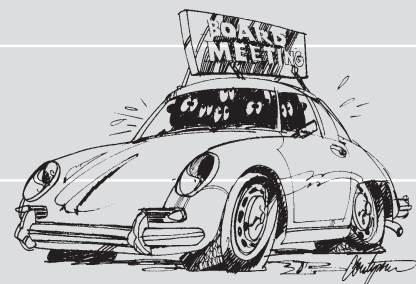
New Location!

Date Change for November!

Normally scheduled for the first Tuesday of the month during the fall and winter, November's meeting (due to Election Day) will be first Monday, November 1st at:

Agenda: 6:30 pm Social
7:00 pm Meeting

Eventmaster: Ed Hazelwood 612 237-9319
ed.hazelwood@elert.com



1. After hard or extended driving in the 944S and 968, the engine should be kept at an increased idle for about two minutes before being turned off.

True or False

2. Recommended tire pressure for the collapsible spare tire on the 1994 968 is 36 psi.

True or False

3. ABS brakes were standard on a Porsche with the 1986 928 model series.

True or False

4. The 911 Carrera 930-25 engine was tuned to use 95-octane lead-free fuel in the U.S.

True or False

5. The Boxster's four-wheel disc brakes with mono-block aluminum calipers have four pistons of various size to get more equal brake pad wear.

True or False

6. The 996 C4 Cabriolet with Tiptronic weighs 386 pounds more than a 996 C2 six-speed coupe.

True or False

7. The maximum towing capacity for the Cayenne S is different than for the Cayenne Turbo.

True or False

8. The clutch pedal free-play, measured at the pedal, on a 1986 944 is approximately 3 mm.

True or False

9. The electronic fuel injection used by the 914-4 was developed jointly by Robert Bosch and Volkswagen.

True or False

10. The 930 was introduced in the U.S. as a 1976 turbo Carrera.

True or False

Answers: 1 (9) 2 (1) 3 (7) 4 (5) 5 (3) 6 (2) 7 (4) 8 (1) 9 (6) 10 (8)

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Used Car Buyers Guide: The Reality

Courtesy Bob Kosky

MUST SELL

... before it blows up.

RUNS FINE

... I was going to say "runs excellent" but I had a last-minute conscience attack.

NEEDS SOME BODY WORK

... was blindsided by a city bus.

WELL-MAINTAINED

... I changed the oil occasionally.

LOOKS LIKE NEW

... just don't try to drive it anywhere.

ALL ORIGINAL

... I never had anything fixed, adjusted, or replaced.

LOADED WITH OPTIONS

... each one more troublesome than the next.

NEVER SMOKED IN

... unfortunately, that's the best thing I can say about it.

PROJECT CAR

... doesn't run.

LOTS OF POTENTIAL

... doesn't run.

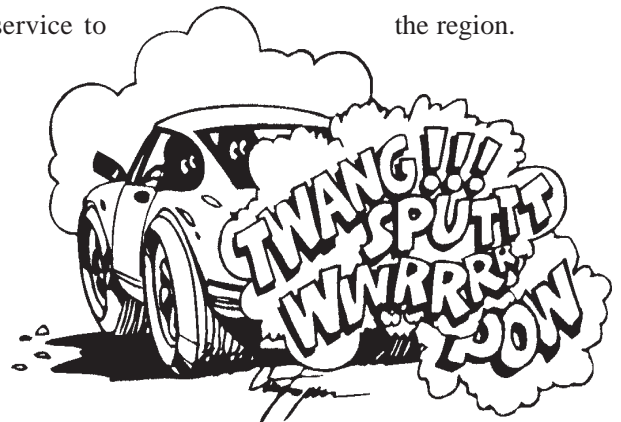
NEEDS MINOR REPAIR

... doesn't run.

Proposed Rules 2005 ...

