

# NORD STERN



## New In This Issue:

Car Handling School  
Carmudgeon Chronicles  
PCA 50th Parade Info  
BIR Track Records!

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APRIL

2005

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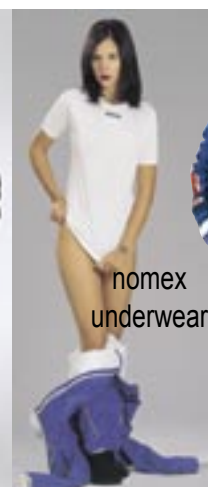
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PORSCHE

APRIL 2005

## Address changes

### PLUS!

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612.867.1649 (cell)  
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sherfs@aol.com**

Leave your name, address  
and both home and work  
phone numbers.

Your application/s will be  
sent out right away!

### Address Changes:

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Send to:  
Steve Sherf  
2675 Pheasant Rd  
Excelsior, Mn. 55331**

**Reminder: Annual Dues are:  
\$20 for January to December**

***Check your mailing label  
for your expiration date!!!!  
Send Steve your address/  
phone number changes!!***

# Vorstand

## President

Chip Smith  
9565 Bennett Pl.  
Eden Prairie, MN 55347

952 942-6686  
chip13@mn.rr.com

## Vice-President

Rick LaVerdiere  
1824 Oelvig Ct.  
Afton, MN 55001

651 998-1511  
ricklav968@hotmail.com  
rlaverdiere@siebenpolklaw.com

## Secretary

Eleanor Renwick  
10415 Buckingham Dr.  
Eden Prairie, MN 55347

952 944-7919  
Eleanor.renwick@signatureflight.com

## Treasurer

Jeff Bluhm  
6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

952 975-5931 (h)  
612 371-1148 (w)  
jbluhm@oldrepmat.com

## Advertising

John Ballard

## Ambassador to New Members

Ed Vazquez  
952 934 5093  
edmn911@aol.com

## Autocross & Time Trial

Bob Viau  
651 777-6924  
autoedge@Auto-Edge.com

## BIR Relations

Roger Johnson  
763 557-9578  
rogerdjohnson@comcast.net

## Board of Directors

Ed Hazelwood  
612 237-9319  
racerone@pcparts.org  
Mark Skweres  
651 454-6208  
mskweres@tela.com  
Scott Anderst  
651 261-0831  
SAnderst@braille-scs.com

## Concours

Chris Harbron  
651 882-0475  
chrisharbron@comcast.net

## Club Race Chairperson

Roger Johnson  
763 557-9578  
rogerdjohnson@comcast.net

## Dealer Relations

Roger Johnson  
763 557-9578  
rogerdjohnson@comcast.net

## Driver Education

Phil White  
612 667-1773 (wk)  
rs\_america@comcast.net

## Road America DE

Dave Anderson  
763 479-8231  
david@anderson.com

## Driver Education Registrar

Cal Townsend  
952 431-4442  
Twn820@aol.com

## Driver Training

Lee Jacobsohn  
612 922 8458  
speed@tela.com

## German Car Fest

Paul Bergquist  
952 937-1822  
Mercedes-Benz Club

## Insurance Chair

Michelle Johnson  
952.476.7445  
micheledj@earthlink.net

## Membership

Steve Sherf  
952 471-1054  
sherfs@aol.com

## Met Council

Bob Kosky  
952 938-6887  
4tun8@usfamily.net

## Newsletter

Christie Boeder  
952 593-5544  
editor@nordstern.org

## Shop Relations

Andrew Busche  
612 824-3547  
andrew.busche@watsonwyatt.com

## Rules

Bruce Boeder, Chair  
952 593-5544  
bboeder@boederlaw.com

Ron Lewis  
952 932-0505  
lewis\_re@earthlink.net

Harvey Robideau  
952 361-  
p911SC@earthlink.net

Chuck Porter  
952 348-8150

## Rally

Lon & Lorry Tusler  
763 383-1798  
lon@snsabling.com

## Social

Bill Berard  
952 921-4955 x1  
mmabill@aol.com

## Safety

Jim Breakey  
612 209-1508  
jimbakey@hotmail.com

Bob Barker  
952 949-0140, x312  
bbarker@slogic.com

## Taste of the Track

Pam Viau  
651 777-6924  
autoedge@auto-edge.com

## Timing and Scoring

Ed Tripet  
952 471-0065  
tripet@visi.com

## Zone 10 Rep

John Phillips  
1507 S. 174th Circle  
Omaha, NE 68130



402 333-7245  
pcazone10rep@cox.net

Addresses available upon request for  
chairperson/s or Board members.  
Call Christie Boeder 952 593-5544.



*"I do get the newsletter uploaded to the website around the 25th of each month for the next month and have been working on updating the web Calendar of Events area plus the 'What's New' section."*

About the time one and all will be receiving this newsletter, all the snow hopefully will be gone, melted away and the 'P' cars out in force. We have driven our C4 all winter and it's been just great - of course this certainly was not a winter to give it a true test but nevertheless it dealt quite well with whatever weather there was. Now we can only hope the first driving events of the year fare well and have NO weather to deal with!

Lots of stuff on the calendar and we hope many members take advantage of the various offerings. Be sure to make note of the calendar you will find on pages 20 and 21 of the newsletter. I have been putting them in the middle as a way to hopefully highlight the listing. Tends to open up right to it! Additionally, I do get the newsletter uploaded to the website around the 25th of each month for the next month and have been working on updating the web Calendar of Events area plus the 'What's New' section. So if you are online it's very easy to check in and see what has been scheduled, finalized, and who to contact with any questions. If nothing else I usually make sure the eventmaster is listed.

And to get totally off the subject, I have to confess I finished up this month's issue while watching 'The Incredibles' on one of the one of the first days it was available on DVD/VCR. What a fun, fun movie. I just have to give my two cents about it. It really is a wonderful, almost old-fashioned story with all the latest animation gimmicks. Even if you don't have children, or can only barely remember being one yourself, this is more than worth seeing. I enjoyed it immensely. It's 'not just for children' despite being an animated movie. I truly am astounded at the visuals than can be created now. But best of all the story is fun and downright uplifting - the good guys win! And what struck me the most, was How Much Fun They were Having Doing What they Love! Gee, sounds like another way to look at why we belong to Nord Stern!

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#### 2005 Advertising Rates

| Ad frequency  | X1-5  | x6-11 | x12  |
|---------------|-------|-------|------|
| Full pg.      | \$123 | \$107 | \$70 |
| 1/2 pg.       | \$77  | \$69  | \$50 |
| 1/4 pg.       | \$46  | \$39  | \$30 |
| 1/8 pg.       | N/A   | \$30  | \$20 |
| Inside Covers | N/A   | N/A   | \$85 |
| Back cover    | N/A   | N/A   | \$95 |

#### Ad sizes:

|             |                            |
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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!

**Thaddeus Austin**  
St. Paul, MN  
928S

**W. Joseph Bruckner**  
Minneapolis, MN  
Black 944T

**Miguel & Rosa Cabanela**  
Rochester, MN  
C4 Millenium

**Michael Daly**  
Deephaven, MN  
911

**Bruce & Becky Huffer**  
Austin, MN  
Black Boxter S

**Jim Leslie**  
Maple Plain, MN  
Black 993T

**Daniel Lueck**  
Northfield, MN  
Boxster

**Mike McGlone**  
Mounds View, MN  
Red 914

**Michael Shea**  
Minneapolis MN  
911 SC

**Mark Teteris**  
Minneapolis, MN  
911 Carrera 4S



### 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 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. Performance enhancements are frequently made (but not required!).

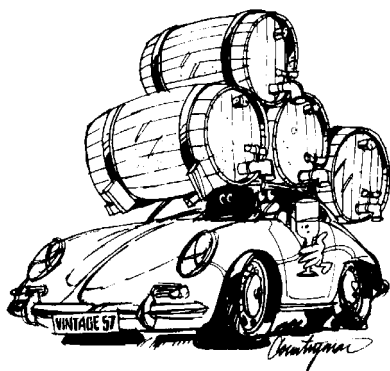
**Time Trials:** On course timed lap with controlled starts and exiting.

**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!



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*"It may still be winter but I've been seeing a lot of Nord Stern People lately. We've had a number of great events already in 2005. Our recent swap meet at Carousel Imports was the latest in a series of tech events coordinated by Committee Chair Andy Busche. Lots of Porsche parts and doo-dads to look over and plenty of gearhead talk. Topped off with a gander at the new 997 and it was a perfect Saturday morning."*

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Visiting us at this event was our PCA Zone 10 rep, John Phillips who drove up from Omaha to meet a few Nord Sterners. John is a very pleasant guy with an interesting car background. Prior to "turning Porsche", John raced a Shelby Mustang in a road racing series. This summer he'll be joining the PCA Club Race ranks with an I-class 944.

Zone 10 includes regions in Minnesota, the Dakotas, Nebraska, Iowa, Missouri, Kansas and southern Illinois. Nord Stern is the largest. It's a lot of real estate to cover but John plans on visiting each region this year. One of the beauties of PCA is how the regions support each other with participation at each other's events. Great Plains region (Omaha) and Nord Stern have a long history supporting each other this way. For 2005, we are inviting other regions to our driving events and I know many of our members will be attending theirs. If you see someone you don't recognize at our next event, introduce yourself. Anyone traveling a few hundred miles to join us will appreciate the warm welcome.

