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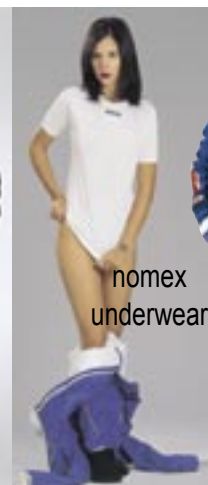
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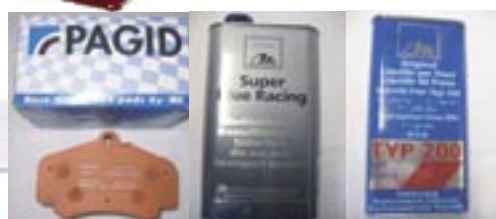


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Again, I want to put in a plug for our ClubTalk and TechTalk e-mail listserves. They have been in operation now for quite awhile and are so very, very handy in this electronic age. For members only, it's simple to sign up via our website. As information technology expands, I would like to encourage all members to look at ClubTalk (reserved for non-technical questions and postings) as an effective, accurate and more up-to-date source for news.

Two of our annual BIR Driver Education events have come and gone, hard to believe we are truly now into the summer. Prez Chip has reported on those events so I won't rehash them here other than to say the Boeders were able to attend both events and got in a fair amount of track time/seat time; despite having to leave early for an illness and the rain out on one half of Fast Fling's days! Always a good thing, especially for me as track time has been limited the past several years. But more importantly, we just plain had a very good time seeing lots of friends and socializing in general. It truly is about the people, not just the cars (although I suspect there are many members who focus truly is on the cars . . .).

The weather is finally cooperating and let's hope we have plenty of these warm, fairly dry days ahead of us for the 2005 season. The Driver Education at Road America is just around the corner. We are planning on being there, Elkhart Lake is just such a beautiful part of Wisconsin. It really feels like a vacation when we are there. Then comes the annual Concours which is returning to Afton. Even if you don't have any interest in cleaning up your car, it is just a great event to attend, to look at all the cars gathered and to sample some of what Afton has to offer. One of my favorite little nurseries is right next door to the park: Squire House. Be sure to plan on attending.

Again, I want to put in a plug for our ClubTalk and TechTalk e-mail listserves. They have been in operation now for quite awhile and are so very, very handy in this electronic age. For members only, it's simple to sign up via our website. As information technology expands, I would like to encourage ALL members to look at ClubTalk (reserved for non-technical questions and postings) as an effective, accurate and more up-to-date source for club news. No attachments are allowed on this listserv for security purposes. In this ever increasingly fast-paced society, it's helpful to have a means to get out reminders about upcoming events or query the club members for recommendations about just about anything Porsche-related! The wealth of knowledge and experience in this club is fabulous. Take advantage of it! Not sure how to sign up, just send me an email and I will direct you to the right spot!

See you at the next event!

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(and returning members!)

We hope to see you
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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.

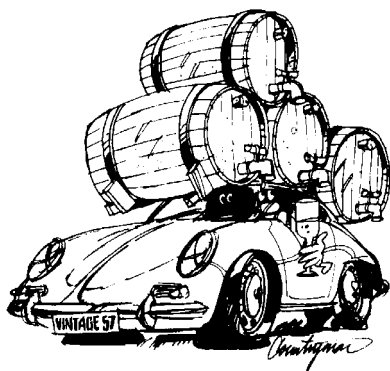
Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

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!

“Our first “Cruise Night” was June 9 and it was a great start to what should be a regular event for our club. 15 Porsches and a Ferrari Dino (driven by social chair Bill Berard, nonetheless) met at the Minnetonka Drive-In and ventured off on the twisty back roads of the western suburbs for a fun drive.”

Driving season is in full swing and cabriolets are buzzing around all over with tops down. Summers in Minnesota are truly great.

Our first “Cruise Night” was June 9 and it was a great start to what should be a regular event for our club. 15 Porsches and a Ferrari Dino (driven by social chair Bill Berard, nonetheless) met at the Minnetonka Drive-In and ventured off on the twisty back roads of the western suburbs for a fun drive. I arrived too late to catch the drive (thanks to last minute family scheduling changes), but I did drive by a new Porsche GT-1 that evidently showed at the drive-in. What a car! Add to that a few hot rods and muscle cars and it was well worth the trip for me, anyway. Bill promises more cruise nights this summer. Watch for announcements in Nord Stern and on Club Talk e-mail.

In June I had a chance to participate in the PCA club race at Mid America Motorplex (MAM) near Omaha. Unlike Brainerd with its long straights, MAM is a tight technical course that keeps you busy all the time. Nord Stern fielded 15 racers, second only to Great Plains Region who hosted the event, and several had podium finishes. The whole weekend was fun and it was great to meet people and see different cars. The Great Plains people were great hosts and we look forward to reciprocating at our club race in August.

Our June Fast Fling Brainerd event was another successful weekend, in spite of rain late Saturday afternoon. Sunday turned out to be perfect and participants got plenty of track time in. Visitors from PCA National participated in the weekend and commented on how well our events are run.