... continued from page 8

A final comment on the Rules Committee. Ron Lewis has served as Rules committee chairman for a number of years and as a rules committee member this past year. Although not all members have agreed with some of the positions taken by Ron with regard to the Rules, this chair and the members of the committee thank him for his long service to the region.



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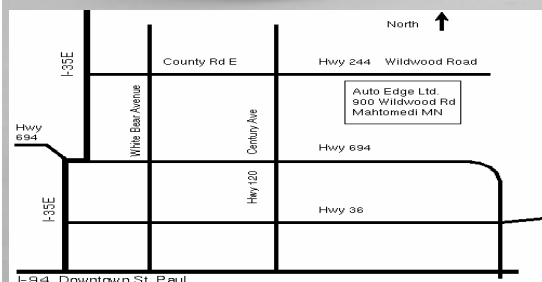
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Come Meet The New 911!

Saturday, November 13, 2004

Time: 10:00 am to Noon

Maplewood Imports

(see location/address info on facing page)

Porsche is proudly presenting the new 911 in two outstanding versions:

-  325 bhp 911 Carrera featuring a 3.6-litre flat-six power unit
-  911 Carrera S powered by a 355 bhp 3.8-litre

Both models come with a newly developed six-speed gearbox and updated suspension featuring active damper control as standard on the 911 Carrera S. This new, intelligent suspension control system appropriately named PASM (Porsche Active Suspension Management) is also available as an option on the “regular” 911 Carrera, giving the new coupés in their classic 911 line an unprecedented standard and quality of driving dynamics: Benefitting from this sophisticated technology, a routined driver at the wheel of the new 911 Carrera S is now able to lap the Northern Circuit of Nürburgring some 20 seconds faster than in the former 911!

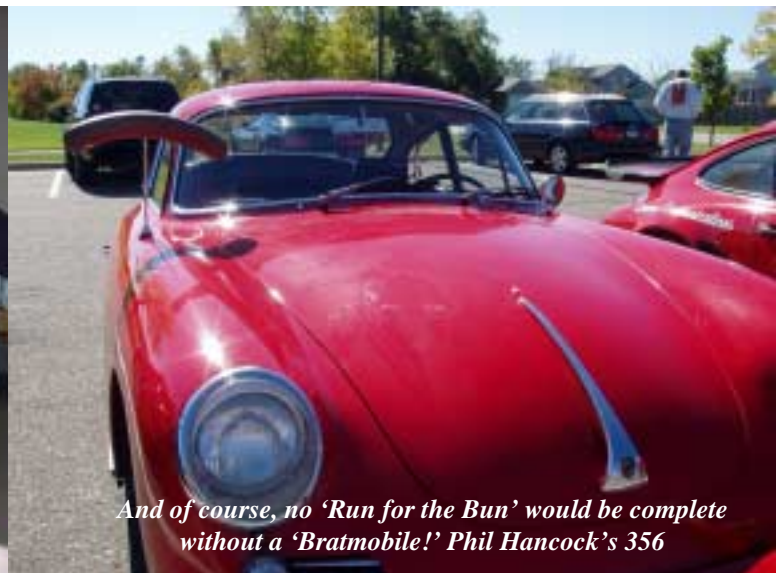
George Andeweg will walk us through features and highlights of the newest member of the Porsche family. There will be a shop tech at our disposal as well, so bring your questions!

Eventmasters: Andrew Busche 612.824.3547
George Andeweg 651.765.2340





It's Party Time!



And of course, no 'Run for the Bun' would be complete without a 'Bratmobile!' Phil Hancock's 356



The Cooks, hard at work!



Negotiating a Rally is 'hard work' building up quite an appetite - bring on the brats!



Ready to party - check the shiney, shiny floor!

Out and About at The 'Run for the Bun' Rally Oct. 2

photos by Lon Tusler

The Dealers' Discount Plan for members of PCA and Nord Stern Region Continues

Carousel Porsche and Maplewood Imports are pleased to continue offering an improved discount plan for members of PCA and Nord Stern Region. This plan is effective immediately and is available to all club members and associate/family members.