Nothing new to report on the fate of BIR but our events for 2005 are confirmed. If you've been waiting to drive this historic track but haven't yet, this may be your last chance to do so. April 22-24 is our spring school and "First Fling" drivers ed. track weekend. Our next track school won't be until fall. Sign up soon. Observers are always welcome if you just want to watch and take in the sites.

The Pine City race track project you've heard about is evidently making progress. A local newspaper reported on a meeting of track officials and local residents recently. Neighbors to the facility had concerns about noise and traffic, as can be expected, but there is local support for the project. Several steps remain before construction can begin but many of the major issues appear to have been worked out already. According to the newspaper report, the track could be open as early as fall 2006.

I've talked with several members (and potential members) recently who are very excited about our new summer cruise nights. Social chairman, Bill Berard, will be announcing dates shortly. This is a new venue for us but one that all members can have fun with. Clean up your car, give a good waxing and bring it out to show. No concours prep or worry about beating on your car's mechanicals.

If you were planning on registering for the Porsche Parade in Hershey, PA but haven't yet, you're too late. The event is sold out already. Representing Nord Stern will be Steve Beddor, Steven Greenstein, Michael and Lorraine Lancial, Mark Pladson, Neale Roth, and Lon and Lorry Tusler. We'll look for report from them when they return.

That's it for this month. See you at our next event.



## *Pictures by Jim Anderson*

Looking for pictures to remember your weekend? I work Fire and Rescue at BIR for all the Nord Stern events, and can be found in the red Dodge Dakota on corners during the days, and at the social in the evenings. New for this year, I'll have printing capabilities at the track for up to 13x44 prints.

Let me know in advance that you want pictures of your car, along with enough description that I can recognize the car in traffic and I'll get as many as I can for you to choose from.

<http://www.jimsracing.com> or email [jima@copper.net](mailto:jima@copper.net)

# Letters to the Editor . . .

---

## Swap Meet:

I would like to thank; **David Roberts** (Graco), **Doug Arndt** (The Complete Garage) and **Kevin Kelley** for their donations to the Courage Table at the Swap Meet. A special thanks to **Roy Henneberger** for standing in for me, and to **Mark Bouljon of Carousel** for helping me with logistics and hosting the event.

FYI: The coolest thing I saw this trip to China was in Xiamen: A father on a motor bike, with two little kids standing on the skid plate between their dad's legs. There was a plastic 55 gallon drum hanging off one side of the motor bike full of some liquid, and a very large basket hanging off the other side with a large, squealing pig inside! I have a whole new respect for the term "ballast" now.

—Keith Jones

Thanks to **Keith Jones**, **David Roberts**, **Doug Arndt** (The Complete Garage) and **Kevin Kelley** for their donations to the Courage Table at the Swap Meet. I would also like to thank **Mark Bouljon** for hosting the event at Carousel Automobiles and everyone who made purchases. The donations and purchases raised \$367 for Courage to help people facing the physical challenges of injury or disease.

The 17 inch Boxster wheels Kevin Kelley donated will raise even more. If email bidding goes like we had Bobby Piper on the Auctioneer's stand, we can save Keith from hauling them up Club Race weekend!

—Roy Henneberger

## What's in a Name?

Good morning. I was driving in today and got to thinking how difficult it must be in this day and age to name a new car. I'll bet it went something like this . . .

I can see it now, a stark, coldly lit conference room in an off site office complex just west of Stuttgart. Hans and Yoshiro are huddled together reading a computer printout of the data collected by weeks of focus groups throughout the world. Hans turns to Yoshiro and says, we sure put ourselves in a spot with that Boxster name! Yoshiro nods in agreement, you're correct, that was easy mixing the words "boxer" and "roadster". Who would have ever guessed that there would have been such demand for a coupe version?

Hans brings his cup of coffee to his lips, takes a sip and after a short pause reads the data out loud. Boxer + coupe = Boxoupe and of course the Boxoupe S. Maybe we should look at the other data, Yoshiro adds. Sure, here it is, Boxer + Hardtop = Boxtop! I think we have it, Yoshiro! The Boxtop S. Call Motown and see if we can use the Boxtops name. Should not be a problem, yes?

—Mike Jekot with a wink!

I figured that they already paid some design firm a fortune for the font of a capital 'C', lower case 'a-y-e-n'. This way they only had to pay for the 'm'.

—Mike Bowers

No, they already owned the "C" when the 356 C came out!

—Mike Jekot

## AutoEdge Tech Session

Thanks to Bob and everyone at Auto-Edge for the excellent Tech Session today (Saturday, February 26th).

Seeing Don Erickson's (1984, 1990, 1996, 2000, or so) 911 Carrera from the underside was an extra treat!

Andy another A+!

—Keith Jones

# Nord Stern DE, Time Trial and Autocross 2005 Rules Online

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by *Bruce Boeder*

The 2005 Nord Stern DE, Time Trial and Autocross Rules are now online and posted on the Nord Stern website at: <http://www.nordstern.org/sitemap.html>

Other than the exciting addition of two new driving competitions, Nord Stern's driver education, time trial and autocross rules have only three administrative changes for 2005.

First, to be eligible for an award, you must participate in at least one low speed event (autocross).

Second, fire extinguishers and no longer required. They are now optional; if carried, they must be securely mounted. Fire suppression systems are strongly recommended in the prepared classes.

Third, Safety and our corner workers have had it with unreadable numbers. Numbers must be in a contrasting color, clearly legible, at least 4" high preferably die cut or painted on, and visible from the front and both sides.

The two new driving competitions are: an overall time trial competition utilizing a handicapping system. And a competition for new time trial participants (a rookie award).



# Non-Competitive Driver Training Opportunity! Right Here in Metro Area

This event is oriented to Drivers who are interested in learning the acceleration, braking and cornering capabilities of their vehicles in a low key setting. The event will be tailored to people who have NOT taken a high speed driving school before and have NOT driven on a race track. The event is a combination of classroom sessions with driving exercises allowing you to test and experience what is discussed in the classroom. The driving exercises are designed to NOT exceed 60 mph, yet allow you to test the capabilities of yourself and your vehicle. At the end of the event you will receive a certificate of completion.

Dakota County Technical College & Drivers Training Facility  
1300 145th Street E. (Co.Rd.42), Rosemount

Sunday, June 19

Time: Registration 9:00 am, lunch break 12:00 to 12:30, Graduation 2:30pm

Arrive by 8:30 for a quick vehicle inspection.

Bring a lunch or a snack, pop will be provided.

Must be 18 years of age, with valid drivers lic.

Vehicles must be street legal and licensed and in good operating condition, eventmaster reserves the right to designate any vehicle as unsafe to participate in the event.

One participant per registered vehicle.

Remove all loose items (old pop cans, cellphones, windshield scrapers, golf clubs, gym bags, etc) from the vehicles interior and trunk before arriving at the event.

Helmet required, (any motorcycle, snowmobile or auto racing helmet is acceptable).

Fee \$40 advanced registration

\$10 surcharge for registration at the event, \$10 charge for non PCA members.

Maximum of 40 participants.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone #: \_\_\_\_\_

e-mail address: \_\_\_\_\_

Vehicle make and model, Why are you taking part in this event? What would you like to get out of it? \_\_\_\_\_

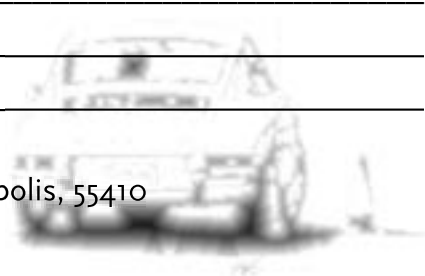
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Mail to Lee Jacobsohn, 4849 Russell, Minneapolis, 55410

E-mail: speed@tela.com



# Saint Paul Sommerfest

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Harriet Island



German Carfest  
Saturday, June 11, 2005 and  
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Sunday, June 12, 2005  
Rice Park, St. Paul



Third Annual Emperor's Ball  
Saturday, June 11, 2005  
Landmark Center, St. Paul



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## Open Track Event

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Cost: \$250 per car per event  
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Get as much seat time as you can handle!

Participants: 40 cars (maximum registration)

Requirements: Prior High Speed School  
Snell 90 or newer helmet  
Tech: Nord Stern certification or equivalent (inquire if in doubt)

Contacts: Fred Jacobberger at: 952.948.0600  
Jim Bahner; email: jbahner2@tela.com or 651.492.9459  
Linda Olson at: 952.888.0613 or 952.221.6720  
www.slowpokes.org

Each driver must have completed a training event at BIR or have prior drivers education events at BIR. Please call if you are a new to Slowpokes to get any additional information.

Fill out this form and mail with a check payable (or enter online with Paypal) to  
Slowpokes Inc. to:

Linda Olson  
8835 Penn Lake Circle  
Bloomington, MN 55431

Driver \_\_\_\_\_ Co-driver \_\_\_\_\_  
Phone(work) \_\_\_\_\_ Home \_\_\_\_\_  
E-mail \_\_\_\_\_ May 27, 2005 \_\_\_\_\_ July 5, 2005 \_\_\_\_\_  
Address \_\_\_\_\_ Make \_\_\_\_\_  
Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_ Number \_\_\_\_\_  
BIR or equivalent experience: \_\_\_\_\_  
Emergency Contact \_\_\_\_\_ Emergency Contact # \_\_\_\_\_  
Each driver will sign a waiver at the day of the event.

