

NORD

STERN



New In This Issue:

11th Annual German CarFest
2005 Nord Stern Annual Concours
Behind the Scenes at 12 Hours/Sebring
First Fling Time Trials

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JUNE

2005

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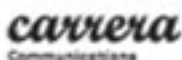
This month features two articles from our Zone Rep, John Philips continues his odyssey pursuing a club racing license and the process that requires. It is really pretty informative, and fun to read. Mike Lancial submitted his observations, along with photos, from the 12 Hours of Sebring. The photos alone are worth taking a peek at and there are more on his website, see the article to check that out.

And most importantly, the Nord Stern website has been updated to include lots of info on what is one of our biggest (not to slight ANY of our programming which I think is quite excellent each year!) events each year: the annual Club Race. Roger Johnson, Eventmaster Extradinaire, working with Porsche's ad agency, Carmicheal-Lynch has resulted in an excellent website featuring all the downloads needed, the graphics, the sponsors and best of all: video trailers from BIR. It is very, very cool. Be sure to go take a look if you have not done so.

To the left is the Loon graphic which is subtly loaded with symbols - you need to make sure you look close! And below are our sponsors.

Here's the url: <http://www.nordstern.org/ClubRace/loonacy/index.html>

It's a fun weekend whether one is racing or driver ed'ing or just hanging out, so be sure to get this weekend down on your calendar and join in on the activities. Again, the weekend will include a silent and live auction to benefit Courage Center. Items are being solicited for the auction, contact Roger for further information. Or just come on up to support the auction. This is an excellent weekend to meet club members and learn more about our various events and activities plus see some fine track action. There will be cars from all over the country plus many, many excellent Nord Stern drivers!



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We hope to see you
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So, Just What Do We Do In Nord Stern??!

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

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, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation 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!



Please note that we have a new Registrar for our Drivers' Ed (DE) events.

Bret Bailey is taking over for Cal Townsend whose work schedule is getting the better of him. All registrations for DE events should be sent to Bret. Those already sent to Cal will be forwarded to Bret. Please note the updated registration forms in this issue of Nord Stern and the updated online form. Many thanks to Cal for streamlining our registration process. Even with 100+ participants,

Our 2005 Nord Stern driving season has started off with a bang. Over 190 cars participated in our first autocross of the year at Valley Fair's parking lot, almost double the anticipated number. Harvey Robideau did an excellent job of planning the event and it ran without a hitch.

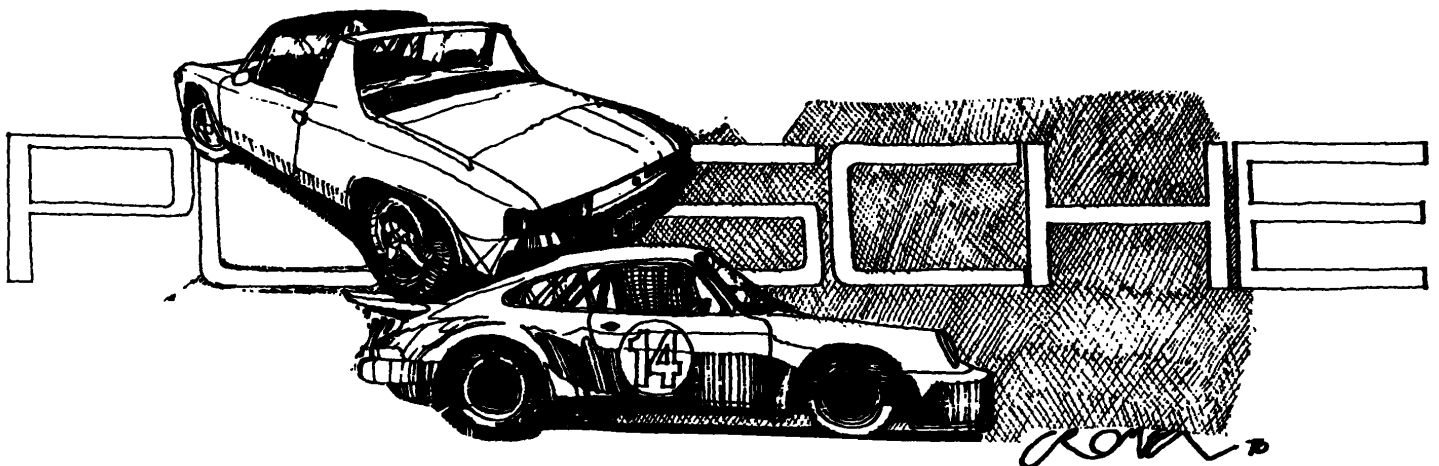
In April we also held our first high speed driving school at Brainerd Intl. Raceway (BIR). It was a hit and sold out fast. Many new members honed their driving skills and learned what their car was engineered to do. The combination of on-track coaching and class room instruction once again proved to be an effective teaching plan. I had the pleasure of instructing a new member Loren Hall in his Boxster S. Loren was a quick study and his grin grew throughout the day. After driving race prepared Porsches for many years, I found it amazing how well Loren's totally stock Porsche handled on the track. If you thought running your car on track requires extensive race modifications, it doesn't. Our next high speed school will be held in September.

The BIR Fast Fling weekend was also well attended with over 100 cars participating. We had a wide array of Porsche models and few other interesting makes including a new Ford GT. The cool weather couldn't dampen the fun on the track and our eventmasters, Bruce Boeder and Jim Holton kept us on schedule. Overall, we had a very fun, safe weekend with no incidents and lots of smiles...like always. Did I mention the first 90 participants received a Nord Stern collector coffee cup? We're giving away a different cup at each BIR event this year. Very cool. You'll want to collect them all.

Please note that we have a new Registrar for our Drivers' Ed (DE) events. Bret Bailey is taking over for Cal Townsend whose work schedule is getting the better of him. All registrations for DE events should be sent to Bret. Those already sent to Cal will be forwarded to Bret. Please note the updated registration forms in this issue of Nord Stern and the updated online form. Many thanks to Cal for streamlining our registration process. Even with 100+ participants, the wait in the registration line at First Fling was minimal. Thanks, Cal.

For you newer members, you don't have to wait for your next issue of Nord Stern to arrive in the mail to keep you up to date on club events and news. Our Clubtalk on-line discussion group is a great way to share daily Porsche gab and keep up on club news. To join the Clubtalk list, just visit our website at <http://www.nordstern.org> and click your way to the Clubtalk registration form. Watch Clubtalk for dates and details on our June cruise nights.

It was great to see many of you again at BIR after the long winter. Hope to see you at our next event.



Letters to the Editor . . .