Members will be eligible for a 5% discount on annual purchases up to \$300, a 10% discount for purchases from \$301 to \$700, and 15% thereafter. In order to receive discounts, members will be required to present the new **Discount Card**, available at the dealership retail parts counter. Members must present a current PCA member card when requesting the **Discount Card**. There is no charge for the card.

Discount Cards will be punched by dealer parts staff in \$50 purchase increments at time of purchase. A card will be considered FULL when purchases total \$1,000 in a calendar year. These FULL cards may be redeemed for a \$50 purchase credit and the completed FULL card will be entered in a year-end drawing for a significant prize to be determined by each dealer in consultation with Nord Stern representatives.

Discounts as noted above will apply to all items with factory part numbers. Items sourced outside factory channels (e.g., tires, other accessories) may earn discounts at other rates, but purchase totals will still be punched on the **Discount Card** as above. Sublet items (e.g., paint, upholstery) may not be included in this program.

Eligible purchases may be made at the retail counter, in the shop while repairs and maintenance are being done, or by phone. Punches on the card will only be made at the retail parts counter, so keeping receipts will be important to assure eventual full credit. Contact your Porsche Parts consultant in either dealership for full details and a new card.

This new plan offers members an improved incentive to purchase Genuine Porsche Parts and Accessories for their Porsches as well as an additional reason to maintain PCA membership.

For additional information:
Mark Bouljon at 763.744.9170

Last Fling Time Trial Results

Ed Tripet

Place	Class	Car#	Driver	Region	Car	BEST TIME	Run 1	Run 2
1	1M	43	John Rebane	NS	74 914	2:19:829***	2:23:695	2:19:829
2	1M	42	?	NS	914	2:37:850***	2:39:240	2:37:850
1	2M	67	Chuck Porter	NS	83 944	2:10:594***	2:13:449	2:10:594
1	2W	167	Betsey Porter	NS	83 944	2:18:404***	2:22:026	2:18:404
1	4M	58	Jim Benson	NS	87 944 Turbo	1:54:984***	1:55:298	1:54:984
2	4M	74	John Perl	NS	89 944S2	1:59:954***	2:01:990	1:59:954
3	4M	46	Bobby Viau	NS	89 944S2	2:01:941***	2:05:761	2:01:941
4	4M	944	Ron Chadwick	NS	91 944S2	2:03:439***	2:05:211	2:03:439
5	4M	253	Bill Houghton	NS	944T	2:05:650***	2:08:677	2:05:650
6	4M	114	Luis Fraguada	NS	89 944S2	2:06:443***	2:07:593	2:06:443
7	4M	79	Chuck Ready	NS	93 968	2:10:253***	2:16:817	2:10:253
8	4M	41	Bill Votel	NS	944S2	2:12:188***	2:14:337	2:12:188
9	4M	721	Dave Marple	NS	968	2:14:460***	2:18:485	2:14:460
10	4M	295	John Johnson	NS	92 968	2:15:119***	2:19:291	2:15:119
1	4W	923	Jill Allington	NS	89 944S2	2:03:055***	2:04:105	2:03:055
1	5M	7	Dave Galey	NS	944TS	1:59:239***	2:00:165	1:59:239
2	5M	104	Dave Anderson	NS	944TS	2:04:109***	2:06:069	2:04:109
1	7M	158	Peter George	NS	911S	2:08:164***	2:08:164	2:09:654
1	8M	277	Harvey Robideau	NS	83 911SC	1:58:606***	2:03:639	1:58:606
2	8M	303	Shannon Ivey	NS	911SC	2:07:431***	2:10:831	2:07:431
3	8M	47	Ron Faust	NS	80 911SC	2:08:886***	2:10:470	2:08:886
4	8M	472	Jon Faust	NS	911SC	2:17:381***	2:19:340	2:17:381
1	8W	166	Eleanor Renwick	NS	81 911SC	2:09:611***	2:14:771	2:09:611
1	9M	82	Bret Bailey	NS	86 911	2:00:783***	2:00:783	
2	9M	286	Brian Gale	NS	84 911	2:05:519***	2:11:561	2:05:519
3	9M	945	Bill Harralson	NS	Boxster	2:27:341***	2:30:457	2:27:341
1	9W	182	Becky Bailey	NS	911	2:04:493***	2:09:295	2:04:493
1	10M	38	Cliff Anderson	NS	97 993	1:59:325***	2:02:916	1:59:325
2	10M	259	Darryll Dodson	NS	930	2:01:611***	2:04:023	2:01:611
3	10M	911	Ed Vazquez	NS	964	2:12:610***	2:15:740	2:12:610
1	11M	180	Garfield Clark	NS	996	2:02:931***	2:07:673	2:02:931
2	11M	886	Aldolf Barclift	NS	996	2:03:057***	2:03:057	2:04:966
1	P4	195	Ron Johnson	NS	93 968CS	1:56:914***	1:57:661	1:56:914
1	P5	64	Pam Viau	NS	87 924S	2:04:006***	2:06:739	2:04:006
2	P5	56	Roy Henneberger	NS	89 944	2:10:491***	2:14:529	2:10:491