Signed: \_\_\_\_\_ Co-driver: \_\_\_\_\_

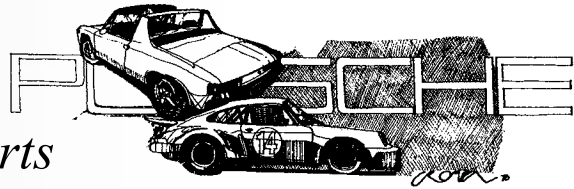
# 5<sup>th</sup> Annual Maplewood Imports AutoFair

**Sunday, May 15, 2005**

**Location: Maplewood Imports**

**2780 N. Hwy 61, Maplewood 651.483.2681**

**Time: 10 a.m. to 2 p.m.**



*Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 15th Maplewood Imports is once again hosting their grand get-together. From 10 to 1 their entire lot will be cleared to make room for your beautiful Porsches, Audis, Mercedes Benz; all years and models are welcome!*

*Eventmaster: George Andeweg 651.483.2681*

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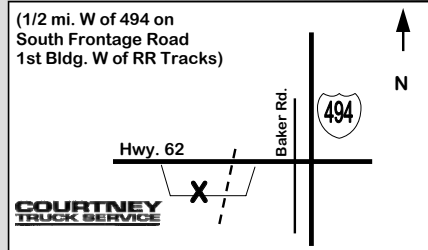


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# Carmudgeon Chronicles

## Round about Roulette . . . an olde English Road Game

by Ken Kamstra

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



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

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

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

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

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

Well, what the hell, I thought. Somehow we'll get there. It's a mission to Marion's ancestral roots and I am the pilot. Pilots -- even pilots driving rickety Rovers -- don't panic. Still I wondered; why do Brits to this day insist that their cars be specially made with steering wheels on the right side. The side where everyone knows God intended passengers to sit just as he intended cars to stay on the right side of the road.

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

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

Except one.

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

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

I eased the Rover into the whirling traffic stream.

'Don't let them think you're a dumb American tourist', I told myself, circling faster and faster while trying to make out the mish mash of roadsigns pointing every which way. Unperturbed and unaware, Marion was still studying her genealogy.

I began to detect the depth of deviousness in roundabouts. As your speed increases, centrifugal force takes over and you are literally flung out of the roundabout. As we spun out, I got a glimpse of a sign that said "Harrold".

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

*Continued on page 33*



**Rick Moe's**

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## Join In First Autocross of the Year - at Valley Fair!

*by Harvey Robideau, Eventmaster*

*"Autocross at  
Valley Fair  
on  
Hwy 101 east of  
Shakopee.  
Sunday, April 17, 2005!"*

**Y**ikes, it's here almost: the first track event of the year! Time to shake all the cobwebs off - both you and your car! Get set, get ready, let's go. Meet out at Valley Fair (no, you don't get to ride any of those roller coasters as after all, driving our P-cars is thrill enough!) on Sunday, April 17th. Whether you are interested in brushing up your driving techniques for the upcoming BIR season, or learning and practicing slower speed car control this is the place to be! So here's all the info you need and best of all, you can register online!

Valley Fair on Hwy 101 east of Shakopee.

**Sunday, April 17, 2005**

Pre register & pay available on line at <http://www.myautoevents.com>

Cost: \$35 pre-registered, \$40 day of event

Online registration closes April 15th at 12:00 Eastern time

### Schedule:

7:15 am to 8:30 am - Event registration

7:45 to 9:15 am - Course walking

7:30 am to 8:45 am - Tech inspection

9:30 am - Drivers meeting

10:00 am - First car off

For directions go to <http://www.valleyfair.com>

# What's a PCA Treffen?

by Catherine Moore, Fast Lane Travel, Inc.

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*"While all of these areas in Zuffenhausen are fascinating, the real highlight for me was the Porsche Customer Centre (also known as the classic restoration department) where we watched technicians maintaining and restoring classic Porsches."*

---

“Treffen” is the German word for “getting together.” The word was chosen in the 1960’s when the fledgling Porsche Club of America members chartered flights to go to Stuttgart to pick up their new 356’s. The PCA members were greeted by Porsche executives, toured the Porsche facilities, and drove around Germany on the Autobahns in their Porsches.

Today’s PCA Treffen replicates a large part of the original Treffen tradition while providing a “Total Porsche Experience.” The current Treffen is a 4-day trip and one day is dedicated to in-depth, behind-the-scenes tours of the Porsche facilities in Zuffenhausen, Germany, just north of Stuttgart. The Zuffenhausen Porsche campus is the home of the Porsche factory that currently produces the 997, Boxster S, Turbo, and Carrera 4S. You’ll also visit The Porsche Museum; the Porsche Zentrum new car dealership; the Special Order department; and the Porsche Customer Centre on this campus as well.

While all of these areas in Zuffenhausen are fascinating, the real highlight for me was the Porsche Customer Centre (also known as the classic restoration department) where we watched technicians maintaining and restoring classic Porsches. Where else but where they were conceived and built would you expect the technology and expertise to be available to revive a classic Porsche to its pristine state?

Watching the restoration team work on a Porsche is akin to watching an artist work a masterpiece, which in actuality is what they are doing. These specialists are artists, using engineering expertise, craftsmanship and technological resources to restore a historic vehicle as lovingly as a work of art. Today after 50 years of production, more than two thirds of the vehicles that were ever produced are still on the road – many maintained and restored by this team of dedicated specialists.

The day I visited the restoration department last fall, there was a beautiful 356 coupe there for maintenance. As I admired this classic, I noticed an emblem on the rear that looked like a coat-of-arms, which in fact it was. This car was owned by a member of the German aristocracy and was truly a magnificent example of timeless engineering and design. It seemed very appropriate to me that a member of the aristocracy would own the aristocrat of automobiles – a Porsche 356 coupe.

Some of the vehicles being worked on had obviously been in accidents. While some



appeared to be almost totally destroyed, others had suffered only minor body damage. The range of models being repaired or restored was amazing: 356’s, 550 Spyders, Carreras, 904’s, 924’s, 928’s, 959’s, and 911’s. Using only approved Porsche parts, this team is able to restore these vehicles to a level that retains the full authenticity of Porsche. The Customer Centre has technicians who specialize in the various aspects of the vehicle restoration tasks – chassis restoration, interior upholstery, body shell and paintwork, engine and gearbox rebuilds – to ensure that both the visual and technical integrity is always maintained.

On another earlier trip to the Customer Centre, one of the technicians waved our group

*Continued on page 23*

# First Fling Driver Training

## Friday, April 22, 2005

at Brainerd International Raceway

- **Eventmaster:** Lee Jacobsohn at [speed@tela.com](mailto:speed@tela.com) (preferred) or 952 922-8485  
Jon Beatty at [jon@minnetonkasoftware.com](mailto:jon@minnetonkasoftware.com) ( or 952 449-0187 day)

**Novice Class:** For drivers who have not attended a (or attended no more than one) Nord Stern high speed driving event at Brainerd Raceway. This class will prepare you to safely participate in Nord Stern Drivers Education events. Cost \$160 per person ( one driver per car). Limited to 20 students.

**Intermediate Class:** For drivers who have attended the Nord Stern Novice Class, or similar high speed school utilizing production based street cars, and have participated in less than six DE events in the last six years. This class builds on the topics covered in the novice class with a concentration on advanced car control techniques and cornering lines. Cost: \$160 per person (one driver per car). Limited to 20 students.

**Advanced Lapping sessions:** For drivers who have attended the Nord Stern intermediate school in the past and desire additional track time. Two lapping sessions will be provided on Friday afternoon. Instructors may be available at the drivers request. Cost \$90. Limited to 24 cars.

**Requirements:** Car must have passed a Nord Stern annual Tech inspection in 2005. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age. Non-PCA members may participate for an additional \$50 non-member fee.

**REGISTRATION AND PAYMENT MUST BE RECEIVED BY APRIL 13TH, A LATE FEE OF \$25 WILL BE CHARGED ON ALL FEES PAID AT THE TRACK. REGISTER FOR BOTH DRIVER TRAINING (NOVICE ONLY) AND STAY FOR DRIVER EDUCATION - COST \$300 PER PERSON**

**Rush this form along with your check payable to Nord Stern to:**

Lee Jacobsohn  
4849 Russell Ave. S.  
Minneapolis, MN 55410

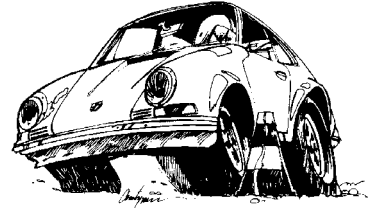
Driver \_\_\_\_\_  
Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
Novice \_\_\_\_\_ Intermediate \_\_\_\_\_ Advanced laping \_\_\_\_\_  
Class, if known \_\_\_\_\_ Prior high speed school? \_\_\_\_\_

*"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."*

Driver: \_\_\_\_\_  
Co-Driver \_\_\_\_\_

# Nord Stern

## 2005 Driver Ed Event Registration



- **Eventmaster/s:** Bruce Boeder and Jim Holton! - See Calendar
- **Cost:** BIR April/June/Sept events: \$195 driver; \$150 2nd driver, same car  
Early Bird Discount (30 days prior to event) \$170 driver; \$150 2nd person, same car: and Limited non-PCA registration available: \$245 per person  
Road America: \$245/\$225 PCA members, \$295/\$250 non-PCA drivers
- **Requirements:** Snell 95 or newer helmet, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) [www.nordstern.org](http://www.nordstern.org)
- **Refund Policy:** **FULL refund if you cancel by calling at least one day before scheduled event.**