Valley Fair Autocross

Thanks to **Harvey Robideau** for being eventmaster at the largest event of its kind to ever be held in Minnesota. 193 cars registered & ran under gorgeous conditions at Valley Fair.

Timing was handled ably by Minnesota Autosports Club members and license plates from Texas, Maine & California were seen participating. Good show, Harvey.

—Bob Kosky

I have to agree with this, nice job Harvey! I dropped by, as my car is not ready yet, and was really amazed by the turnout and the crowd. We should have charged admission! Looked like a great show and a really challenging course. Hope the P-car crowd held up our honor.

—Jon Beatty

The Autocross at Valley Fair was my first racing event as a new Nord Stern member and I had a wonderful time. Not only was the event well run, but I want to thank all of the Nord Stern members who helped me out with advice, directions, and tape for my numbers (twice, since I thought we only got to race in the morning, I took the tape off after lunch). It turned out to be a long day, but I am glad I tried it and I will probably do it again. I think the car performed well, it was the driver that was lacking. Next stop, drivers ed (actually, driver training!). Thanks again to Ed for all the tape, for lunch from a generous Nord Stern member, and to everyone else for being so helpful.

—Dale Trippler

(editor's note: now that I have met Dale - who came up to First Fling to check out the track action - I need to make a correction from the May Nord Stern issue where I identified Dale in an editor to the letter as 'Dale Tripp', last name is actually Trippler, as here noted. I confess I didn't take the time to check the membership roster and made a wrong guess based on his e-mail moniker! Lesson, never assume you are 'seeing' a person's name in an e-mail address!

The Valley Fair autocross, as Bob said, was more successful than I had planned. I had hoped for maybe 120 cars. Missed my Target? I would say so. The sheer number of people made coordination a real challenge. The number of spectators that showed up out of curiosity overwhelmed my supply of wrist bands that Michelle provided me. Fortunately MAC had a box full in their trailer. The 260 I had was only half what we needed.

The weather smiled at us. Rain on Saturday, sun on Sunday and rain on Monday. How lucky can you get. I probably should buy a PowerBall ticket.

The number of Nord Stern people that showed up to

compete was a high point. I do not have the final number yet but it probably doubled from the number that had pre-registered. A large number of Nord Sterners showed up to simply spectate and see what this was all about. Sorry I missed you Jon.

The Minnesota Autosports Club basically made this event what it was. Without their help we could not have done this. Their ability to run a large number of cars through a timing system in a short period of time made it possible. Good Show!

—Harvey Robideau

Harvey for President! (The U. S. not Nord Stern) What an event and what a great job by Harvey, the eventmaster! For those that were there (many of you) you know what a great day and what a huge turnout of participants it was. For those of you that have thought about an Autocross, this was one great event that drew 193 cars. . .and many of the top autocross drivers in the entire area, including national event caliber drivers. It was a special opportunity to compete within your class too, but to also compete against the top Autocrosses in many other types of cars. We also had at least 5 club race cars there, it is especially great to see the well set up cars out there for an autocross. This was a real event with many spectators, and thanks to the many Nord Stern members that came out just to watch.

Harvey organized a spectacular event, even had the heavy rains the day before to clean the lot, then one of the best days yet for the event. Harvey ran a perfect event, no delays, well organized and probably the largest Autocross held in Minnesota! Thanks to all that helped on this event, including all the assistance from MAC members. Thanks, Harvey, for a great event!

—Ed Hazelwood

First Fling

I just got home from First Fling at BIR and I wanted to write and say thank you to all the people who helped me on my solo trip this weekend. First and foremost to **Ron and Michelle Johnson, John Johnson, Randy Chadwick and Brian Hanson** for all their help and hospitality, I had a lot of fun and I appreciate your including me. Thank you as well to **Jon Beatty** and **Ron MacFarlane** for their advice and encouragement; and to **Chris Johnson, Eleanor Renwick, the Auto Edge crew, Scott Kuhne, Jim Bryant and Ed Vasquez** for their support. But most of all to my parents **Chuck Porter** and **Sandy Oakes**, thank you for the best birthday present a girl could ask for, year after year. Thanks,

—Betsey Porter

Yea Betsey! I love it when a track junkie comes to the track on her own. A great role model for some other members

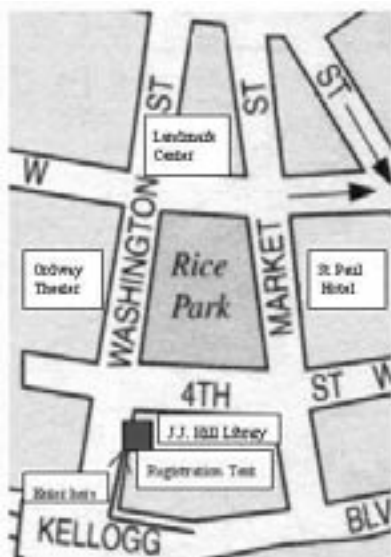
Continued on page 28

11TH ANNUAL GERMAN CARFEST

Saturday June 11, 2005

9:00AM - 3:00 PM

RICE PARK, ST PAUL



The great annual get-together of German car fans!

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Awards at 1:00PM!

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Registration Form

NAME: _____ PHONE NUMBER: _____

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E-MAIL ADDRESS: _____ CAR MODEL: _____ YEAR: _____

In order to speed up registration at the gates, we are asking Club members to pre-register by May 20th. The cost is \$10/car. Your advance registration packet will be ready for you when you arrive at the park. For non-preregistered participants the cost will be \$15 at the gate.

Please make check payable to MBCA TWIN CITIES SECTION and send it before May 20, 2005 to:

Paul Bergquist - 6747 Canterbury Lane - Eden Prairie, MN 55346

For additional information, please call 952-937-1822 or contact PBASSOCINC@AOL.COM

The Car, Part Two of 'Club Racing Prep'

by John Phillips, Zone 10 Rep

"It had a roll cage, racing seats, 5-point harness, and Koni shocks. Great, I thought, I won't have to do much to get it ready.

Yea, right!

... Read and understand the rulebook and make certain your car meets the requirements. It was not fun watching drivers make modifications to their cars at the last moment."

The second in my series of articles is about getting the car ready for a Club Race. I purchased an '85 944 from a friend that was "race prepared" and had been used in several previous club races. It had a roll cage, racing seats, 5-point harness, and Koni shocks. Great, I thought, I won't have to do much to get it ready. Yea, right!

The first item to be taken care of was the purchase and installation of an AMB transponder. This is mounted inside the left front wheel well and is required for timing and scoring. I downloaded the form from the PCA webpage and cheerfully sent it off with my \$250. They advised me that this item could often take up to four weeks for delivery, so I put my order in early. The transponder arrived in a couple weeks and because the car had previously been wired for a transponder, it was easy to install.