Rally Pictures of the 'Participants'

by Lon Tusler



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Porsche Carrera GT Fastest Car on Nürburgring . . . Successful Record Set Up on the North Circuit

Courtesy Louis Wendling, Mercedes-Benz Club

“The time achieved by Horst von Saurma is excellent and demonstrates the potential of our car. Until recently such times could exclusively be clocked up with pure racing cars.”

Stuttgart - The Carrera GT is the fastest car to lap the Nürburgring North Circuit. With the clock showing 7'32.44 minutes, Horst von Saurma, Chief Editor of the German specialist magazine “Sport Auto,” achieved a new record for road-approved vehicles, at the wheel of the 612 HP strong Porsche. He completed the 22.6 km long round in the Eifel at an average speed of 164 km/h.

“It was really touch and go. The circuit was dirty in some sectors, which didn’t make it any easier,” beamed Horst von Saurma with glee, after his record round.

For ten years the magazine has been awarding an (unofficial) challenge cup to the driver who drives the fastest round on the Nürburgring using a road-approved car. Thus the race for the best time round the circuit has become a prestigious affair, as Nürburgring is still the best and most honest test of the quality of a vehicle chassis, motor performance, aerodynamics and naturally of tires. Since 1995, times have gradually improved from 7'52 minutes to the current 7'32.44 minutes. Wolfgang Dürheimer, Member of Porsche’s Management Board responsible for Research and Development: *“The time achieved by Horst von Saurma is excellent and demonstrates the potential of our car. Until recently such times could exclusively be clocked up with pure racing cars.”*

The journalist von Saurma clocked up the fastest round in the context of a so-called “super test,” which the magazine executes regularly. Top times on the Nürburgring, always driven by the same tester, are among the criteria. Wolfgang Dürheimer: *“It is precisely for this reason that the 7'32.44 minutes are so easy for us to put in to context and are thus valuable.”* (Sept. 20, 2004)



Photo: Courtesy Porsche

CORVETTES of MINNESOTA TWIN CITIES AMATEUR MOTORSPORT CALENDAR 2004

DATE	EVENT	SPONSOR	LOCATION
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DEC	6	Met Council Mtg	
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AARRF dates: May 16, July 17&18, Aug 7&8, Sep 18&19