Our next driving event is the car handling course at Dakota County Technical College. Early registrations show we should sell out the class. Drivers’ Training co-chairs Lee Jacobson and Jon Beatty have been very busy organizing this and our other schools this summer. You can’t appreciate what it takes to put one of these events on until you see how much work these guys put into it.

Just a quick reminder, you must complete one of our Brainerd driver training schools before you can participate in our Brainerd or Road America track events. Once you’ve gone through the school, you can appreciate why. Our next school is Sept. 30.

Other upcoming events include our Afton Concours, Dakota Tech autocross and Road America. Get your registrations in early to reserve your spot.

These are the best days of summer. Enjoy them while you can.



Okay, even Cliff (Anderson) will admit the hat is a bit goofy, but he definitely wins the prize for ‘dressed right!’ at this past spring’s First Fling. Good news is cool air means bigger horsepower! And there were some class records set during the Time Trials. Photo by Ron Faust

Left, huddled together for a bit of warmth (despite the bright sunshine there was a definite ‘nip in the air at this year’s First Fling) are Christie Boeder, Guy Reeder and Bob Johnson. Photo by Ron Faust



Letters to the Editor . . .

Mid-America Club Race

Nord Stern kicked some butt at the Mid-America Club Race this weekend. I won't even attempt to name all of the winners but I'm pretty sure there are more bottles of cheap "1st place" Champagne in MN today than all other states combined.

In addition, David Galey won the Outstanding Novice award, Matt Hoke won the Outstanding Rookie award and Pat Kelly and Rick Polk won cornerworker awards.

The Great Plains crew put on a great event. A full barbecue, live music, violent thunder storms and lots of good racing.

—Jim Breakey

New link to the Porsche AG website.

Please visit the PCA website, www.pca.org <<http://www.pca.org>> and on the "log in" page you will find a small box with a silver Porsche spyder that is a link to Porsche AG's website celebration of our Anniversary.

Their current Anniversary site celebration is Phase I, with Phase II and Phase III coming up after Parade. Please stay in touch with their site as they showcase more 50th Anniversary details.

John Phillips, Zone 10 Rep

BIR Track Records

We had perfect weather during First Fling to make big horsepower and a fast track. Four new track records were set.

Congratulations to all the new record holders.

—Ed Tripet, Timing

P2 - Pat Kelly - 911 GT3 Cup - 1:41.794

9M - Mike Courtney - 85 911 - 1:54.665

P5 - Bob Viau, Jr. - 924 - 1:58.309

7M - Peter George - 911S - 2:05.633

The Sound of a Porsche

By John Kuhn Bleimaier, PORSCHEFORUS, March 2005

The young woman seemed to be at one with the magnificent Porsche under her control. She appeared to intuitively sense the depth of its strength and to be able to fully exploit its prodigious potential. As she sat at the controls her hands and feet extracted the full measure of the power at her command. Her small, delicate form moved in sympathy with the deep, rich sound of the great machine. Her mind and spirit fulfilled the promise of the inspired engineers and dedicated craftsmen who had built this mighty thing. I could not help musing about what a privilege it was to witness such a unique performance . . .

No, dear fellow Porsche enthusiasts, I was NOT at the track watching the debut of a promising young rookie in the PCA Club Race series. I was at the PCA Zone One banquet, last year, in Saratoga, New York listening to the pianist, Mariam Nazarian, perform Robert Schumann's celebrated "Carnival" (Opus 9) at the keyboard of a Bosendorfer-Porsche piano! Does it come as a shock that the name Porsche is associated with a musical instrument? It should not.

Is there not an enormous spiritual kinship between the creation of satisfying music on a finely crafted instrument and the fulfillment of the dream of locomotion using the fruits of technological genius? Indeed have we not all experienced the inspiration derived from hearing a well sorted out racing engine? Conversely who can



Continued on page 25

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2nd Annual



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Roger Forland roger@westwoodhomes.biz

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My First Club Race

by John Phillips, Zone 10 Rep

She explained how Alan Friedman championed PCA Club Racing in 1992 with four races. The 2005 season marks the 14th year of the program with 26 races and over 2,600 PCA Club Racers. Club Racing was established around several guiding principles. First, there should be a class for any and all Porsches, including both street and modified cars. Second, the racing was to be fun, safe and clean.

After months of preparation and anticipation, my first PCA Club Race weekend was finally here. I chose the Mid-America Motorplex in Pacific Junction, Iowa because I was familiar with the track and it was close to home. To complete the process and receive my license, I had to attend the Club Racing School. There are three parts to the School; the orientation meeting, on-track practice sessions and practice starts. The School gave the PCA National Steward a final chance to observe my skills and ability to participate in an actual race. Although not part of the School and not required, we were encouraged to find a mentor for the weekend. Ralph Woodard, a close personal friend, agreed to assist. The value of a mentor for the first race cannot be overstated and I deeply appreciated the feedback and encouragement that Ralph provided.