I have assisted with the Great Plains Region PCA Club Race numerous times and have had the opportunity to watch the PCA Scrutineer perform tech inspections on the race cars. I learned a valuable lesson by watching this process. Read and understand the rulebook and make certain your car meets the requirements. It was not fun watching drivers make modifications to their cars at the last moment. It is not my intent in this short article to go over all the safety requirements for the car. This information can be found in the PCA Club Racing Rule book.

However, prior to arriving at the track for my first race, I was required to fill out and sign two copies of the 2005 Technical and Safety Annual Inspection and the 2005 PCA Club Racing Vehicle Compliance Form. One copy will be kept in the vehicle / driver logbook that came with the car. The inspection form has a checklist of five items for the driver and twenty-two items for the car. This form helps you check on the safety items in the rules without carrying around the 22-page rulebook. Under driver safety, my helmet met the SA 95 or newer standard but I had to put my blood type on the right and my name on the back of the helmet. I needed a fire retardant driving suit and a friend let me borrow his single layer suit and I bought fire retardant underwear. A one-piece fire retardant driving suit is also acceptable. The form also showed that I needed fire retardant shoes, socks and gloves. I bought Simpson red to match the car. Hey, if you can't go fast, you might as well look good.

The 944 met most of the requirements, but I did need to replace the 5-point seatbelts since they were over five years old. I adjusted the window net so that an outside worker can easily remove it. I repaired the battery hold down bracket, installed rear tow hooks (new rule for 2005), applied a new cut off switch decal, installed a new seat brace that was not bolted to the seat (another new rule for 2005), applied the new numbers and class designation of proper size and in the correct locations.

The Vehicle Compliance Form is just as it says. It is the responsibility of the owner to make certain the information is accurate in all ways. This form requires specific information about the chassis, engine, transmission, clutch and flywheel, wheels, seat, seat back brace, seat belts, roll bar and windshield. I had to date and sign the form and certify that all the information was true and accurate.

Next, I decided that the one set of wheels that came with the car just wasn't enough. I picked up a set of used wheels and then ordered a set of Hoosier racing tires. The last thing I did before heading off to the track was to have a local shop go over the car and make sure I had caught everything. They helped balance and align the car and gave the thumbs up sign.

Next up is the PCA Club Racing School.



Nord Stern hosts the 2005 Concour d'elegance.

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on the grass

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A Bit of the 'Behind the Scenes' at 12 Hours of Sebring

Text and Photos by Mike Lancial

Here is a link to the pictures, most of which are labeled: http://www.911t.org/event_pictures/sebring_12_2005/page_01.htm.

My wife Lori and I were in Florida for the 12 Hours of Sebring.

I'd say the weather was fantastic but then we were in Florida and the temps in Minnesota were, well we will say, a bit cooler. When we were flying out of Minneapolis-St. Paul, the weather guy was predicting 6-8 inches of snow. I've never been so lucky. Usually I get the postcard from a "friend" bragging up the beaches of Mexico or Hawaii while I'm out shoveling the beautiful change of seasons off my driveway!

Sebring is a great track with very good viewing areas. We squatted (we aren't members) in the BMW club tent and stands in turn 17. We figured that since Lori bought a BMW last year we were entitled to a decent seat. The group was nice as are all car people. Maybe we'll join sometime. Hey, I need another car magazine/newsletter.

The Suncoast PCA had a terrific set-up, nice tent, stands along the front straight and a corral with dozens of nice looking Porsches although it was a little tight with very little room between the cars. We also spent some time in the Corvette tent but towards the end of the race, when it was apparent that Corvette wouldn't win their class, it got very quiet. A loss is always hard.

I'm sure that you've heard stories about the Sebring infield. Very interesting place, many seasoned partying professionals. It might not be the place to raise children or even have a first date but it wasn't too bad. The pictures show some of the activity.

Clockwise, upper right: Most of a 996, early 911, Maserati, and 'herd' of racing people!





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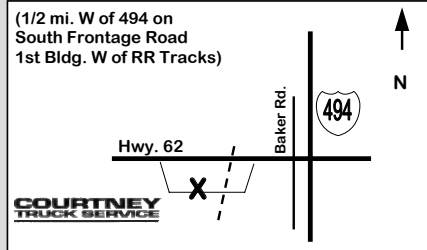
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This event is oriented to Drivers who are interested in learning the acceleration, braking and cornering capabilities of their vehicles in a low key setting. The event will be tailored to people who have NOT taken a high speed driving school before 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.

**Age
Limit
lowered to:
16 years old!**

Must be 16 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: _____

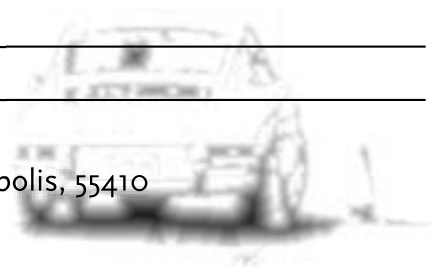
Phone #: _____

e-mail address: _____

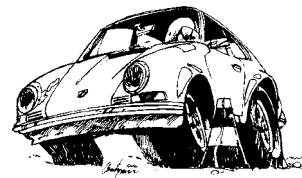
Vehicle make and model, Why are you taking part in this event? What would you like to get out of it? _____

Mail to Lee Jacobsohn, 4849 Russell, Minneapolis, 55410

E-mail: speed@tela.com



Nord Stern 2005 Driver Ed Event Registration



- **Eventmaster/s:** TBA for each event
- **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
- **Refund Policy:** **FULL refund if you cancel by calling at least one day before scheduled event.**

Note: Change in
Registrar - see
form below!

- ☐ Fast Fling June 11/12
- ☐ Club Race (Cost TBA) Aug 6/8
- ☐ Road America July 11/12
- ☐ Last Fling Oct. 1/2

Don't Delay!
First 96 Registrants
for each DE receives
FREE limited edition
series mug!

Rush this form along with your check payable to Nord Stern to:
(note new registrar!) Bret Bailey, 2539 Bridle Creek Trail, Chanhassen, MN 55317

Driver _____ Car #: _____
Co-Driver _____ Car #: _____
Do both drivers have previous high speed experience with Nord Stern? _____ Yes _____ No
If no, will driver attend Nord Stern DT school prior to this event? _____ Yes _____ No
If no, do you have approval from head driving instructor to attend this event? _____ Yes _____ No
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 _____



Back Row Steve Stenmeyer, Fueler / Tech. Wayne Haynes, Setup. Cary Eisenlohr, Chassis Engineer.
 Front Row Grant Weddle, Tires. Cathy Berard, Timing. Bill Berard, Driver. Tim McKenzie, Driver / Team Owner. George Weathered, Crew Chief / Data.
 Nick Avila, Front Tire Changer / Tech. Doug Livingston, Rear Tire Changer / Lead Tech. Not in Photo Mary Ann McKenzie, Timing. Doug Petroskey, Fire man.