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CONTACT: RICK GROTHE 952-346-0810
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CONTACT: DWIGHT McCULLOUGH 763-754-7111
PCA = PORSCHE CLUB OF AMERICA, NORD STERN CHAPTER—www.nordstern.org
CONTACT: BOB KOSKY 952-938-6887
AARRF = ALL AMERICAN ROAD RACING FEDERATION—LlewGAARRF.com
CONTACT: LLEW MONTGOMERY 612-374-3521
SCCA (LOL) = SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION—www.scca-lol.org
CONTACT: DOUG DILL 612-925-1731
NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS
ST CLOUD = MINNESOTA HIGHWAY SAFETY CENTER, ST. CLOUD, MN
BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN
MIDWAY STADIUM = MIDWAY STADIUM PARKING LOT, ST. PAUL, MN

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Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7th of the month prior to publication date: Send ads to:

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952 593-5544 or email ad to:
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Zu Verkaufen

Floor Mats

New Lloyds black carpet mats for 964. Red Porsche Lettering for fronts. New in the Box. These are no longer available through Porsche. New they were \$120. I am selling for \$80. These have never been used. Fronts have clips on bottom. Ed Vazquez 952 937 6990.

1970 914-4

1.7, Tangerine/black. 42,000 miles, appearance group, Pedrini wheels, Koni, Bursch, 195-50 Goodyear, Weber 40 carbs, have OEM fuel injection system. Owned since 1972. \$4,700. Gary Greiner, 701 E. 8th, Superior, WI 54880. 715.395.9431.

Tires

Your 911 or Boxster will perform better this winter with a set of four Dunlop M-Z winter sport snow tires. Front 225/40/18, rear 265/35/18 (under 1,000 miles-like new) retail \$1,000 offered at \$500. Ray Bentsdahl 18" Michelin Pilot Sport Cup track tires. (2) 265/35-18 with 4/32 of original 6/32 tread remaining. \$600 new, only \$150 for the pair. Call or email me if interested. Ron Lewis 952 932 0505 or email at: NicolaiL@aol.com

1992 964 Cup Car

WPOZZZ96ZNS498058 Serial number #. Extensive European race history documented with Wagen Pass.

Car has been

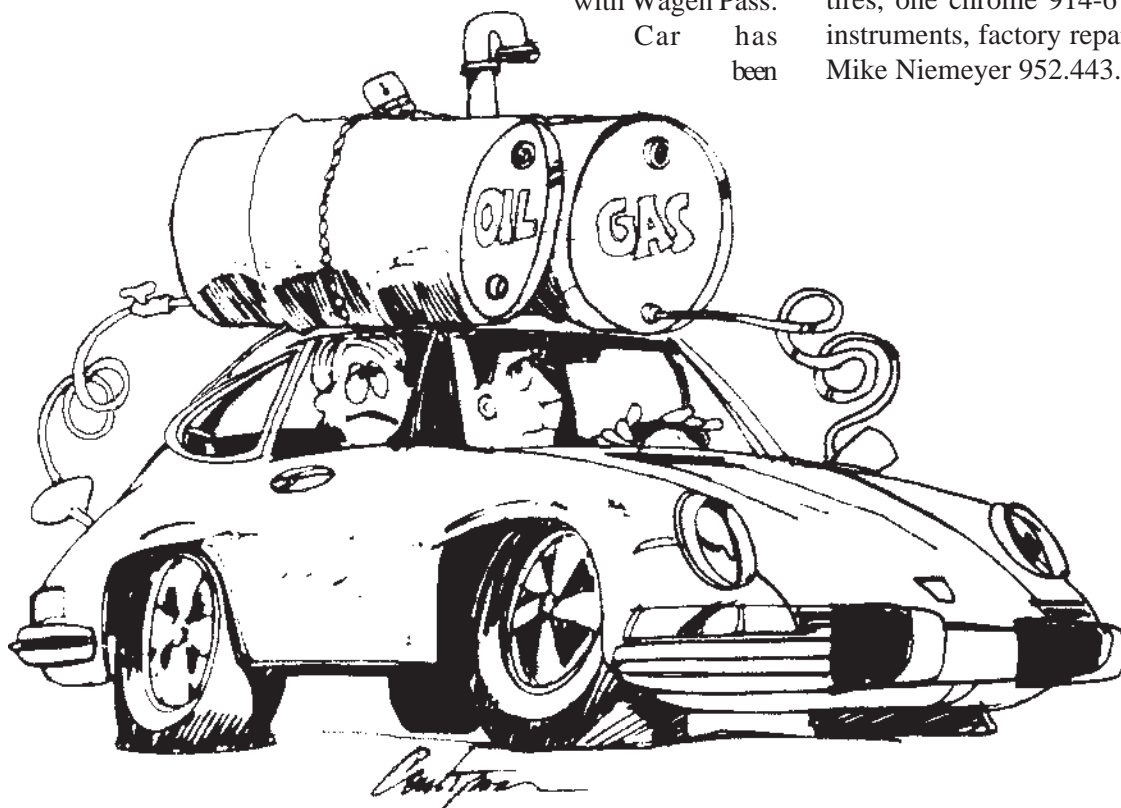
professionally maintained while being raced in PCA-D class & now GTC-1 class here in states. Too many 1st place finishes to post. Hood & doors are aluminum. 3.5- sets wheels, (2/sets Youngbloeds, 1/set Speedline refurbished like new. Plus 2 more unfinished speedlines) 2 custom Recaro seats, Air-jacs, 2nd oil cooler added, in car timing system with remote eye. Extra rear wing + front chin spoiler. Car has a 24-gal fuel cell, Factory matter roll cage. All notes and sets-ups available. Get ready to win. \$65,000. Jerry Greene, email at: jgmotorsports@msn.com or 952-928-7506.