- |   |  |
|---|--|
| <input type="checkbox"/> First Fling April 23/24      | <input type="checkbox"/> Fast Fling June 11/12 |
| <input type="checkbox"/> Club Race (Cost TBA) Aug 6/8 | <input type="checkbox"/> Last Fling Oct. 1/2   |
| <input type="checkbox"/> Road America July 11/12      |  |

***Rush this form along with your check payable to Nord Stern to:***

Cal Townsend, Registrar  
15391 Flower Way Apple Valley, MN 55124

Driver \_\_\_\_\_ Car #: \_\_\_\_\_  
Co-Driver \_\_\_\_\_ Car #: \_\_\_\_\_  
Phone(Wk/Hm) \_\_\_\_\_ Cell: \_\_\_\_\_  
Street \_\_\_\_\_  
PCA Card # and expiration date: \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ email: \_\_\_\_\_  
Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_  
Best Time BIR \_\_\_\_\_ Best time co-driver BIR \_\_\_\_\_

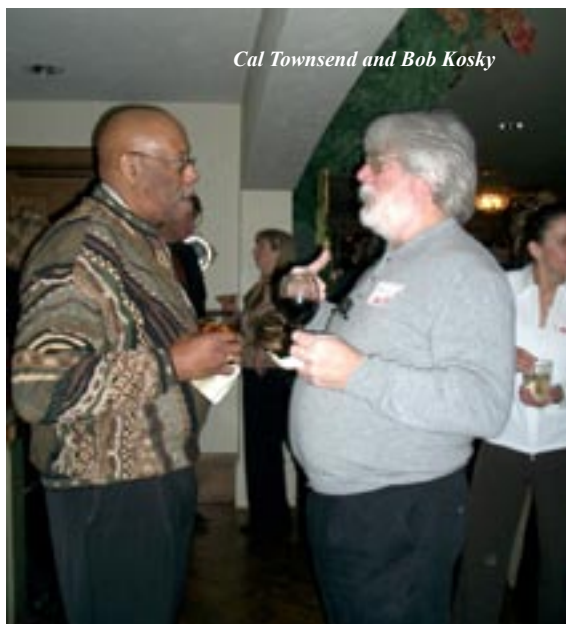
*"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."*

Driver: \_\_\_\_\_  
Co:Driver \_\_\_\_\_



# Out and About at the 2005 Holiday Dinner

All photos by Bobbi Miller



*Cal Townsend and Bob Kosky*



*Speaker Tommy Archer, right, demonstrating a driving technique or two to an attentive audience*



*Dave and Stephanie Galey with Nancy Smith enjoying the evening*



*Jim Miller, Kurt Meintsma and Ron Smith are all smiles*



*Kurt Meintsma and Dave Weisel sample the refreshments!*



*Teresa Vickery, Vonnie Hoke catch up*

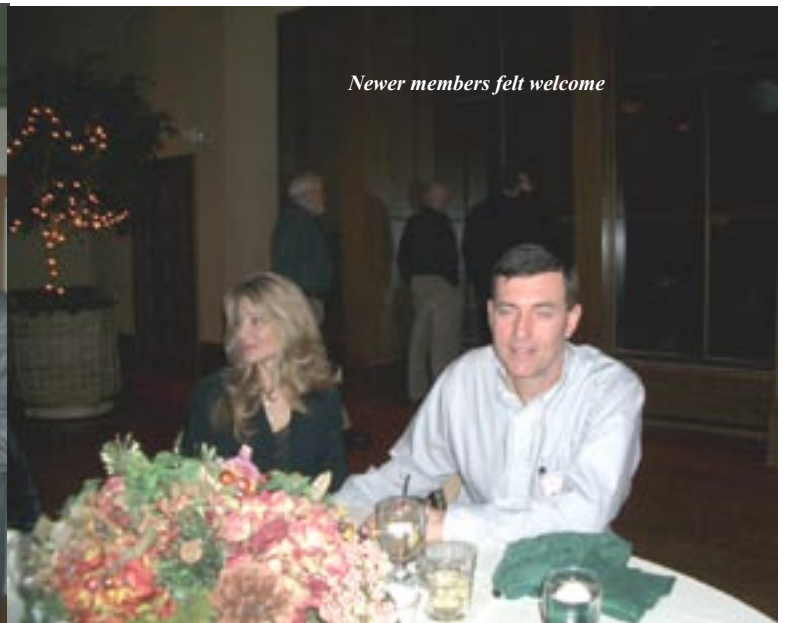


# Out and About at the 2005 Holiday Dinner

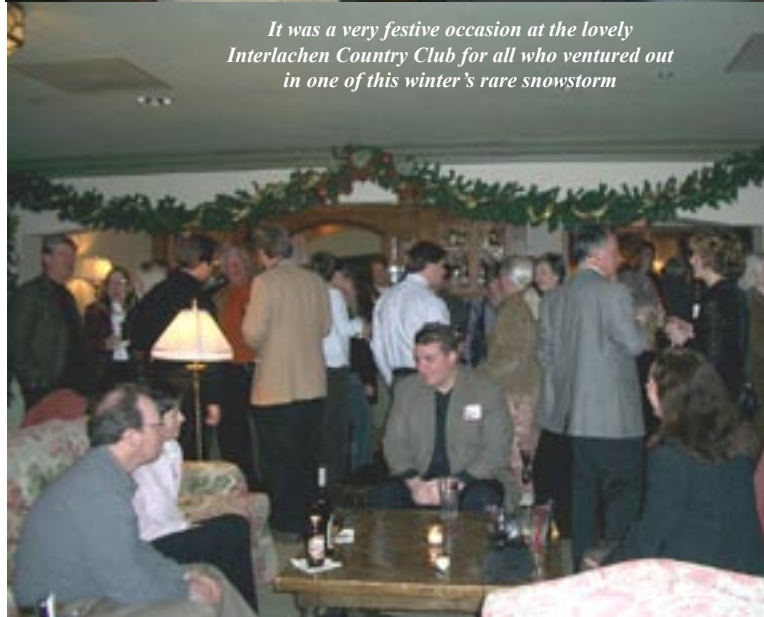
All photos by Bobbi Miller



*John and Susanne Dixon, Christie Boeder and Jim Miller all had a great time catching up - the Millers have now retired out in Nevada to enjoy family, warm weather yet still close to some great skiing!*



*Newer members felt welcome*



*It was a very festive occasion at the lovely Interlachen Country Club for all who ventured out in one of this winter's rare snowstorm*



*Tim Fahey, Mike and Lori Lancial gather round*



*Right, Club Race Chair Roger Johnson with (L to R) Marcus Fischer, Bob Berkin & Chris Wallrapp of Carmichael-Lynch who have provided us with fabulous ad material these past several years and continue to do so. Yahoo!*



*Susanne Dixon with Darlene Miller*

# 2005 Kalender

## April

2005

- 17 **Autocross @ Valley Fair with MAC**  
**Eventmaster: Harvey Robideau**  
 p911sc@earthlink.net  
 home 952 361 4872 or cell 952 221 0443
- Online Registration: <http://www.myautoevents.com/> You will then need to click on Create Account to be able to access online registration. Enter Nord Stern in the event quick search box and click on Go! Click on Register Online Now! and enter the required info.

- 22 **First Fling Driver Training**  
 Brainerd International Raceway  
 Eventmaster: Lee Jacobsohn 612.922.8458  
 speed@tela.com

- 23, 24 **First Fling Driver Education**  
 Brainerd International Raceway  
 Eventmasters: Bruce Boeder 952 593-5544  
 email: bboeder@boederlaw.com  
 and Jim Holton 612 868-3336 (cell)  
 email: jim@holtonsalesgroup.com

- 22-24 **Heartland Park DE**  
 Host: Kansas City Region

## May

2005

- 7-8 **Mid-America DE**  
 Host: Great Plains Region
- 13\*\* **Drivers Training for Women! See Page 21**  
 Brainerd International Raceway  
 Cost: \$125 Eventmaster: Susan Anderson,  
 susan@andersonmotorsport.com  
 3-Club school, no membership required, any  
 woman 18+ can register at <http://www.northstarbmw.org/drivingschools.aspx?ns=Register>
- 15 **Annual AutoFair, See Page 11**  
 Maplewood Imports  
 Eventmaster: George Andeweg 651.483.2681
- 21/22 **Kansas City Region**  
 Ozark Lake Weekend Festivities,  
 further details TBA

## June

2005

- 3-5 **Mid-America Club Race & DE**  
 Host: Great Plains Region
- 10 **PCA Instructor Training @ BIR (tentative)**  
 Eventmaster: Lee Jacobsohn 612.922.8458  
 speed@tela.com
- 11,12 **Fast Fling Driver Education**  
 Brainerd International Raceway

\*\*New Events!

Eventmasters Teresa Vickery 952 474-7126  
 email: TWV@mktgbydesign.com  
 and Roger Johnson 763 557-9578  
 email: rogerdjohnson@comcast.net

- 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 featuring cars  
 vintage 1967 and older - Porsches are invited to  
 participate! This past year's Concours featured  
 200+ cars and a huge crowd.