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June 11 & 12

Brainerd International Raceway



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See entry form elsewhere in this issue.

Eventmasters:

Teresa Vickery

952-474-7126

twv@mktgbydesign.com

Roger Johnson

763-557-9578

rsamerica93@comcast.net

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June

- 3-5 Mid-America Club Race & DE**
Host: Great Plains Region
- 9 Cruise Night! Bill Berard 952 921-4955, Ext. 1**
7 p.m. at Minnetonka Drive-In
http://yourlocalfood.com/Southwest_Sbs/Minnetonka_drive_in/minnetonka_drive_in.htm
- 10 PCA Instructor Training @ BIR (tentative)**
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com
- 11,12 Fast Fling Driver Education**
Brainerd International Raceway
Eventmasters Teresa Vickery 952 474-7126
email: TWV@mktgbydesign.com
and Roger Johnson 763 557-9578
email: rogerdjohnson@comcast.net
- 10-12 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. See page 9
- 19 Car Handling School @ Dakota Country Driver Training Facility**
Eventmaster: Lee Jacobsohn See Pg. 16

July

- 9 New Ulm Heritage Fest**
Caravan leaving Lion's Tap at 9:00 a.m. for a day of German heritage celebration fun.
Information: Paul Bergquist, 952.937.1822 or email at: PBASSOCINC@aol.com See Page 22.
- 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
- 24 Nord Stern Annual Concour d'elegance**
Location: Afton City Park
Eventmaster: Christine Harbron, 651 882-0475 tel, 612 968-0629 cell. See page 10
- 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; See page 10

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

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August 25-28 2005

Multi Regional event

RUN FOR THE HILLS, PART III

See Mount Rushmore and tour the scenic Black Hills and
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rushmorecatrip@hotmail.com

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Caravan from Lion's Tap at 9 am
for the day.
www.heritagefest.org



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- **Experience Weissach ("Hot Laps" if available)**
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- **Autobahn to quaint Lindau on Lake Constance**
- **Stay 4 nights at deluxe hotels**
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9a Sunday Qualifying

1p Sunday Race

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- Track tickets for both Saturday and Sunday
- Reserved seats in preferred track location #33
- Overnight accommodations at Manoir St-Saveur Spa and Resort

- Meals at the track and three course meal on Saturday night
- Travel wallet with itinerary, activities guide, map and more
- Applicable taxes and service charges included.

Cost Per Person

\$1195 per person Coach

\$1395 per person First Class

Contact Dan or Don 952.471.8518

The above cost is predicted upon a payment of 100 participants. This program is subject to confirmation, payment schedule, and conditions of operation.

Don't forget our Performance Driving School/Lapping Days

May 16, 2005 Brainerd, MN

June 13, 2005 Brainerd, MN

July 5, 2005 (Sold Out) Brainerd, MN

July 11, 2005 Brainerd, MN

July 14, 2005 (Sold Out) Brainerd, MN

August 29, 2005 Brainerd, MN

September 19, 2005 Brainerd, MN

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The Derek Daly Driving Academy

by John Phillips, Zone 10 Rep

"I was having my weekly lunch with two other semi-retired senior citizens, when one of them suggested that we attend a professional driving school. Both of these individuals are experienced PCA Club Racers and I thought, if it is good for them it would have to benefit me. Besides, I have wanted to drive an open-wheel race car since I was sixteen years old."

The next adventure leading up to my first PCA Club Race was supposed to be the PCA Driving School. However, a casual conversation led me onto a new path.

I was having my weekly lunch with two other semi-retired senior citizens, when one of them suggested that we attend a professional driving school. Both of these individuals are experienced PCA Club Racers and I thought, if it is good for them it would have to benefit me. Besides, I have wanted to drive an open-wheel race car since I was sixteen years old. We decided that the Derek Daly Driving Academy in Las Vegas was the premier driving school and we sent in our deposit. The Academy is not inexpensive and faced with the decision to attend more Club Races or a driving school; I opted to receive professional instruction. As the date drew near, my excitement turned to apprehension and then cold stark fear. Sitting in an open-wheel Formula Ford racer just two inches off the ground had me questioning my wisdom. Was I doing this to learn new technique or just fulfill a forty-year dream? The latter, I decided, with a smile on my face.

The three-day school was more intense than expected with classroom instruction interspersed with lots of on-track time. There were twelve drivers in our class with four instructors. Rich Zimmerman, Chief Instructor for Derek Daly, was our instructor. The first day started with classroom that covered many of the basics of racing such as safety, line, technique, brake, acceleration, oversteer, understeer, smoothness and vision. We changed into our driving suits and helmets and headed to the track. One group of three drove BMW Z3s to practice avoidance maneuvers. This was a simple but sobering exercise. The car was driven past a trigger that controlled three lights over three lanes ninety feet away. The object was to lane toss the car, without braking, into the lane with the green light. At 35 mph it was easy but at 50 mph, it was almost impossible. I was proud to hit everyone correctly. Next, we drove a 3 series BMW that was equipped with a cradle that helped simulate understeer and oversteer. I definitely needed more practice in this area. From here we strapped into our Ford Formula 2000 and began lapping on a short oval. By the end of day one, we were exhausted but impressed with the quality of instruction and the amount of seat time.

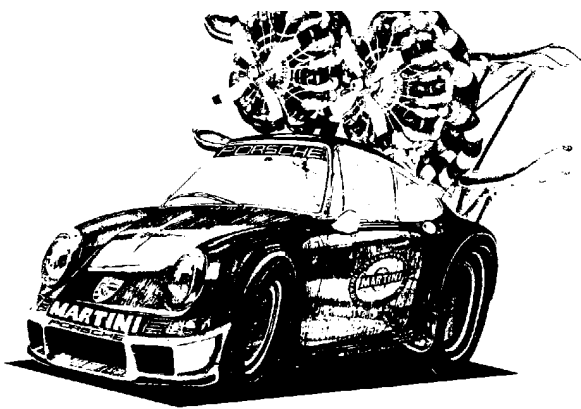
On days two and three, we moved to the 1.5 mile, 10 turn road course and drove five twenty minute sessions each day. We also had practice running starts and high-speed corner passing exercises. There was no standing around and we were kept busy all day. The cars were equipped with sensors that allowed printouts of lap times, rpms, speed, brake points, etc. After each session, Rich would go over the printout with each of us and the feedback was incredibly helpful in pinpointing areas that needed improvement.