3.6 RS Bi-wing

with integrated 3rd brake light. Very good condition, black paint. Fits 1989-1994 911 Carrera C-2 & C-4 and turbo cars. \$500 Peter Wilmes PH. 651.439.3733.

Misc. 914 (4 & 6) Parts

6 cyl oil tank & connections, interior panels, fire wall sound insulation, two sets 5 lug alloy rims with & w/o tires, one chrome 914-6 rim, dash instruments, factory repair & parts. Mike Niemeyer 952.443.2503.



More 'Run for the Bun' Fun Pics!

by Lon Tusler

Clockwise, Upper right: Lorry Tusler and Lynne Walker;
Jon Walker, Clint Shaver and Lon Tusler;
Susan Jones - our lovely resident 'model!';
The "Last Checkpoint!"
Sunning under the Shade!



Porsche Number Trivia

Peter Kovacevich, Spinner, Schonesland PCA

“Most people, including Porsche owners, are confused by the use of internal design numbers (designated as “Typ”) by the factory. The confusion goes all the way back to Ferdinand Porsche’s first design, the Wanderer car chassis.”

Most people, including Porsche owners, are confused by the use of internal design numbers (designated as “Typ”) by the factory. The confusion goes all the way back to Ferdinand Porsche’s first design, the Wanderer car chassis.

Porsche numbered this design as seven (Typ 7) instead of one (Typ 1) to create an impression of experience among customers. The Typ 60 is arguable the best-known Porsche design. What is it? The “Peoples Car” or Volkswagen, of course.



It’s easy to see the post war evolution of the Typ 60 into the 1948 design for the first production Porsche, the Typ 356. Sixteen years later in 1964, the typ 356 evolved to become the Typ 901. Most people have never heard of a Porsche type 901. That’s because Peugeot said they had the rights to the number (and a whole lot more 3 digit numbers

with a zero in the middle).

To get out of this legal quagmire, their new couple a 911, but retained the the model designation. Following that sense that the Typ 902 is the 912, i.e. a venerable 1600cc boxer engine 356.