- 19 **Car Handling School @ Dakota Country**  
**Driver Training Facility**  
 Eventmaster: Lee Jacobsohn See Pg. 9

## July

2005

- 11-12 **Nord Stern at Road America!**  
**Two Full Days of Driver Education**  
**Monday/Tuesday**  
**Location: Elkhart Lake, WI**  
 Eventmaster: Dave Anderson 763 479-8231  
 david@anderson.com

- 8-10 **Heartland Park Club Race**  
 Host: Kansas City Region

## August

2005

- 5,6,7 **Nord Stern Annual Club Race & DE**  
 Brainerd International Raceway  
 Club Race Eventmaster: Roger Johnson
- 13-14 **Mid-America DE (note date change!)**  
 Host: Great Plains Region

- 14 **Autocross @ Dakota County Driver**  
**Training Facility w/Corvette Club**  
**Eventmaster: Harvey Robideau**  
 p911sc@earthlink.net  
 home 952 361 4872 or cell 952 221 0443

- 26-28 Run for the Hills, Pt. Trois!  
 Host: Dakotas Region; further info TBA

## September

2005

- 5 **2nd Annual Rochester Porsche Picnic!**  
 Eventmaster: Roger & Mikey Forland email:  
 roger@westwoodhomes.biz and Jeff and BJ  
 Boehm email: jbandbj@chartermi.net  
 Time: 1:00 to 6:00 pm  
 BYOB & B (Beer & Brats!)  
 Location: TBA

15,16 **Blackhawk Farms DE**  
**Thursday and Friday**  
Eventmaster: Ron Lewis 952 932-0505 or  
lewis\_re@earthlink.net

16-18 DE / Heartland Park  
Host: Kansas City Region

23-25 **13th Annual North Shore Fall Color Tour**  
Headquarters: BlueFin Bay (1-800-BlueFin)  
Eventmaster: John Dixon 612 939-9071  
Email: eyerack@tcq.net

30 **Last Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Lee Jacobsohn 612.922.8458  
speed@tela.com

### October

2005

1,2 **Last Fling Driver Education**  
Brainerd International Raceway

14-16 Annual Flaming Fall Weekend  
Host: Ozark Lakes Region, further details TBA

### Friday, May 13, 7:30 AM Drivers Training for Women

Location: BIR

Cost: \$125

Eventmaster: Susan Anderson,  
susan@andersonmotorsport.com

3-Club school, no membership  
required, any woman 18+ can register at  
[http://www.northstarbmw.org/  
drivingschools.aspx?ns=Register](http://www.northstarbmw.org/drivingschools.aspx?ns=Register)

Complimentary tech inspections  
available [no convertibles] – Orr Autosport  
on April 14<sup>th</sup> 6-8pm, or contact Susan

Loaner helmets will be available c/o  
Audi Club

Option to stay for BMW's Co-ed Driving  
School w/Ross Bentley

Ramada: BMW rate \$63, reserve by  
April 20<sup>th</sup> [any nights 5/12-15]

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## Dues Are Past Due!

*Your monthly newsletter for Nord Stern Porsche Club, the Nord Stern does require a subscription. Our dues are yearly (January through December).*

**\$20 per year**  
**\$55 for 3 years**  
**\$90 for 5 years**



*Nord Stern will not be mailed to those who have not renewed for 2005 starting with the March issue. Call Steve Sherf, Membership Chair with your questions: 952 471-1054.*





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## **WANTED: Fun-Loving PORSCHE Enthusiasts!!**

**Join us on the PCA Summer Treffen  
Wed. June 15<sup>th</sup> – Mon. June 20<sup>th</sup>**

- **Tour the PORSCHE Factory, Museum, Special Order Department, and PORSCHE Zentrum**
- **Experience Weissach ("Hot Laps" if available)**
- **Enjoy driving a brand-new Factory PORSCHE 997 or Boxster S for 2 days**
- **Autobahn to quaint Lindau on Lake Constance**
- **Stay 4 nights at deluxe hotels**
- **Gourmet meals, drinks – all inclusive**

**All taxes, gratuities, insurance & gasoline included – \$2,485 per person, double occupancy**

# Treffen®

**For additional information, contact Fast Lane Travel, Inc. – the official PCA endorsed Treffen tour company at 877-959-FAST (3278) or visit our website at [www.FastLaneTravel.com](http://www.FastLaneTravel.com)**

Treffen. . .

. . . continued from page 15

over to his work area. The engine he was working on was a one-of-a-kind engine built by Dr. Porsche himself. He was obviously excited to be working on its restoration and wanted to share this experience with our group. Most of the technicians will respond to questions posed by our group with answers that are infused with their enthusiasm for the cars. Theirs is not a repetitive factory job, but rather one that provides great satisfaction. And who wouldn't be satisfied with bringing a beautiful car back to its original perfect condition!

Any PCA member who joins the 2005 Summer or Fall Treffen will have the opportunity to visit the Porsche Customer Centre along with all the other facilities at the Zuffenhausen Porsche campus. They will also experience "hot laps" at the Weissach test track and a 2-day driving tour in southern Germany on the Autobahns and country roads in a brand-new Porsche. It's truly the experience of a lifetime!

For more information about joining a PCA Treffen tour to Germany, contact:

Fast Lane Travel, Inc.

(the PCA-endorsed Treffen tour operator)

Tel: 1-877-959-FAST (3278)

Email: [info@fastlanetravel.com](mailto:info@fastlanetravel.com)

<http://www.fastlanetravel.com>



*Under Repair, photo courtesy Catherine Moore*

## PCA 50th Anniversary Parade: June 24-July 1

*by Kathleen Lennon*

With Parade completely sold out, we are receiving many questions about visiting Parade that first weekend for the National Literature and Parts Swap Meet and the Concours d'Elegance and Car Show.

**Can I go to the Swap Meet on June 25th?** PCAers from around the country are invited to visit our Swap Meet on June 25th just like they do in April of every year at Hershey. And just like at Hershey in April, you'll have to pay a nominal fee for parking and entrance into the swap meet. Vendors do NOT have to be Parade registrants, either, but do have to register through Steve Baun, our Chair, just as they do at Hershey every year. If you have registered or will register for swap meet spaces for the April 23d Central Penn Swap Meet, Steve will send you applications for the Parade meet, as well. The Parade Swap Meet will take place about a half mile up the road (Hersheypark Drive/Route 39) from the April meet at Lot M.

**Can I see the Concours and Car Show on June 26th?** PCAers are also invited to spectate at our Concours d'Elegance and Parking Corral and Car Show on June 26th. For those who want to participate in the car show/parking corral and are not Parade Registrants, we encourage you to sign up and park/show your Porsche on our field of dreams- the first time in the history of Parades that this will happen. Car Show registration will open on April 23d and will last only for as long as parking spaces are available. Parade sold out in one day. We expect car show registration to do the same. Details for car registration will be announced soon on our website and in our upcoming article in April's Panorama.

**Where do I park?** Please remember that if you want to see the Parade Concours and Car Show, there is NO parking at the Hotel Hershey. There is also NO parking along the access roads and residential areas down the hill from the Hotel Hershey. If you do not register for the car show, principal parking will be found at the airfield along Hersheypark Drive across the street from the Amusement Park. The airfield is a ten minute walk from the Concours site. Shuttle bus services will run continuously from the Lodge and airfield on Concours Day. All PCA members who are NOT Parade registrants and/or not guests of the Lodge will be directed to park at the Airfield or overflow lots currently being arranged. Follow the signs. Do NOT attempt to park at the Lodge and Convention Center.

**What else can I do at parade if I'm not registered?** For those who are not registered for Parade, you can still participate to a certain degree. As we mentioned, you are invited to come and spectate at the concours and car show as well as the swap meet. The autocross is also free to watch. If you purchase tickets to a banquet from someone who is registered for Parade, you are welcome to attend the banquet. Entry into Parade Hospitality, PCA Academy Day and the Parade Goodie Store

*Continued on page 35*



# PCA 50<sup>th</sup> Anniversary – Should I Care?

By John Phillips

2005 marks the 50<sup>th</sup> anniversary of the Porsche Club of America. A small group of 12 enthusiasts got together over dinner in Alexandria, VA in 1955 and established a club that came to be known as the Porsche Club of America. That small group, who were mainly interested in technical information about their cars, has grown to over 53,000 members in all fifty states and Canada. The Porsche Club of America, Inc. is the largest non-factory-supported single marque sports car club in the world. The top two reasons members give for belonging to PCA remain for technical information and for the monthly publication *Porsche Panorama*.

Unlike some large organizations that lose touch with their members, PCA has remained viable by establishing 139 regions, which represent PCA at the local level. Just as all politics is local, so it is with car clubs. While our passion remains the Porsche automobile, the activities that beckon us to join the club are local. Among many things, PCA provides the larger organizational structure, *Porsche Panorama*, the annual Porsche Parade and insurance coverage that assist the local region. Without the structure and support provided by PCA,

few, if any, local car clubs could afford to conduct local track events, rallies, tours, autocrosses, social events and more.

And yet, many members do not associate with PCA, other than perhaps the *Porsche Panorama* magazine or the annual Parade. They relate solely with their local region. This may not be what the charter members envisioned, nevertheless, it remains the most important reason why PCA continues to grow and be popular among Porsche owners.

So, should you care about the 50<sup>th</sup> Anniversary of PCA? Yes! It fuels our passion; it sustains our quest for information and activities. It provides a heritage that binds us together. "It's the people," is an expression that has been used many times to describe PCA and the local regions. I have met the best friends of my life by being a member of PCA and that alone is reason enough to celebrate the 50<sup>th</sup>. Won't you join me, and your region, in celebrating this milestone?