Vicki Earnshaw was the Chief Steward for the weekend and she conducted the orientation meeting on Friday evening. This was largely a review of basic racing etiquette such as flags, courtesy, passing technique, incidents and history of PCA Club Racing. She explained how Alan Friedman championed PCA Club Racing in 1992 with four races. The 2005 season marks the 14th year of the program with 26 races and over 2,600 PCA Club Racers. Club Racing was established around several guiding principles. First, there should be a class for any and all Porsches, including both street and modified cars. Second, the racing was to be fun, safe and clean. Good sportsmanship, honesty, and a sense of fair play should exist at all times. I also enjoyed the discussion of passing as a mix of awareness, skill and aggression.

The orientation meeting is mandatory for rookie candidates and those coming off a 13/13 experience. In keeping with the guiding principles, PCA Club Racing is a non contact sport and the Chief Steward will place any driver who is found to be at fault in an incident on probation for a 13-month period. If during this probation period the driver is involved in another "at fault" incident, his competition privileges will be suspended for 13 months. From my perspective, the orientation meeting would be good for all racers as a brief review of the PCA racing philosophy, review of safety and flag procedures and getting your mind set to the task ahead.

Saturday was race day. There had been violent thunderstorms the night before and the track was cold and wet as we began our first practice session. In every corner, I was slipping and sliding and the car behind me quickly gave me lots of room. They say that driving in the rain is good practice, but I felt lucky to get out of that session alive and with the car still on track. Practice sessions two and three went better and my technique and times improved. There were three practice starts and after the third start there was a short fun race. While the rookies are required to participate in these starts, licensed racers are not. These were a blast and good experience for the upcoming real thing. What was becoming apparent to me, however, was that my I class car was consistently at the back of the group. I was finding that my times were 2-5 seconds off the pace of the other I cars.

Having performed satisfactorily in the eyes of the Chief Steward, I was approved to run the qualifying laps and then my first race. In many ways, my first race was anticlimactic. Of 26 cars in the race, I was grided 24th. After the start, I pretty much ran by myself for 15 laps and then had a few cars go by me at the end. I had met the modest goals that I set for the weekend; no off track excursions, no scratched paint, and finish the race. Nevertheless, I was disappointed in my lack of competitiveness that was a combination of low goal setting, car capability and poor driver performance. In contrast, Dave Galey, a fellow rookie candidate in an I car from Nord Stern Region, showed steady improvement all weekend and won the Rookie Racing award at the awards ceremony.

I must say after waiting so long to experience this adventure, the anticipation far exceeded the actual event. Disappointed but not discouraged, I am looking forward to my next race that will be with the Kansas City Region at Heartland Park in Topeka. My goals will be higher and I will begin to explore the limits of the car and driver.

I hope these articles about my experience in obtaining a PCA Club Racing license have helped explain the process and also put to rest any fears or concerns others may have about making the journey. If you enjoy participating in a DE, take the plunge and step up to Club Racing. The thrill and camaraderie is well worth the effort.

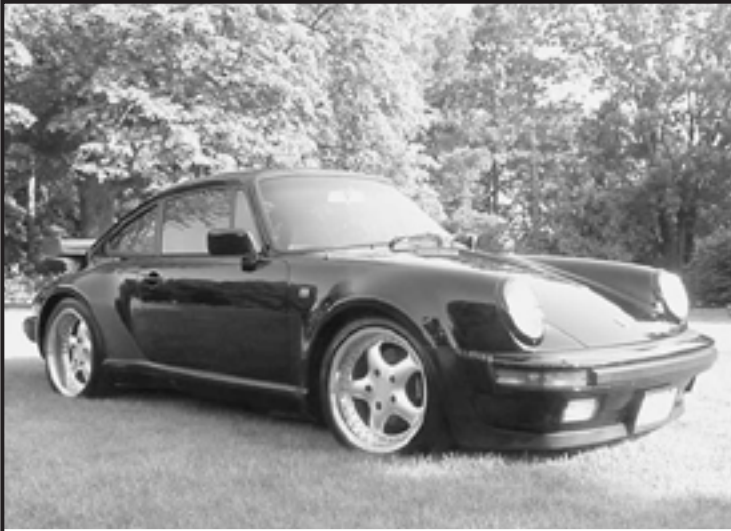


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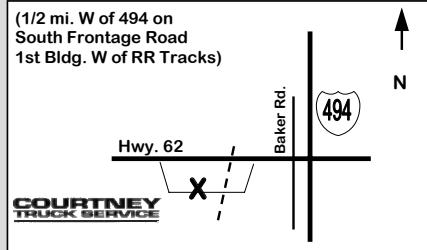
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Zone 10



June 2005

Around the Zone

On May 1st, I attended the PCA Instructor Training hosted by the Great Plains Region at the Mid-America Motorplex in Pacific Junction, IA. Sandy Steckman conducted the training for about 40 trainees. This was an excellent training for all instructors that blended classroom with on-track experience.

Nord Stern Region has their training set for June 10th, and I highly encourage all instructors and instructor want-to-be to attend.

I also attended the May 7-8, Drivers Education hosted by the Great Plains Region at MAM. GPR puts on a fun weekend at a very safe track. The highlight was a womens novice group that graduated seven and who were toasted with certificates and champagne.



Five of seven graduates proudly display their certificates.