The three senior citizens did pretty well with one consistently posting the fastest lap times all three days. One gave a classic demonstration on how to race to the corner in the practice starts and I improved my lap times by nearly four seconds over two days. The eighteen year old in the group thought that was pretty cool for old guys.

I learned a number of things that will make me a better driver. The correct line with proper technique performed smoothly and consistently will lead to faster lap times. Use the rule of 1's, which is that you only do things one time, be it braking, cornering or accelerating. Keep your head up, look ahead and be smooth.

In hindsight, I asked myself, was it worth it? I would have to say yes. Not only did I fulfill a longtime dream, I learned things about my driving ability and myself. The instructors were first class. They mixed instruction with guidance and suggestions without overwhelming each student. It was also very cool that they clearly had fun teaching and working with each other and that allowed the students to relax and have fun also.

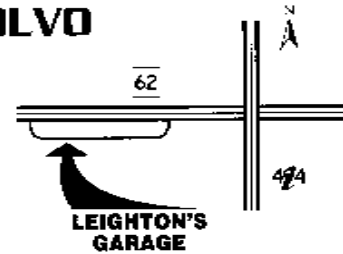
For any PCA member, or for that matter anyone, who wants professional instruction with an intense on track experience, this is for you. You will come away exhausted, informed, exhilarated, a better driver with the thrill of a lifetime. I highly recommend the experience.





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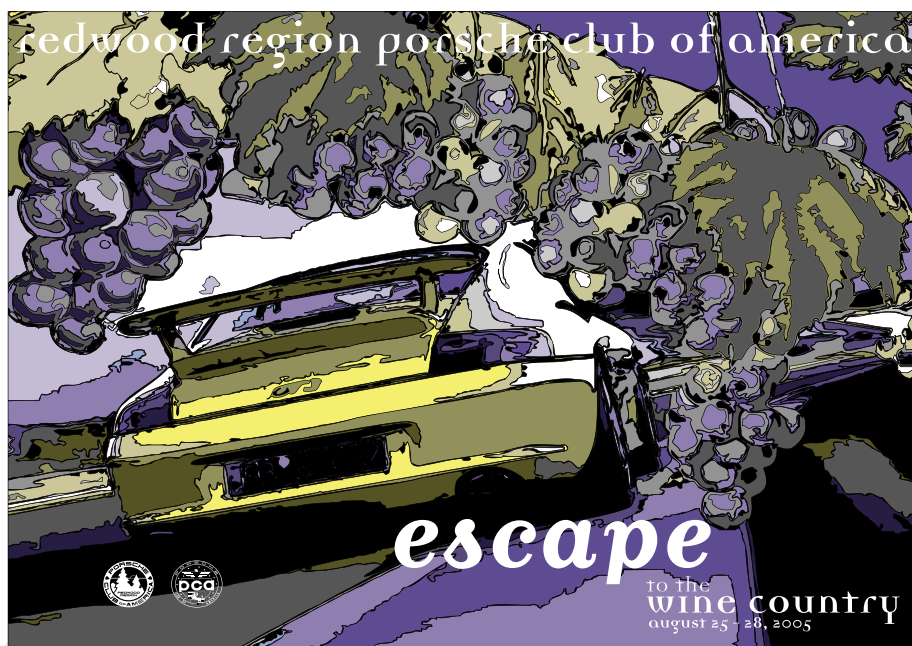


Above, on track at the Derek Daly Driving School. The picture is of the three old guys at speed in corner # 6. John is leading, but the next picture would be of both cars passing him! Photo by Dennis Morrison.

Our friends in Zone 7 from the Redwood Region are hosting the Escape this year. This event is non competitive and designed for fun. They have many offerings to interest you; Bus Tours, Driving Tours, Shopping, Car display, Dinners and more. You can also check out their website at <http://red.pca.org/escape.html>

Registration opens April 15th, the ad will appear in Panorama this in April.

This is a new National non-competitive event that will be held on the opposite coast of the Parade. Next year the PCA Escape to . . . will move back East as the 2006 Parade is in Portland



What more could a Porsche lover ask for?
Great roads, Porsche friends, and the beautiful
scenery of Wine Country!
We invite you to join us for four days of fun.

The schedule is as follows:

Thursday Evening

Welcoming Party and Registration
Sign in, pick up your goodie bag,
then relax with plenty of food and wine.

Friday Tours

Redwood Region boasts that we have
the best roads in PCA.
We have six different tours that will allow
you to find out that we're right!

Because this is "Escape to Wine Country"
We've arranged for six different bus tours,
so you can sample the wines without the
driving risks. We're supplying PCA
member/docents to help you enjoy
the experience.

Saturday Car Show

We've arranged for historic cars, rare cars,
and we have a place reserved for your car
as well. Because this is not a concours,
we hope to have everyone's car on display.
Additionally, we'll have vendor displays,
wine tasting, and lunch available.

Saturday Night Banquet

Because there are no competitive events,
this is not an awards banquet.
As a keynote speaker, we have, none other
than Alois Ruf. It promises
to be an evening you won't want to miss!

Sunday IRL at Infineon Raceway

We will have a special Porsche Corral at the
IRL race at Infineon Raceway.
This will be the first road race for IRL.
Anyone else interested in whether these
guys can turn right?

Registration starts at \$25!
All event fees can be added a la carte.
Registration opens April 15, 2005.
For details and registration form
go to red.pca.org/escape.html

escape
to the
wine country
august 25 - 28, 2005

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Letters to the Editor . . .

. . . continued from page 8

who might consider it but get cold feet. Do it, you won't regret it! The effort is definitely worth the reward.

—Jon Beatty

Thanks to **Lee Jacobson** and **Jon Beatty** for putting on a great driving school at BIR on Friday. The event sold out and we had a number of newcomers who completed the course.

Thanks also to the many additional drivers who participated in our Sat-Sun Driver Ed weekend. We had over 100 cars - including some very exotic vehicles. No incidents or drama (of course) thanks to our co-Eventmasters **Jim Holton** and **Bruce Boeder**. Great job everyone. Next BIR event is in June. Mark your calendars.

—Chip Smith

I had an enjoyable weekend at First Fling, as well. I like the Saturday afternoon timed run format, too. I am usually unable to stay late on Sundays and thus have never managed to be timed. Despite a terribly driven lap, I got a better time than I thought I would. Have to be happy about that.

What really makes all these events so good is the people. We have a great club, folks! Most of the people are so friendly and helpful, you can walk up to someone you've never met before, and start an enjoyable conversation, get some help or advice, or borrow a tool. That's what makes it for me.

Thanks to Ron MacFarlane, Roger Johnson and Jim Bryant

for technical help,

Betsey Porter for the garage camaraderie, and run group 2 for being the cooperative bunch they are on the track. Thanks also to all the folks who worked hard to put it all together -- I'm sure I'd miss someone if I tried to name you all, but rest assured you have my gratitude. Everything went like clockwork.