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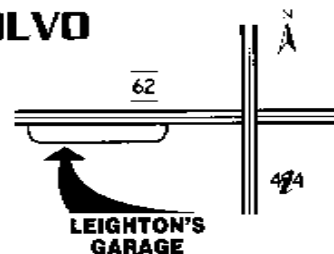
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# Nord Stern Business Meeting March 1, 2005

*Eleanor Renwick, Secretary*

**T**he meeting began with introductions all around for the benefit of the non-regulars attending.

**Newsletter:** Thanks to our editor, we are again entered in the newsletter contest, with judging taking place at the Porsche Parade in Hershey, PA. Please note that you should be receiving your newsletter much more timely. Speaking of the Parade, our President has received professionally prepared DVD's from PCA with highlights celebrating the 50<sup>th</sup> anniversary – these are a great way to promote club activities and Porsche related events. A Zone 10 poster is being prepared – photos have been sent in by Christie.

**Club Race:** a good response to the request issued recently has brought out many volunteers; Roger is seeking a replacement sponsor and many have stepped forward.

**Advertising:** a banner is being made to carry to other races to promote our June event and the Club Race. Looking for additional/new groups to advertise in Nord Stern.

**Treasurer:** '04 slow paying advertisers are receiving reminders to pay. '05 invoices have been mailed.

**Memberships:** 7 new members this month. The New Member Social is March 23<sup>rd</sup> at Davanni's in Edina. Need speakers for presentations; an announcement for the event was placed in Nord Stern, and invitations were sent to new members who have joined in the past year. Dues are due.

**Autocross:** Met Council will do timing at the joint autocross at Valley Fair. Online registration is ready for the autocross event. Can prepay or just register and pay on the day of the event. There is a Tech inspection, but No track experience is required.

St. Cloud is available again. Our VP will coordinate scheduling for next year.

**Social:** an Invitation to F1 party on Saturday night at Bill & Kathy Berard's home was given. It starts at 7:30 p.m. The chair is still working on the cruise nights--- The question was

asked about changing the Friday Night Social to Thursdays in the summer because of weekend activities out of town? Not resolved. Ron Johnson volunteered to host a shop social. More on that later.

**Concours:** no updates; need serious ideas for metro area venue.

BIR photos for posterity. Professional photographer.

**Driver Education:** Chairman Phil has made good progress promoting our events to all regions.

**Driver Training:** instructor training in June; need instructor for the school at First Fling. Look for an article outlining how to become an instructor.

**Insurance:** great job Jim, no updates

Met Council meeting will take place later this month. Rules and schedule have been posted on the website. They will cohost the first autocross of the season.

**Shop Relations:** swap meet next weekend 8 a.m – 12 noon. More tables are available. A Novice DT is scheduled on April 3<sup>rd</sup>.

**Rally:** for this year will take place in the NE section of the Metro area; the date will be announced at the next meeting.

**Safety:** corner workers are ready for the season. Instructors will need to ride with non-Nord Stern members/participants, who should specify former track experience.

**Timing/Scoring:** equipment ready; need to enter additional participants in system at open track weekends; will coordinate with registrar.

**Taste of the track:** is back, coordinated by Pam Viau.

**New business:** A new business has started in the Boston region which consists of a concours prep kit. It was recommended that promotion could be through a donation to our auction; and by advertising in Nord Stern.

The question was asked about a track Sunday rate for people who work on Saturdays? No answer at this time.

The next meeting will be April 5 at Famous Dave's in Calhoun Square – 7 p.m.

Left: hmmm, too much leisure time is what I am thinking, or that's a true Spring Break fantasy! A definite labor of love.



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# You Want to Club Race – Do You Have What it Takes?

By John Phillips, Zone 10 Rep

*“First off, I downloaded the PCA Club Racing Rules from the PCA webpage. Like every good student, I read all 22 pages and highlighted the most important paragraphs. I met the basic requirement that all participants in a PCA Club Race must be PCA members in good standing, and so I moved on to licensing procedures.”*

After many years of participating in driver’s education events, I have decided that 2005 will be the year to step up to PCA Club Racing. I am writing a series of short articles about my experience. This first article is about the steps that need to be taken to apply for a rookie license.

To participate in competitive racing, specifically PCA Club Racing, I set three basic criteria for myself. First, do I have the enthusiasm and family support to try this level of racing? Second, do I have a level of driving experience that allows me entrance? Third, do I have the financial ability to support the habit? (Of course, this includes finding a car) Having met all three of my criteria, I set about the process of applying for a PCA Club Racing license.

First off, I downloaded the PCA Club Racing Rules from the PCA webpage. Like every good student, I read all 22 pages and highlighted the most important paragraphs. I met the basic requirement that all participants in a PCA Club Race must be PCA members in good standing, and so I moved on to licensing procedures.

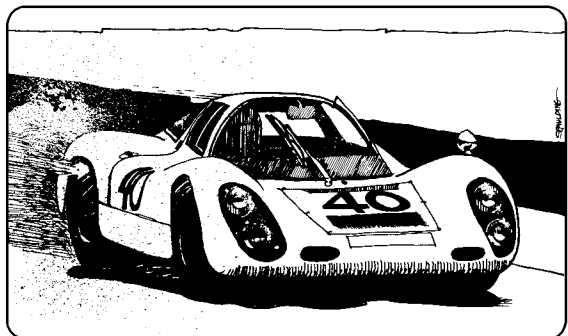
I next downloaded two forms from the PCA webpage; the Competition License Application Form and the Physical Exam Form. The Rookie Application portion of the License Application contained two important sections. The first required evidence of having completed twelve (12) or more days of race track driving training and experience at driver’s education events, time trials, race schools or equivalent events within 24 months. In addition, for each event they required the date, location, sanctioning body, chief instructor, run group data, and instruction status (e.g., signed off by instructor after the first two sessions). That was easy enough to provide by simply looking back at the recent events I had attended and typing it up. The second section required a signed certification from a chief instructor that described my ability with regard to basic high speed driving skills; ability to drive without an instructor; information on my courtesy and general awareness at all times on the track. Sandy Steckman, Great Plains Region Chief Instructor, rode with me during a driver’s education event and, after waxing his car, he certified my form.

The second form, Physical Examination Form and Applicant’s Medical History Form was sent to my local internist for completion. He had recently poked and prodded for my annual physical and only required me to come in for an eye exam. He certified I had the body of a 20-year-old, and sent me on my way with best wishes.

The two forms and \$60 were put in the mail to Ms. Susan Shire, PCA Club Racing Program Coordinator. Shortly thereafter, Susan called and conducted a short interview. I think the purpose was to verify the information and make sure I wasn’t some weirdo. She seemed satisfied that I was basically sane. I soon received a letter in the mail approving me as a PCA Club Racing Rookie License Candidate with the right to attend the PCA Club Racing School at my first PCA Club Race. To receive a PCA Club Racing Rookie License I must complete

the three parts of the PCA Club Racing School: the orientation meeting, the on-track practice sessions and the practice starts.

Next up, I will talk about the car and getting it ready for my first Club Race.







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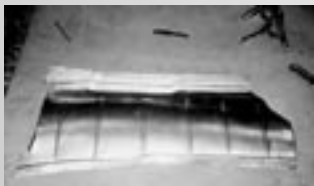
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# 2005 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

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

## Technical Safety Inspection

To be completed by qualified shop or inspector.



Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

| Lights        | Pass  | Brakes/Wheels/Tires    | Pass  | Interior               | Pass  |
|---------------|-------|------------------------|-------|------------------------|-------|
| Headlights    | _____ | Tires/Wear             | _____ | Steering/Play          | _____ |
| Front Signals | _____ | Wheel Bearings         | _____ | Brake Pedal/Firm       | _____ |
| Rear Signals  | _____ | Rotors/Scored/Cracked  | _____ | Seat Belts/Anchors     | _____ |
| Tail Lights   | _____ | Brake Fluid/Full/Clean | _____ | Helmet Snell 95/Better | _____ |
| Brake Lights  | _____ | Brake Lines            | _____ |                        |       |

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

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required Yes No

Items to be corrected \_\_\_\_\_

(Continue on back)

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

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

# 993 Brake Tips

Courtesy Rennlist Tech Articles

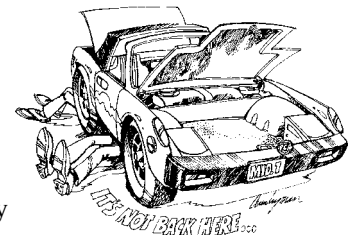
**BRAKE PAD TIP** by Ray Calvo Do you change your own brake pads? If so, keep one thing in mind. After replacing the pads, they are NOT going to be flat against the brake rotor. What this means is that when you get in the car, pull out of the garage, and first hit the brakes, the pedal might well go right to the floor with no braking! To avoid this, after replacing the pads, get in the car and pump the pedal slightly but several times to push the pads flat against the rotors. Once you feel firm resistance in the pedal, the car is ready for driving. I have failed to do this and nearly clobbered my neighbor's pickup truck when I have pulled the Porsche out of the garage - not once, but twice!