Hershey Porsche Parade

I have received several calls and emails from members who have not been able to register for the PCA Parade in Hershey this year. I provided the best answer I could, but if anyone still has questions, Tom Bobbitt, PCA President has provided an excellent explanation of the planning process in his *From the President* column in the May issue of *Panorama*.

Currently, 54 members from Zone 10 are registered to attend and I look forward to meeting all of them.

Help Wanted !!

The PCA National Office is looking for an additional person to manage the National Office and many of the functions and national activities of PCA. The new position will oversee the current staff and take on significantly expanded responsibilities to better serve the membership and volunteer staff. The job will be at PCA headquarters in Springfield, VA. Salary will be commensurate with abilities and experience. For more information see page 84 of the May *Panorama* or contact Prescott Kelly: kellyct@optonline.net or 203-227-7770.

Observer Reports

I appreciate the effort each Region is making to complete the Observer Reports on all driving activities. We tried something new this year, sending the forms and self-addressed stamped return envelopes to the Presidents and asking for their assistance. It is working! Over 90% of the forms have been returned. Great job, everyone. These forms help in planning safe driving events and assure that our PCA insurance costs stay as low as possible. Thanks for your continued help.

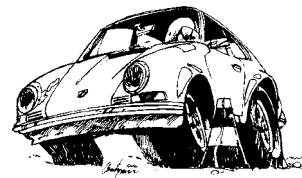
PCA Merchandise

If you received your latest Mid America Motorworks catalog at the end of May, you noticed that they are now PCA's preferred provider for clothing, caps, travel accessories and more. They offer a great selection of merchandise.

You can still order PCA 50th Anniversary merchandise through the PCA national office at P.O. Box 5900, Springfield, VA 22150.

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

Nord Stern 2005 Driver Ed Event Registration



- **Eventmaster/s:** TBA for each event
- **Cost:** BIR April/June/August/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!

- ☐ Road America July 11/12
- ☐ Club Race Aug 6/8
- ☐ 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 _____

31st Annual Heritagefest

New Ulm, MN

July 8-10 and 15-17, 2005

featuring:

European Auto Rally
Saturday, July 9th 11 a.m. to 5 p.m

Heritagefest Entertainment
Saturday 7/9/05

- ❖ Sauerkraut Wrestling
- ❖ 2-mile, 10K & Kinderlauf Foot Races
- ❖ Concord Singers/New Ulm
- ❖ New Odyssey/Chicago, IL
- ❖ The Justmann Band/Aupaca, WI
- ❖ Original German Band/New Ulm
- ❖ Schwaben Sextett/Germany
- ❖ Czech Area Concertina Club
- ❖ Don Klossner/New Ulm
- ❖ Salzkammergut/Austria
- ❖ Cans 'yapi Oyate/Redwood Falls
- ❖ The Echos/St. Peter,
- ❖ Van Gogh's Ear/New Ulm
- ❖ Largest Chicken Dance
- ❖ Bob Wootton & Six Mile Grove
- ❖ Fest Keg Opening
- ❖ Raptor Center Program
- ❖ Kinderfest Stage & Activities
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Questions? Paul Bergquist at: 952.937.1822 or email at: PBASSOCINC@aol.com

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**13th Annual
Club Race - Drivers Education - Concours
Dinner - Party - Golf Outing**

**at Road America in
Elkhart Lake, WI**

**Friday, September 2nd thru
Monday, September 5th**

Club Racing

Friday: Optional 'TEST & TUNE' (DE rules)
Saturday: Practice/PCA Club Racing School
Sunday: Feature **Sprint Races**
Monday: **90 minute Enduro Races**

Event Schedule

Drivers Education

Friday thru Sunday with
optional Monday

TRAC 2005 CLUB RACE REGISTRATION FORM

www.pca-chicago.org

from the registrar at 847.272.7764 or TRAC05ClubRace@aol.com

CLUB RACE REGISTRATION FORMS MAY BE RETURNED TO THE

TRAC 2005 CLUB RACE REGISTRAR WITH A POSTMARK DATE NO EARLIER THAN JULY 12TH

TRAC 2005 DRIVERS EDUCATION REGISTRATION FORM

www.pca-chicago.org

from the registrar at 847.929.1831 or nowakowskim@permapipe.com

DRIVERS ED REGISTRATION IS NOW OPEN

DRIVERS ED REGISTRATION WILL CLOSE AUGUST 19TH.

TRAC 2005 Concours, Dinner and Party on Saturday evening,
September 3rd, at Siebkens Resort in Elkhart Lake, WI.

Pete Hackenson

Keith Clark

Susan Shire

Mary Anne Nowakowski

Event Chairman

Event Co-Chairman

Club Race Registrar

Drivers ED Registrar

630.728.7294

630.690.3381

847.272.7764

847.929.1831

roadam.pca-chicago@comcast.net

KC_Design@sbcglobal.net

TRAC05ClubRace@aol.com

nowakowskim@permapipe.com

See you at TRAC 2005!

2005 Kalender

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 18.

- 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

- 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

- 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

2005

- 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

2005

RUN FOR THE HILLS, PART TRIOS

MARK YOUR CALENDARS NOW AND GET
YOUR REGISTRATION IN!