—Chris Johnson

Sounds like everyone had a great time at First Fling! In the First Fling spirit I wanted to share excerpts from a Chinese newspaper article.

I am back in China and read, Sunday about Hong Kong/China's first DE event for Porsche. The article said they had a great turn out, with 20 cars participating. The Line up: (remember there is a 100% duty on P cars here!)

Turbo Cayenne

Cayenne S

Boxster S

997 Carrera S

996 carrera

996 C4S

996 Turbo

and four (that's right 4) Carrera GTs!

My favorite quote was, "we really need to be able to show our owners how to effectively drive these automobiles, we are tired of seeing wrecked Ferraris all over the mainland."

Note: I have been to a lot of cities in China, this Spring, and have yet to see one wrecked Ferrari.

—Keith Jones



Above: The new fuel gauge! Courtesy the Internet

*Right: Registrar Cal Townsend handles the First Fling crowd registration duties!
Photo by Harvey Robideau*



BETTER TO SEE THIS ONE COMING THAN TO HAVE IT BLOW BY YOU.

☆ MARK YOUR CALENDARS. ☆



5-7 www.nordstern.org **NORD STERN** 
AUGUST **LOONACY** **PORSCHE**
2005 **CLUB RACE**
BRAINERD INTERNATIONAL RACEWAY FASTEST TRACK IN NORTH AMERICA

E-mail announcements will go out as our plans for the weekend take shape. If you'd like to be on our e-mail list or if you just want more information, contact Roger Johnson at rsamerica93@comcast.net. If you're planning to hit Road America also, we can help arrange parking for your truck and trailer in Minneapolis between events.

First Fling '05: Paddock, Track and Social Fun!

photos by Jim Anderson



First Fling '05: Paddock, Track and Social Fun!

photos by Jim Anderson



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A. MEN'S OXFORD LONG SLEEVE SHIRT >> \$35.00

Devon & Jones Men's Noble Pima Oxford, 100% Pima cotton blend, French felled seams; locker loop; extra buttons; adjustable cuffs, button-down roll collar; center back pleat.

Colors: White, Green, Light Blue

Sizes: S, M, L, XL, 2XL



B. LADIES' PIMA COTTON POLO >> \$30.00

Devon & Jones Country Club Lisle Polo, 100% Peruvian Pima cotton, mercerized lisle jersey. Ribbed knit placket with dyed-to-match buttons; feminine eyelet collar and cuffs.

Colors: New Butter, White, Pink

Sizes: S, M, L, XL



C. LADIES' OXFORD LONG SLEEVE SHIRT >> \$35.00

Devon & Jones Ladies' Noble Pima Oxford, 100% Pima cotton blend. Double pleated back; straight pointed collar; French placket.

Colors: White, Yellow, Pink

Sizes: S, M, L, XL



D. 6-PANEL PIGMENT-DYED TWILL CAP >> \$12.00

Low-profile, unstructured crown, pigment-dyed cotton twill cap.

Colors: Khaki, Navy, Biege

Sizes: One size fits all. Adjustable Strap.



E. UNISEX PLAYER'S JACKET >> \$45.00

Devon & Jones Player's Jacket, 85% polyester, 15% nylon. Ergonomic metal zipper pull; pull snap pockets; adjustable cuffs with snaps; full-zip inside pocket and nylon lining.

Colors: Stone, Olive

Sizes: S, M, L, XL, 2XL



F. MEN'S PIMA COTTON POLO >> \$30.00

Devon & Jones Country Club Lisle Polo, 100% Peruvian Pima cotton, mercerized lisle jersey, 3-button placket; jacquard collar; hemmed sleeve; split tail.

Colors: White, Cadet Blue, Pale Green

Sizes: S, M, L, XL, 2XL



G. 50th ANNIVERSARY LOGO PENDANT

H. 50th ANNIVERSARY LOGO LAPEL PIN

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\$50.01 to \$100.00	\$7.00	\$9.00	\$13.00
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Participants: 40 cars (maximum registration)

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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  
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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: \_\_\_\_\_

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 7<sup>th</sup> of the month prior to publication date: Send ads to:

Christie Boeder - NORD STERN  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305

952 593-5544 or email ad to:  
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## Zu Verkaufen

### For Sale

Two child safety seats which will fit in 911 rear seats. Also four Fuchs wheels to fit '84-'90 Carrera. Make me an offer! Vaughn Johnson 952-936-9522

### 1990 Carrera 2 cabriolet

Grand Prix White with navy interior/top, new top fall 2003, 90k miles, 90k service completed, limited slip, Denon AM/FM/cassette with trunk mounted 10 CD changer, H&R lowering springs, primary muffler bypass, 17 inch cup wheels, original parts (wheels, springs, muffler, etc) included, recent plug wires and distributor belt. \$22,900 Doug Farrow 612.623.6769 (ofc) 763.475.3338(h) dbfarrow@comcast.net

### 911 (1986) Carrera parts

Recaro SRD, black cloth, with crotch belt cut out, with Recaro slide mechanism, and adapter to fit driver's side 911, \$550.- Bolt in 1 3/4" Roll bar, black, \$220.- 5 point TRW seat belt harness, \$150.- 2 & 1/2 Lb. multi purpose dry chemical (Ammonium Phosphate based) fire extinguisher, make offer. Stock exhaust (49,576 miles) make offer, Stock front and rear shocks (49,576 miles) make offer, Stock rims with tires, make offer. Stock air box, make offer. Pius Eigenmann 763 553-9911, piuseig@comcast.net

### 1986 911 Coupe

Guards red black leather street legal track car, 77k miles. Safety Devices: full cage, Sparco EVO seats, 5 point Adjustable rear spring plates, Koni's, Momo wheel, Brake cooling, K&N, Chip, Electrical

cut off, Strut brace, short shift, Racers Group adjustable sway bars, 3 sets wheels, Bursch muffler, Bra & car cover, never bent, good body, 3 owner, all original equipment included. Some spares. \$20,000 or B/O Dale Nelson 612-747-7697 or e-mail for photo's and more information dknelson@visi.com

### 1996 911 Carrera 4S Coupe

Black/Cashmere beige leather 6-Speed, 16,000 pampered miles, litronic headlights, factory sport chassis, HI FI sound package-10 speakers, wheel rim caps with Porsche crest, and more. Original owner, no winters, non smoker, best example of model you will find. You will not be disappointed, beautiful and fast. Contact Jack Palumbo at 715-778-5677 or email at kpalumbo@svtel.net