**BRAKE PAD SQUEAL REDUCERS** by Ray Calvo. In preparing my 993 for it's first track outing, I decided to do what I had done on my previous Carrera - switch to a race compound brake pad, namely "Cool Carbons". Unlike my old Carrera, I found out the OE brakes had some anti-squeal functions which greatly increased the difficulty in changing the pads. I first thought this was unique to the 993, but have since found out that many recent models have these fixes (George Riggan indicated he has seen it on the Carrera 2/4, and I found a Technical Bulletin describing them on the 1989 928 S4). Therefore, if you decide to change brake pads on your '90s vintage Porsche, you might want to read this. After jacking up the car and removing the wheel, I tried to remove the pads by grabbing one with my hook tool and pulling it out. No luck; the pad remained frozen inside the caliper. No amount of pulling or tugging would release it. Finally, I got down on my side and had a hard look at the back of the brake pad to see what was causing it to hang up. It was difficult to see, but I noticed a backing "pad" on the back of the metal backing plate, along with just a hint of the outer rim of the circular anti-squeal shim peeking out from behind one of the brake piston (see photo; rectangular anti-squeal pad was glued to the metal backing plate on the brake pad; circular anti-squeal shims fit into the brake pistons). The shim was firmly embedded in the backing pad, so I figured my only option was to try to break the backing pad free from the metal brake pad backing plate. Since the pads were relatively new, I didn't have much room to get a tool in there or to retract the pistons. I used a stiff paint scraper in between the anti-squeal pad and the metal backing plate and entirely freed the two pieces. The pad was then able to be removed. One warning about "Cool Carbons"; they don't squeal, they S-Q-U-E-A-L; enough to drive you batty after even a short trip. Therefore, for daily use the OE pads went back in. I did not reinstall the above removed pad or shims, and so far the car has been practically squeal-free (only a hint of a squeak once in a while, only when stopping at a light).

**993 Brake Bleeding Author:** Adrian Streather: I have gone back into my archives because I know I had an article or technical description of the Bosch 5 system on the 993

Carreras. I have found this article and I am posting for the gentleman who was having problems with his bleeding, and this maybe a possible solution! There are two configurations for the 993 Carrera ( I am not even going to mention the 993C4) this just applies to the RWD 993 Carreras. ABS only ABS/ABD ABD is an option which can be installed on the Carrera. Option Number M224. Before working on your brakes you must check for this option. The ABS only control unit is marked with a yellow sticker and is part number 993.618.126.00 Okay the recommended method for bleeding the ABS only equipped Carrera is the pressure bleed with the Bosch Hammer attached. For the ABS/ABD unit it is mandatory to have the Bosch Hammer attached and do a pressure bleed. The reason, bleeding the brakes using the conventional methods (this also applies to HP 964 C2 and C4 systems) the system pressure drops when you open it and the pump starts up. You can guess what happens next. You are powered up because you have the Bosch Hammer attached. Anyway back to the 993 Carrera RWD with ABS only. You can bleed each individual brake as long as the auto is not powered but you MUST follow the following sequence, You bleed in strictly the following sequence:

Right Rear  
Brake Left  
Rear Brake  
Right Front  
Brake Left  
Front Brake



You must not under any circumstance break the lines anywhere except at the bleed point on the caliper itself. If you are in real trouble and have no brakes maybe you should try this method to get some brakes back. DO NOT POWER the Porsche up until you have tightened everything back up. I suspect you may have to do this more than once and keep the fluid level topped up. This is why the pressure bleed is more effective. If you are powered up and you get that ABS Hydraulic Pump upset and it starts up, you will cavitate the pump and just blast the air through the whole system plus leave a nice puddle of brake fluid on the garage floor and have no brakes.

**Bleeding Procedures that Really Work: by Steve Weiner/Rennsport Systems:** I've bled a lot of Porsche's over the past 26+ years with excellent success using pressure bleeding. Not to say that other folks haven't had success with their methods, but this one has worked 100% for us and this includes a lot of race cars, street cars and such. For certain, you do not normally need to bleed the brakes when making a simple pad change unless the fluid is old or you suspect that its gotten kinda warm. We use a Snap-On pressure bleeder at 12-15 lbs of pressure and a Baum Tool billet MC reservoir

*Continued on page 33*

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There was lots of action at the Tech Session at AutoEdge this past February 26th.  
All photos by Keith Jones.

## Brakes Tips. . .

*. . . continued from page 31*

cap to seal that up. This device maintains the fluid level and leaves the MC full up and ready to go when you are finished. Further, you'll need to plug the vent from that, as well. You are right on the money with starting the process at the furthest brake piston chamber from the MC first.

- RR outer nipple
- RR inner nipple
- LR outer nipple
- LR inner nipple
- RF outer nipple
- RF inner nipple
- LF outer nipple
- LF inner nipple

I always tap the calipers gently with a hard plastic or brass hammer to dislodge any tiny bubbles that tend to attach themselves to the walls inside the piston chambers. I have a Vacula vacuum system here that I've never gotten the consistent results over the years that the pressurized method that always produced. Now, it just sits on the shelf.

## Carmudgeon. . .

*. . . continued from page 13*

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

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

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

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

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

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



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---

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## Zu Verkaufen

### 911 SC

VIN #9119200950, A pristine 911 SC sunroof coupe with 54,000 original miles. 2nd owner, owned since 9183. Nord Stern Concours winner, recent chain tension update May 2004, Grand Prix White with 'Full' dark brown leather, front and rear spoilers, 16" fuchs wheels. The only thing needed is a set of tires. A rare find, \$16,000 OBO. Gary Groebner at 952 955-3446.

### 2001 996 Turbo

Orient red, natural gray leather, 2,216 miles, colored crests, lumbar support, digital sound, AM/FM CD, light wood wheel/brake/shift lever. Stock, no race, no smoke, no rain. \$89,900. Tom 763.785.5751 or email: tom.bruggeman@homeright.com.

### 1984 911 Coupe

Dark green with camel leather interior, black dash and trim; electric sunroof. Approx. 116,000 miles. Like new Dunlop SP Sport D-40 M2 tires; black rims with black Porsche crest. Polarized window film on all windows except windshield. After-market CD player. Second-place winner of 1996 Club Race Rally; First place winner of 1999 Octoberfest Rally. Car is stored over winters, and was only tracked at BIR for one Ladies Only event. All maintenance records included. Maintained by Nurburgring, Courtney Motors, and more recently by Johnson Autosport. \$18K or B/O. Email Jill & Fred Daneu at jdaneu@aol.com <mailto:jdaneu@aol.com> or call 952-432-3486 for more information.

### Exhaust System

NEW dual outlet Stainless steel Cat-

back exhaust system, fits 1978 to 1989 911s. Polished stainless steel inlet elbow and exhaust tailpipes with new in the box polished stainless steel free flow muffler. Includes adjustable mounting bracket and all stainless steel clamps. This system produces 13 HP more than the stock exhaust system with a beautiful powerful sound at large throttle openings, but is quiet at highway cruising speeds. \$550, OBO. Kelly at 651-457-1404.

### WANTED TIRES

Two 205/50/17 tires, Kelly at 651-457-1404.

### 1987 944S Track Car

Fully Prepped PCA Club Race Car (Class H)/Dedicated Track Car; Blk, Race built 16V Motor and LSD Trans by Auto Edge, dual Eng. Oil Coolers, Turbo Muffler, Cat delete; Bilstein "Cup Car" Coilover Suspension w/ 500 lb/in springs, TRG Camber Plates, Strut Tower Brace, 968 Control Arms and Brake Cooling Scoops; Racetec Full Cage, Race Seats, and Safety Equip; 2 sets of whls (15" and 16"); Car is a class winner and reliable (maint. is current). Price is neg. based on spares, add'l whls, and parts \$13,500-\$15,000. Call/email for specs and details: Jim Benson (763)786-5856, jkb@tela.com.

### 1992 968 COUPE

Black/Black 6-Speed, Limited slip, S4 Front brakes, Progressive rate front springs and lowered with full track alignment, B&B Triflow Exhaust with free flowing Cat, Brey-Krause Harness

bar with 5-point harnesses and Sparco Evo 2 Seats, Autothority chip and air intake, many extras. I have owned this car since 1998 and all major maintenance has been performed by AutoEdge. Car runs 1:59 with me behind the wheel at BIR. Needs nothing at this time. Free Storage till Spring. \$23,995 or B/O depending on extras. Contact Ron Johnson at 612.730.2351 or porschebreathe@earthlink.net.

### Trailer Wanted

I'm looking for an open trailer to pull a 911 around on. If anyone wants to part with one, please call or e-mail me. Steve Sherf 952-471-1054; sherfs@aol.com

### 1988 944 Turbo S

Guards red/linen interior, 78,000 mi., all S goodies including limited slip, Koni sport suspension, big brakes, big turbo, etc. Racetec rollbar (not cage), Recaro SRD seats, Sabelt harnesses and Momo steering wheel. Otherwise totally stock, never chipped, stored winters, all original paint, Mobil 1, AutoEdge maintained. A fast, delightful and well-cared-for car in great condition that I've owned since April 1994, and a perfect combination of street and track enjoyment. \$14,500 with Recaros, or \$13,500 with original power linen leather high-back buckets. Call or email Dave Galey at 612-578-4638 - djgaley@yahoo.com

### Race harness

6-point Simpson cam-lock race harness \$50 and shocks and springs from '93 RSA \$400. Contact Phil White at rs\_american@comcast.net or 612 667-1773 (w).

## Parade . . .

*. . . continued from page 23*

is open only to Parade Registrants. Why? Good question. It becomes an issue of space or rather the lack of it. The indoor facilities, while large, will still be taxed with roughly 1500 people in attendance. It wouldn't be fair to those who are paid registrants to have to compete for seating or viewing with non-registrants in Hospitality or in PCA Academy Day.

**Can I at least go to the Parade Goodie Store?** We will have a modest-sized Goodie Store on hand at the Concours. You can purchase items at this Store if you have either your PCA membership card or are wearing a 2005 Parade name badge. Why? We are a non-profit club and we are very limited by how much non-member income we are allowed to receive. At the Goodie Store in the Lodge and Convention Center, only Parade Registrants are allowed entry. Why? Once again, space is limited as well as the stock inventory of all the items.