AUGUST 25-28 2005

MULTI REGIONAL EVENT

RUN FOR THE HILLS, PART III

SEE MOUNT RUSHMORE AND TOUR THE SCENIC BLACK HILLS

AND

BADLANDS OF WESTERN SOUTH DAKOTA

WITH THE DAKOTA REGION PCA.

EVENTMASTER: TIM POWELL 605.721.6194

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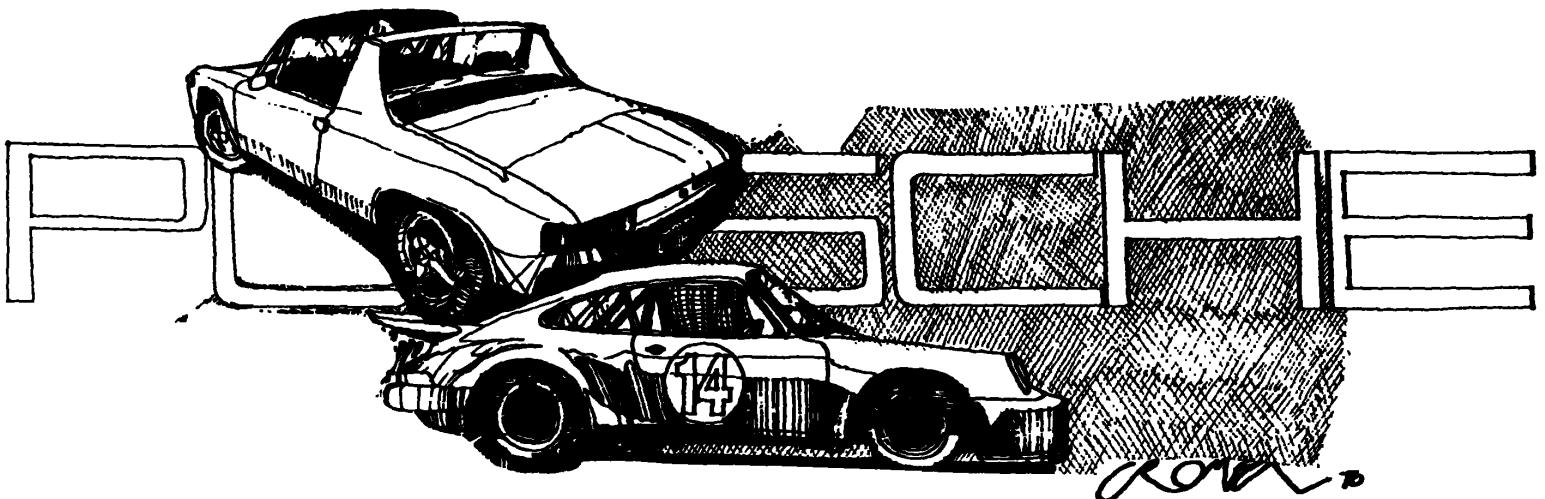
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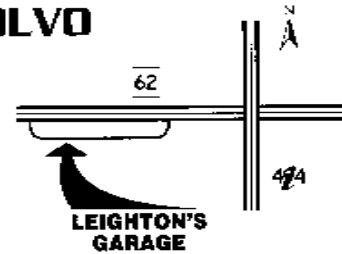
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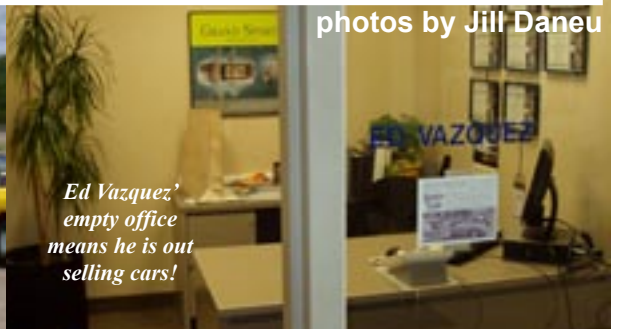
*Just one minute west of the intersection of 494 & Crosstown 62
 14301 W 62nd Street, Eden Prairie*

On view at Maplewood Imports Annual AutoFair

photos by Jill Daneu



A nice line-up



*Ed Vazquez'
empty office
means he is out
selling cars!*



*Don Stevenson wins Mercedes category
with his '71 280 SL*



Another nice line-up!