### 1980 911SC

G Class Winning club race car. Built and maintained by Bob Johnson. Call or email from more details. 952-475-7040. bboeder@boederlaw.com, Bruce Boeder



### 1990 C2 Cab

Tiptronic, 49k miles, black on black \$23,000. If interested, call Jack Benedict at 952-292-6027 or email at jackbene@frontiernet.net

### 1994 Jaguar XJS convertible

54k miles "perfect" \$15,000. If interested, call Jack Benedict at 952-292-6027 or email at jackbene@frontiernet.net

### Trailer for sale

7' x 14' enclosed trailer, 1 year old, built by United Trailer, 3,500 lb. tandem axles with electric brakes. Side door and drive in ramp. White exterior with painted interior walls and floor Storage racks mounted to inside walls. Extra floor tie downs and two pindal mounts for full sized motorcycles. Spare tire. Very low miles and in excellent condition. Call Scott at: cell 651.261.0831 or home: 651.464.5065

### 1982 911 SC

Low miles, (84K), steel blue color, 17" Porsche Cup wheels, sunroof, whale tail, power antenna, 6-disc CD changer, alarm system with remote. Many other extras. Service records and maintenance manual. Excellent condition. Priced approx. \$3,000 below book value. Asking \$14,600/offer. Jeffrey, 612 790-1956, or grj3@mchsi.com, Wayzata.

### 1984 911 Carrera Targa

36,000 miles, Pristine, Guards Red, black leather, CD, new tires. Stored winters. \$25,000. Frank Tonnemaker, cell 612 961-9931 or office 952.548.1002.

### 1979 928

40,000 original miles. Metallic Blue/Black Leather. Outstanding condition. \$9,750. Bob Eriksson 762.441.1133 or erikssonbob@yahoo.com.

### 1993 C-2 964

Beautiful Black 1993 C-2, 83,000 miles, gray interior, sunroof, PS, PM, CC, AC, climate control, Alpine CD, New items: tires, clutch, p.plate, to.o bearing, slave cyl., F & F. rotors, pads, sensors, CV boots, value adj., plugs, ign. caps, belts, rotors, alignment, corner-balanced, lowered 7 & 9.5 by 17 wheels. Asking \$28,500. Pete Wilmes 651 439-3733 or email at: 65pwilmes@comcast.net

### 1983 944

Guard's red, black leather interior. Always garaged, low miles, original paint, great condition, no rust, 5-speed, \$4,500 O/BO. Len Wenc 1-218-426-4910.



# Scenes of Valley Fair Autocross 2005

photos by Jill Daneu





# Zone 10



May 2005

## *Around the Zone*

On April 9-10, I attended the Carrera Classic DE at the Gateway International Raceway sponsored by the St. Louis Region. Region President, Steve Sullivan graciously introduced me to many St. Louis members. The event was well run and Dodie Frank, Registrar, did an exceptional job of assuring a smooth registration.

On Saturday, the Region hosted a car show at the track and it was well attended and a very nice addition to the DE activities. I met many volunteers and was impressed by the level of organization and friendliness of all involved. It was fun to learn a new track and I enjoyed the opportunity to test new skills. I would encourage everyone to make the trip and try this DE in the future. You won't be disappointed.



*Steve Sullivan (r) shared some of the best practices that St. Louis has learned by hosting the Carrera Classic for 35 years.*

## *New Porsche Prototype*

I hope you have heard the news from PCNA that Porsche AG will design and construct a racecar that will compete in the Le Mans Prototype 2 class of the American Le Mans Series. It will be the first Porsche-built prototype racecar since the 1998 Porsche 911 GT1.

Penske Motorsports, Inc., will debut the new Porsche prototype at the final two races of the 2005 ALMS season, the October 1st Petit Le Mans at Road Atlanta and the October 16th season finale at Laguna Seca. Anyone interested in a little trip to Atlanta in October?

## *PCA Off Road Program*

For Porsche Cayenne owners, you will be interested in the PCA Off Road Program. PCA is drafting proposed guidelines and PCNA has confirmed their support via local dealerships. There will be two test events planned; one in Colorado hosted by Alpine Mountain Region and one in Tennessee hosted by Smoky Mountain Region. The "Off Road" definition will be any four wheel drive vehicle registered to a PCA member. (not exclusive to Cayennes)

## *Membership Retention*

Each Region President was recently provided information on membership renewal for 2005. Our Zone has the worst renewal rate in PCA at -8.06%. Six of our ten Regions have lost membership this year. The membership in many of our Regions is small and just a few non-renewals contributes to a high percentage. Nevertheless, it is something we need to look at and take action if necessary.

There is an excellent Regionfocus, Volume 13, Number 3, that you can find on the Admin page of the PCA website that provides many suggestions for improving retention. Also, I am always available to attend a Region Board meeting to share best practices if that would be helpful.

## *Ozark Weekend*

The first multi-region, multi-event weekend will be hosted by the Kansas City Region on May 21-22 in Kansas City. Vic Elford will be the guest speaker. Plan now to attend. Contact information on page 2.