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# A Tongue-in-Cheek Look at Our Fellow Porsche Pushers

*by Hans Deutschmann, Club Analyst, Kansas City Region, Reprinted From Der Sportwagen*

**C**ontrary to the stereotype of Porsche owners as unemployed rich kids, PCA people are a diverse lot. However, such diversity doesn't mean that Porsche owners can't be pigeonholed based on certain pertinent measures. It's fun to do this, since it allows me to simplify my world.

**THE WORRIER:** Most of us were Worriers to some degree when we got our first P-car. Worriers ask everyone about which weight and brand of oil they should use. They regularly replace the air in their tires because it might be stale. They short-shift at 2500 RPM and won't corner hard because that might place undue strain on the delicate chassis. Worriers are typically cured upon discovering that such uninformed, retentive behavior does more harm than good.

**TECHNOS:** Every PCAer knows a Techno who can quote entire chapters of "Porsche: Excellence Was Expected." Technos typically make useful Club pets because they can answer most Porsche-related questions right off the top of their head. If you want to have some devilish fun, ask a Techno a question you know they can't answer -- they'll be up for three days straight trying to figure it out.

**STATUS CONSCIOUS:** Status-Conscious owners wear too much gold, park in handicapped zones, have bad traffic manners, and sneer at all times. They rarely attend more than one or two club events. If you meet one in the parking lot, your conversation might go like this: You: "Hey, nice 993, how do you like it?" SC: "Actually it's not a '93. It's a '97 Porsh Carrera. I like it okaaay, but you have to shift all the time and it rides like a skateboard. I'm trading it for a new Boxer, I know a guy at the dealer." SC types know little about Porsches except what they cost. The car gods created them so the rest of us could get low-mileage used Carreras.

**TRAILER QUEENS:** These owners only drive their Porsches on and off the trailer at a concours. Even then, they'll push their car to the show area with little plastic booties over the tires. If a TQ perceives your car as competition, they'll scrutinize your shiny Porsche while wearing a facial expression normally reserved for examining a turd. Certain TQs own truly significant Porsches like a 904 or 959 or 911ST, which they may actually drive...but only on a racetrack.

**WILD-ASS GEARHEADS:** WAGs are fanatic hot-rodders who focus on Porsches instead of Hemi 'Cudas. Sitting squarely atop the WAG pyramid is an air-cooled 911 Twin Turbo that's so highly modified it even scares its owner. As a matter of fact, this is the ultimate goal. WAG cars usually don't show up for club events because their owners are too busy installing extra turbos, 962 water-cooled heads, 917 brakes, and Boeing-size wings. WAGs are great fun....long as you don't have to ride with them.

**WATERBOYS:** These owners don't give a hang that "real Porsches aren't water-cooled". WBs are well tolerated because their cars are so fast and viceless on the track. Fair warning: If you are an air-cooled owner and persist in tormenting a WB, you're likely to be challenged to a hot lap or three.

**THE PURIST:** This is what I aspire to be when I grow up. A Purist owns any model of Porsche. The car is clean and well maintained, often modified with sticky tires, wide wheels, and a raspy exhaust. A Purist has owned this car for a while and drives it regularly. The car will never win a concours because it exhibits a well-worn patina like the jackknife your grandfather carried for 40 years. Finally--and most important--unless you are also of this unique persuasion, a Purist is always having more fun with their Porsche than you are with yours.



*"For the record: I KNOW my wife and our award winning editor would put this plate on correctly."  
Submitted by Keith Jones*

# For Fun: Nord Stern BIR Track Records

*Ed Tripet, Timing*

| Class | Driver         | Car   | Time     | 8W  | Susan Lee     | 911SC    | 2:03.994 |
|-------|----------------|-------|----------|-----|---------------|----------|----------|
| 1M    | Vaughn Johnson | 914   | 2:07.722 | 9M  | Mike Courtney | 911      | 1:55.692 |
| 1W    | Lyn Erickson   | 924   | 2:18.823 | 9W  | Becky Bailey  | 911      | 2:04.493 |
| 2M    | Joe Rothman    | 944   | 1:58.590 | 10M | Ron Lewis     | 993      | 1:52.872 |
| 2W    | Margo Anderst  | 944   | 1:59.396 | 10W | Jan Watson    | 965C4    | 1:58.019 |
| 3M    | Jim Benson     | 944S  | 2:00.669 | 11M | Jim Breaky    | 996      | 1:54.606 |
| 3W    | Polly Benson   | 944S  | 2:12.975 | 12M | Pat Kelly     | 996 GT3  | 1:49.690 |
| 4M    | Jim Bryant     | 944S2 | 1:53.218 | 12W | Suruchi Kelly | 996 GT3  | 2:02.455 |
| 4W    | Pam Viau       | 944S2 | 1:59.118 | P1  | Steve Watson  | 911Turbo | 1:40.679 |
| 5M    | Kim Crumb      | 928GT | 1:53.744 | P2  | Mike Hoke     | 911      | 1:43.416 |
| 5W    | Nancy Smith    | 944TS | 2:03.163 | P3  | Ed Hazelwood  | 944Turbo | 1:50.964 |
| 6M    | Bob Fleming    | 911   | 2:06.045 | P4  | Bob Viau, Jr. | 944S2    | 1:52.449 |
| 7M    | Dave Weisel    | 911T  | 2:06.443 | P5  | Dave Weisel   | 911T     | 2:01.763 |
| 8M    | Rew Johnson    | 911SC | 1:56.171 |     |               |          |          |

## MAC Schedule of Events

| DATE      | EVENT                              | SPONSOR  | LOCATION                                     |
|-----------|------------------------------------|--|--|
| APR 16    | Novice School - Classroom          | Minnesota Autosports Club                      | Dunwoody Institute, Mpls                     |
| APR 17    | Autocross                          | Nord Stern Region - PCA                        | Valleyfair, Shakopee, MN                     |
| APR 23    | Novice School - Driving            | Minnesota Autosports Club                      | Midway Stadium, St. Paul, MN                 |
| MAY 1     | Autocross (MOWOG 1)                | Minnesota Autosports Club                      | Valleyfair, Shakopee, MN                     |
| MAY 14-15 | NCCC Super Weekend                 | Corvettes of MN/<br>Suburban Corvettes MN      | MN Highway Safety Center,<br>St. Cloud, MN   |
| MAY 21    | Test & Tune Day (MAC Only)         | Minnesota Autosports Club                      | Central Parking, St. Paul, MN                |
| MAY 22    | Autocross (MOWOG 2)                | Minnesota Autosports Club                      | Central Parking, St. Paul, MN                |
| MAY 20-22 | Corvettes do Brainerd              | Suburban Corvettes MN                          | Brainerd Int'l Raceway, Brainerd             |
| JUN 5     | Autocross (MOWOG 3)                | Minnesota Autosports Club                      | MN Highway Safety Center,<br>St. Cloud, MN   |
| JUN 19    | Driving School (PCA Only)          | Nord Stern Region - PCA                        | Dakota County Tech College,<br>Rosemount, MN |
| JUN 19    | Autocross (MOWOG 4)                | Minnesota Autosports Club                      | Midway Stadium, St. Paul, MN                 |
| JUL 10    | Autocross (MOWOG 5)                | Minnesota Autosports Club                      | Dakota County Tech College,<br>Rosemount, MN |
| JUL 22-29 | NCCC National Convention           | Corvettes of MN/<br>Suburban Corvettes MN      | MN Highway Safety Center,<br>St. Cloud, MN   |
| JUL 24    | Autocross (MOWOG 6)                | Minnesota Autosports Club                      | Central Parking, St. Paul, MN                |
| JUL 30    | Autocross                          | Corvettes of MN                                | Treasure Island Casino, Red Wing, MN         |
| AUG 6     | Autocross (MOWOG 7)                | Minnesota Autosports Club                      | MN Hwy Safety Center, St. Cloud, MN          |
| AUG 14    | Autocross                          | Nord Stern Region - PCA and<br>Corvettes of MN | Dakota County Tech College,<br>Rosemount     |
| AUG 27-28 | NCCC Super Weekend                 | Corvettes of MN and<br>Suburban Corvettes MN   | MN Highway Safety Center,<br>St. Cloud, MN   |
| SEPT 24   | Evolution Driving School - Phase 1 | Minnesota Autosports Club                      | Midway Stadium, St. Paul, MN                 |
| SEPT 25   | Evolution Driving School - Phase 2 | Minnesota Autosports Club                      | Midway Stadium, St. Paul, MN                 |
| OCT 1     | Autocross                          | Land 'O Lakes Region - SCCA                    | Valleyfair, Shakopee, MN                     |
| OCT 2     | Autocross (MOWOG 8)                | Minnesota Autosports Club                      | Valleyfair, Shakopee, MN                     |



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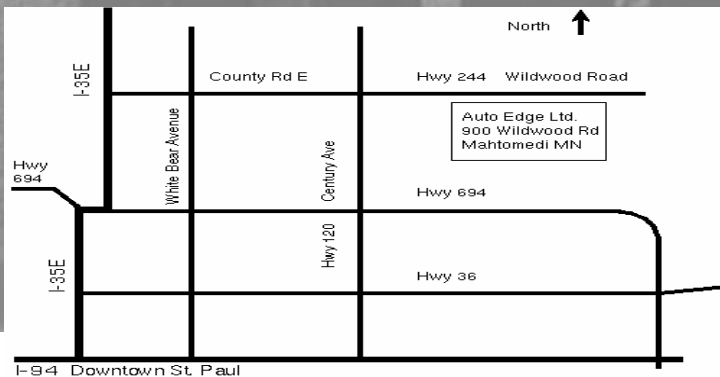
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