On view at Maplewood Imports Annual AutoFair

photos by Jill Daneu

George Andewig announces winners

*Guess who owns this
Ferraari playtoy . . .*

Children's Cancer Research Fund
visit us at childrenscancer.org

*Jeanne Andeweg
and Jamie Pfuhl are
registrars extraordinaire*

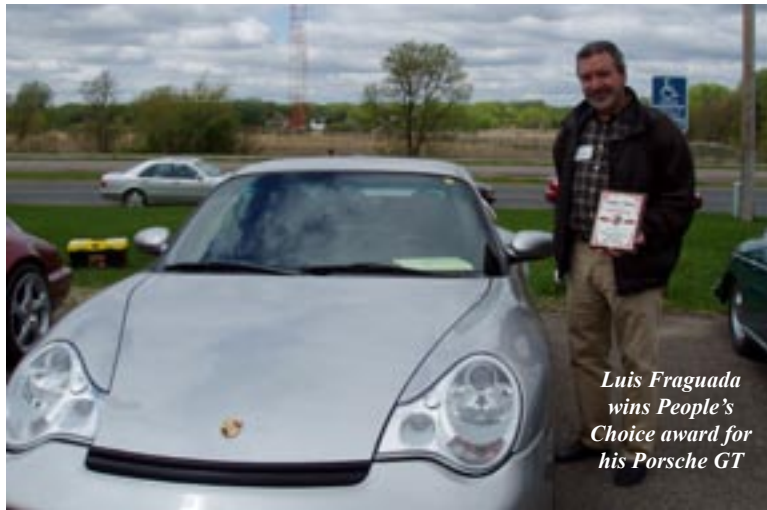
*Keith and Jodee Gruebele and
their Porsche*

Keith Jones' '99 996 with matching poster!

*Keith Jones reminds me that his car color is
Zenith Blue*

Luis Fraguada accepts award for Porsche GT class

*Luis Fraguada
and his new GT*



*Luis Fraguada
wins People's
Choice award for
his Porsche GT*



*Phil Hancock and
Mike Jekot arrive
in Phil's 356*



*Ross Collins wins Best of
Show for his Porsche 356*



*Roy Henneberger
congratulates Luis
Fraguada*



*Photographer Jill Daneu
and husband Fred
with their 2002 Targa
(beautiful car, Jill and
Fred!)*



*Peter Mayer with dad, Scott, and
Mom, Kelly, displays his Drivers
Wanted hat!*



The Tusler's and Hancock's 356s



*Wow . . . check out the
specs on this baby*

On view at Maplewood Imports Annual AutoFair

photos by Jill Daneu

Sound of a Porsche . . .

. . . continued from page 9



look under the lid of a grand piano and not marvel at the mechanical wizardry of its creators? Both the mighty conveyance and the mighty musical instrument help man reach from the wellspring of his inner being to the attainment of his destiny. The aural joy which we feel upon hearing the competition Porsche automobile is aesthetically related to that which we experience from the Bosendorfer-

Porsche grand piano.

The relationship between classic pianos and classic automobiles does not only exist at a philosophical level. At the beginning of the 20th century mighty Mercedes automobiles were assembled in Long Island City, New York by the Steinway piano company. Not a marriage of convenience, this was the natural union of two classic creative forces. History repeats itself.

The Bosendorfer-Porsche has been designed by Ferdinand Alexander "Butzi" Porsche the same design genius who penned the form of the original 911 back in the early '60s. As all Porschephiles know, Ferdinand Alexander Porsche is the grandson of Professor Ferdinand Porsche, the Founder, and the son of the legendary Ferry Porsche. Ferdinand Alexander Porsche has been a free lance industrial designer for years and the products of his drawing board have won numerous awards and accolades. The piano project was a natural.

The Bosendorfer firm has just celebrated its 175th anniversary. They have been constructing Europe's premiere concert instruments in Vienna Austria since the days when Brahms, Liszt and Strauss sat at the keyboard. Bosendorfer pianos have traditionally not only been famous for their deep and rich tonality. They have also always been objects of physical beauty. Master cabinetmakers have created the opulent



cases for these outstanding musical instruments. These are not just testimonials to the abilities of anonymous artisans. www.pca-chicago.org May 2005 31

Over the years, the Bosendorfer company has commissioned prominent designers to exercise their creative abilities in presenting visually pleasing pianos for successive generations of

musicians. The result has been a succession of cherished museum pieces. The Bosendorfer-Porsche is the current reigning masterpiece.

The instrument which made its North American debut at Saratoga is easily recognizable as a product of the pen of Ferdinand



Alexander Porsche. The lines are clean and spare. The use of aluminum castings for the legs is innovative. The hydraulic strut for the piano lid represents a stroke of genius. The piano is available in a choice of colors, including metallic tints to match a Porsche automobile. It would be crass to call the Bosendorfer-Porsche a collectors item. But it certainly would represent a wise investment for any Porsche enthusiast. Bosendorfer pianos usually appreciate in value. The factory has a total annual production of 500 instruments. So far 5 Bosendorfer-

Porsches have been built for inventory. Additional pianos will be constructed as ordered.

If I was a marketing man for Bosendorfer I can think of several slogans for use in advertising the Bosendorfer-Porsche to Porsche car enthusiasts.

"The Porsche you can keep in the living room!"

"The Porsche you will want your kids to play with."

"This is the Porsche you can enjoy all year round!"