In 1968 when the 911 was re-vamped,



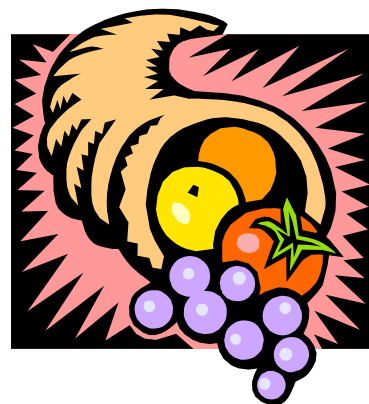
Porsche called 901 number for logic, it makes 911 body with the developed for the

it took the 911 code within the company too. Big changes occurred in 1975 with the introduction of the outrageous Typ 930, also known as the 911 Turbo. The wonderful Typ 911 was produced until 1989 when performance demands had finally exceed the twenty-five year-old design envelope.

However, such loyalty developed for the Typ 911, Porsche was reluctant to retire the model designation (or the body style). To the uninitiated, the Porsche typ 964, or 911 Carrera 2, is almost indistinguishable from the earlier model. However, less than 20% of the parts are interchangeable with the previous 911. Next month . . . more air-cooled cars.



Happy
Thanksgiving!



Concour 'scenes' Identified!

photos by Jill Daneu



***Blue 1994 968 - Jon Tetzloff
2nd Class D Street***



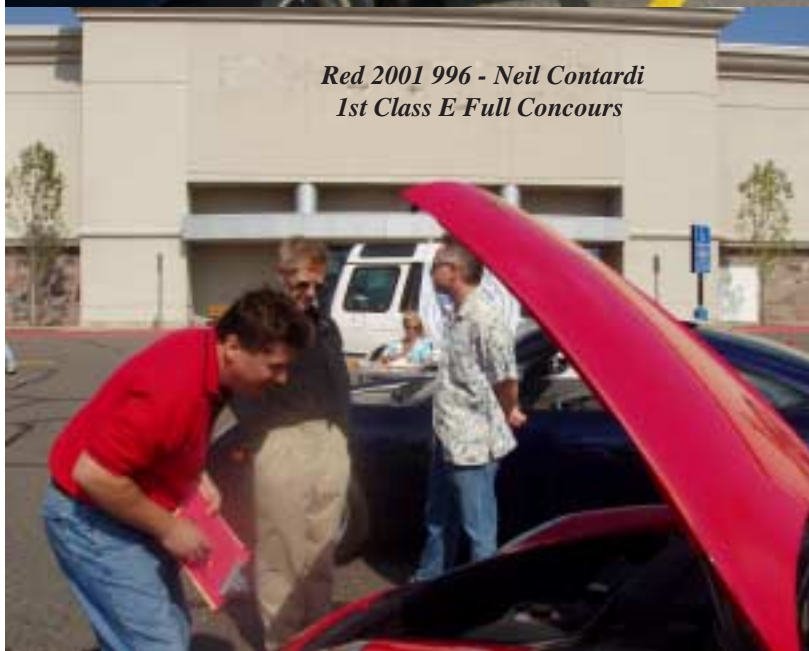
***Blue 1956 356 Speedster - John Mayer - 1st Class A Street
(Street Group Grand Champion and "People Choice" Award)***



***Black 1984 944 - John Dixon
3rd Class D Street***



***Polar Silver 1995 993 - Luis Fraguada
1st Class C Full Concours***



***Red 2001 996 - Neil Contardi
1st Class E Full Concours***



***Blue 1991 944S2 Cabriolet
Pam & Bob Vieu - 1st Class D
Street***

Dues Are Due!

Be Current, Be Aware, Be Informed!

Your monthly newsletter for Nord Stern Porsche Club, the Nord Stern does require a subscription. Our dues are yearly (January through December) and help defray the cost of publication. Please check your expiration year (on your mailing label, 2004 means it expires 12/2004) to see if you need to renew. Rates are as below:

\$20 per year

\$55 for 3 years

\$90 for 5 years

Send your check to the treasurer or watch for a self-addressed envelope for easy payment in the next 2 upcoming newsletters. Don't get caught missing issues!



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