*John Phillips  
PCA Zone 10 Rep  
402-333-7245  
pcazone10rep@cox.net*

# First Fling Time Trial Results 2005

by Ed Tripet, Timing

| OACP | Class | Car  | Region | Driver | Car Desc.        | Best Lap             | Speed    |         |
|------|-------|------|--------|--------|------------------|----------------------|----------|---------|
| 1    | 1     | P2   | 90     | NS     | Pat Kelley       | 02 911 GT3 Cup       | 1:41.794 | 106.096 |
| 2    | 2     | P2   | 160    | NS     | Rick Polk        | 911                  | 1:46.835 | 101.090 |
| 3    | 3     | P2   | 993    | NS     | Bill Berard      | 96 993 T             | 1:49.626 | 98.516  |
| 4    | 1     | P4   | 146    | NS     | Bob Viau, Jr.    | 944S2                | 1:53.366 | 95.266  |
| 5    | 2     | P4   | 46     | NS     | Bob Viau, Sr.    | 89 944 S2            | 1:53.985 | 94.749  |
| 6    | 1     | 10M  | 9      | NS     | Ron Lewis        | 97 993               | 1:54.192 | 94.577  |
| 7    | 1     | 12M  | 114    | NS     | Luis Fraguada    | 02 911 GT2           | 1:54.459 | 94.356  |
| 8    | 1     | 9M   | 131    | NS     | Mike Courtney    | 85 911               | 1:54.665 | 94.187  |
| 9    | 3     | P4   | 195    | NS     | Ron Johnson      | 93 968 CS            | 1:55.741 | 93.31   |
| 10   | 1     | 4M   | 177    | NS     | Mark Michals     | 968                  | 1:57.411 | 91.984  |
| 11   | 2     | 12M  | 109    | NS     | Scott Robertson  | 996 TT               | 1:57.986 | 91.536  |
| 12   | 2     | 10M  | 5      | NS     | Guy Reeder       |                      | 1:58.126 | 91.427  |
| 13   | 1     | P5   | 164    | NS     | Bob Viau, Jr.    | 924/9441             | :58.309  | 91.286  |
| 14   | 3     | 10M  | 38     | NS     | Cliff Anderson   | 97 993 C2            | 1:58.320 | 91.277  |
| 15   | 2     | 4M   | 850    | NS     | Andy Busche      | 944T                 | 1:58.460 | 91.170  |
| 16   | 1     | 8M   | 277    | NS     | Harvey Roubideau | 83 911 SC            | 1:58.694 | 90.990  |
| 17   | 4     | P2   | 99     | NS     | Stan Passananti  | 993                  | 1:58.724 | 90.967  |
| 18   | 3     | 4M   | 110    | NS     | Brian Hanson     | 94 968               | 1:59.460 | 90.406  |
| 19   | 3     | 12M  | 192    | NS     | Gregg Ostrander  | 911T                 | 1:59.505 | 90.372  |
| 20   | 1     | 2M   | 945    | NS     | Tom Rempfer      | Boxster              | 1:59.571 | 90.322  |
| 21   | 1     | P3   | 42     | NS     | Steve Sherf      | 911 Carrera          | 1:59.716 | 90.213  |
| 22   | 2     | 9M   | 82     | NS     | Bret Bailey      | 86 911               | 1:59.734 | 90.199  |
| 23   | 4     | 12M  | 313    | NS     | Steve Alpeter    | 911T                 | 2:00.918 | 89.316  |
| 24   | 1     | Open | 184    |        | Josh Thoma       | Subaru WRX           | 2:01.446 | 88.928  |
| 25   | 4     | 4M   | 170    | NS     | David Engh       | 944T                 | 2:01.533 | 88.864  |
| 26   | 1     | 3M   | 865    | NS     | Glen Larson      | 80 928 S             | 2:01.687 | 88.752  |
| 27   | 2     | P3   | 421    | NS     | Jeff Sherf       | 911                  | 2:02.475 | 88.181  |
| 28   | 2     | 8M   | 303    | NS     | Shannon Ivey     | 911 SC               | 2:03.178 | 87.677  |
| 29   | 5     | 4M   | 253    | NS     | Bill Houghton    | 944 T                | 2:03.229 | 87.641  |
| 30   | 2     | P5   | 64     | NS     | Pam Viau         | 87 924 S             | 2:03.629 | 87.358  |
| 31   | 3     | 9M   | 286    | NS     | Brian Gale       | 84 911               | 2:03.715 | 87.297  |
| 32   | 6     | 4M   | 77     | NS     | Steve Michals    | 968                  | 2:04.033 | 87.073  |
| 33   | 5     | 12M  | 106    | NS     | Jim Leslie       | 993 TT               | 2:04.505 | 86.743  |
| 34   | 4     | 10M  | 811    | NS     | Steve Sabers     | 993                  | 2:04.955 | 86.431  |
| 35   | 4     | 9M   | 193    | NS     | Jeff Lawrence    | 911                  | 2:05.088 | 86.339  |
| 36   | 2     | 2M   | 7      | NS     | Dave Galey       | 944                  | 2:05.091 | 86.337  |
| 37   | 2     | Open | 125    |        | Greg Adams       | Shelby 350 Mustang R | 2:05.445 | 86.093  |
| 38   | 7     | 4M   | 224    | NS     | Lon Tusler       | 944 T                | 2:05.593 | 85.992  |
| 39   | 1     | 7M   | 158    | NS     | Peter George     | 911 S                | 2:05.633 | 85.964  |
| 40   | 1     | 11M  | 85     | NS     | Chris Johnson    | 996                  | 2:06.640 | 85.281  |
| 41   | 8     | 4M   | 79     | NS     | Chuck Ready      | 93 968               | 2:08.394 | 84.116  |
| 42   | 3     | Open | 108    |        | Jeff Softing     | Trans Am             | 2:08.452 | 84.078  |
| 43   | 1     | 5M   | 727    | NS     | Kris Meacham     | 89 944 T             | 2:09.116 | 83.645  |
| 44   | 3     | 8M   | 47     | NS     | Ron Faust        | 80 911 SC            | 2:10.433 | 82.801  |
| 45   | 3     | 2M   | 877    | NS     | Rainer Dronzek   | 944                  | 2:10.537 | 82.735  |
| 46   | 4     | Open | 337    |        | Mike Sundet      | Jetta                | 2:11.147 | 82.350  |
| 47   | 3     | P5   | 56     | NS     | Roy Henneberger  | 89 944               | 2:11.164 | 82.339  |
| 48   | 5     | Open | 173    |        | Mike Softing     | Camero               | 2:12.367 | 81.591  |
| 49   | 9     | 4M   | 295    | NS     | John Johnson     | 92 968               | 2:12.575 | 81.463  |
| 50   | 5     | 9M   | 182    | NS     | Ken Marlow       | 911                  | 2:14.594 | 80.241  |
| 51   | 10    | 4M   | 721    | NS     | Dave Marple      | 968                  | 2:17.459 | 78.568  |
| 52   | 6     | 9M   | 210    | NS     | Dave Roberts     | 84 911               | 2:20.036 | 77.123  |
| 53   | 7     | 9M   | 127    | NS     | Bill Harralson   | Boxster              | 2:20.702 | 76.757  |
| 54   | 1     | 10W  | 492    | NS     | Kimberly Fritze  | 993                  | 2:22.354 | 75.867  |
| 55   | 1     | 2W   | 167    | NS     | Betsey Porter    | 83 944               | 2:23.864 | 75.070  |

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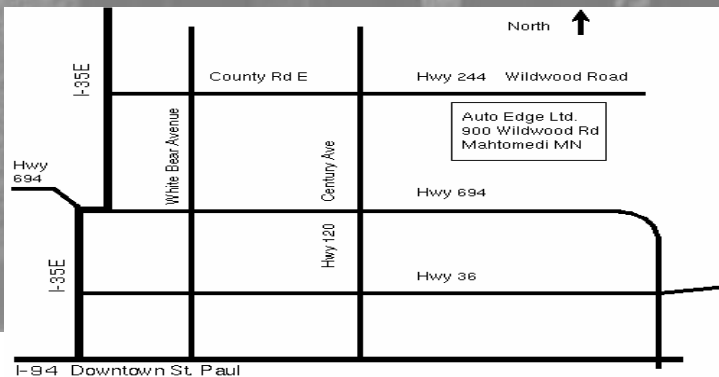
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