I also had a controversial idea: *"Every real Porsche has three pedals."*

All these thoughts cascaded through my mind as I listened to young Ms. Nazarian give expression to Schumann's monumental composition. As her slender yet powerful fingers developed the leitmotiv I began to travel an intellectual journey in the company of the master. I have never heard this demanding piece played with as much feeling and insight



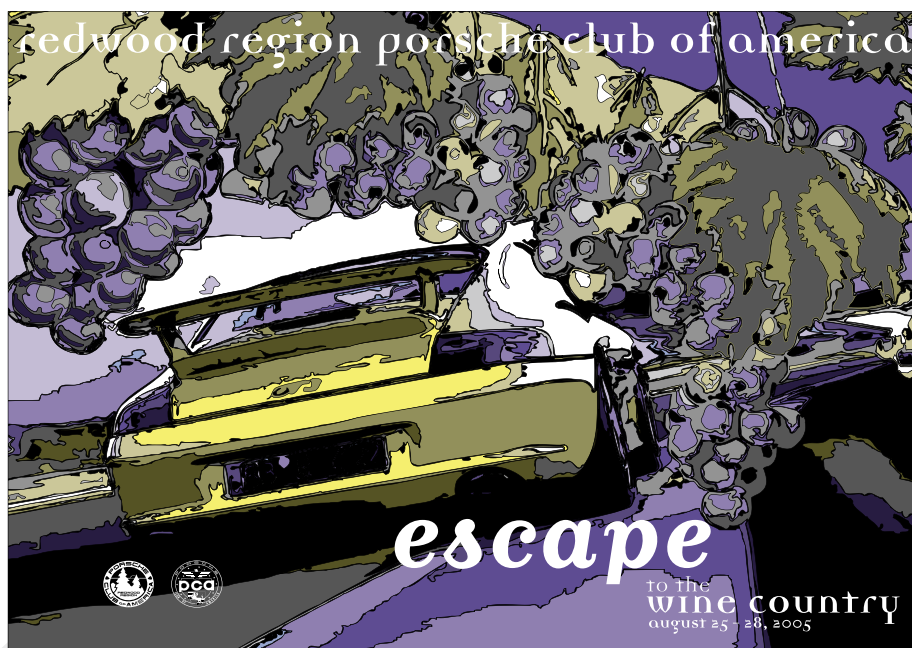
as was demonstrated by this 19 year old girl. Her keyboard technique is flawless. Her command of the work itself bespeaks enormous innate ability alloyed with tireless scholarship. At the PCA unveiling the audience was spellbound. I find that this piano composition is dedicated to intellectualism in its purest form. The great 19th century Viennese musicologist, Eduard Hanslick, said that Beethoven released the harmonies of nature. I believe that classical piano compositions, such

Continued on page 35

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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Priority - Improving Entry Speed

by Patti Mascone, CLUB RACING NEWS, January/February 2005

"So the first area, and the most difficult to work on, is feel. One famous trick is to attempt to drive as much of the track as you can in the same gear without using the brakes. You can do this in third gear, on a warm-up or cool-down lap. This exercise helps break up the "pat" rhythm that comes from the go/stop/turn/go sequence."

Drivers tend to point to horsepower as the reason one car seems to be faster on track than another. And that may be true, if one car seems particularly good no matter the changes in conditions. But, more often than not, it's the "run" one driver gets into and out of the turns than makes the difference.

The question is: How can you improve your entry speed into corners?

For one thing, judging whether your entry speed is too slow is hard to do—based on subtle feedback from the car, done at moments when looking at the speedometer or tach is impossible. Secondly, many of us misread the feedback our cars give us to begin with, as the bodies have been stiffened and the tires have become lighter and less treaded.

So the first area, and the most difficult to work on, is feel. One famous trick is to attempt to drive as much of the track as you can in the same gear without using the brakes. You can do this in third gear, on a warm-up or cool-down lap. This exercise helps break up the "pat" rhythm that comes from the go/stop/turn/go sequence. By breaking this almost unconscious habit we all have, you can get a better feel for momentum—at a controlled speed. You can then begin to stop relying on braking to give you the confidence to turn in. You can feel your hands and feet as distinct tools, sometimes used together, sometimes in order or sometimes, each set goes solo.

If your car is set-up well, the less you have to rely on precision with your hands, of course, but handling is a fickle friend indeed. So that's why the second area to work on is precision. In this exercise, you would concentrate on selecting and hitting the proper apex, using visual markers. Instead of just driving into a turn in a rote manner, you consciously select turn-in points and apex points. By varying your apex in small deliberate amounts, you can learn which apex is just right. The way to gauge success is by noting the corrections you make with the steering wheel. Once you find the ideal apex, your aim is to hit the same spot every time and make no corrections at all. (This exercise can also help you adjust your line to alleviate understeering or oversteering conditions.)

The third area is to modulate or lighten your braking. Notice this does not mean "brake later." Late braking has its place, but it can be a real momentum killer. Most of us have the habit of stabbing the brakes as late as possible, throwing the car into the turn and sawing the wheel. At some point, we hit the gas and then hold on for dear life, hoping that all wheels remain on the pavement at track-out. Let's try a different approach. Pick a third- or fourth-gear turn that you can take without downshifting - one with ample run-off, like Turn 10 at Summit Point - just the type of important turn (leading onto a long straight) where your braking can work with your momentum.

Even if you can't left-foot brake, try to brake a few feet earlier and get on the gas sooner. Think about brushing the brake, then driving through the turn under acceleration. (911 drivers should know exactly what this means.) In heavy braking turns, you can try a variation - hit the brakes hard early and then release them smoothly as you near the turn. This calms the car and keeps the potential for tire lock-up more safely away from your turn-in.

As a fourth exercise, you can drive through a turn you select using one gear higher than you normally would. In order to come out of the turn without lugging your car, you are forced to enter the turn faster and come out without the comfort of torque. For example, try third gear in #13 at Carolinas - you may even prefer the higher gear.

Lastly, you can work on smoothness, which is especially useful to navigate those dastardly bends or "kinks" you find in many a long straight. Often times, because your car's weight is shifted to the rear, anxiety makes you over-lift or over-brake. Many of us simply drive too wide of the bend, giving up valuable real estate and speed. The exercises already mentioned work well in kinks: Lift



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

☆ MARK YOUR CALENDARS. ☆



5-7 www.nordstern.org **NORD STERN** 
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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.

A "Class" Reunion

by Tom Burdge, *Porschfocus* (North New Jersey Region)

I'm just about getting comfortable with my new surroundings when suddenly my new owner (his name is Tom) turns on the lights in the garage and says, "I've got to get you ready, you're (we) going to Daytona", and I said "Daytona? As in Florida?" He said "yep". The



France Family has invited us to the inaugural "Rolex 24 Heritage Collection Exhibition". Now you might be asking yourself, "What did I do to deserve such a special invite?" Well, it might be because I'm one of the very few factory built 914-6GT's, but it's probably really because back in 1971, I won the GTU class (under 2.5 litre) and finished 7th overall. No, I wasn't the fastest or most powerful, but in the hands of three capable drivers named Duval, Bailey and Nichols, we used teamwork to accomplish something few thought we could. No, we didn't beat Donahue/Hobbs in their Ferrari 512 or Rodrigues/Oliver in the Porsche 917K, but we did beat the likes of Elford, Haywood, Gregg, Siffert, Bell, Revson and Ongias. Pretty good, don't you think?

Tom says that before we go, he has to change all my fluids, give me a bath and polish me up real pretty. As time to depart grows near it is time to go on the trailer. Gee, I hope they strap

me down real tight, since I get carsick if I bounce around too much. I'm joined in the trailer by some tires, an ATV and some toolboxes. Yes, tools because after all I am 35 years old and something inside could break and Tom might have to fix me. Boy, I sure am glad he gave me my new home. You see, he's been a 914 guy for years and he knows how to care for me. Heck, he even races another 914 just like me in the SCCA. Also does pretty well.

Well, it is time to go. We're finally off to Daytona. It seems like forever, but only two days later it's fun, sun, and 70 degrees. Off the trailer I go. I hear cars out on the track. It sounds like the Daytona prototypes practicing for the big race, which starts on Saturday and goes for 24 hours straight. It's Thursday and they want all the cars displayed in the new "Fan Zone", a place where fans can gather, shop and peer through the new garage windows and watch the teams at work. All this is new you see, as the France Family spent millions of dollars upgrading the facility. Passing through the new tunnel they dug between turns 1 & 2 was cool. No more

having to drive over the track surface to get into the infield.

On Friday all of us are now on display. It's great to see some of my old friends. I'm surrounded by Ferrari's, Corvettes, Porsches, Nissans, BMW's, Mazdas and even a Ford (Lotus) Cortina. Most of us are either class winners or overall winners of the 24 Hour.

Fans are everywhere. Peering in, wanting to touch but not doing so, and taking pictures. I even hear several "older" fans reminiscing about the 914's they once owned, while the "younger" fans are wondering what kind of car I am.

Tomorrow we have to get up bright and early. This is our BIG day, because we get to



go out on to the track. Tom has to first go to a drivers meeting. While this is not a race, we will be able to circulate the track at speed. It's being billed as the "24 minutes of Daytona."

We get pushed to the starting grid where Tom starts me up to get me warm. I'm nervous with anticipation. What is the track like? Has it changed much since 1971? I'm a little older now but much wiser also. I know Tom's a good driver and will not put me in danger. We gather behind the pace car 2 by 2. We negotiate the "International Horseshoe", then a right and left hander and onto the banking. All 31 degrees of it. Instantly it brings back fond memories. I completed 579 laps back in 1971 and its not long before I feel right at home. We're up to 5th gear already around 7800 rpms and my guess is about 120mph or so. Zoom! The Ferrari 512 and Daytona coupe pass me like I'm standing still. I later find out they were doing about 180mph. Oh what a thrill it is once again. We don't go too much faster; don't want to press our luck. I do glance in the mirror and see the Brumos #59



914-6GT which was driven in 1971 by Hurley Haywood and Peter Gregg. I'm glad to once again, see the car behind me. Some things never change.

We start to slow down to come off the track and back to the display area. We stay the rest of the day and then head back to the trailer for the long trip home.

It sure was great to get out and stretch my legs a bit. I hope we can do more events like this. Tom tells me Prescott Kelley has invited us to the Porsche Parade at Hershey, Pa. Please stop by and say hello.



Priority - Improving Entry Speed

... continued from page 28

early and drive through the kink to build confidence. Or you can adjust your turn-in, taking advantage of the sight line, for a more precise, and, hence, more comfortable ride. Lastly, depending on elevation, you can place your lift where it hurts momentum the least, use a "half lift" or left-foot brake. (Left-foot brake should only be attempted where run-off is sufficient or you have time to make second attempts at braking if you miss the pedal.)

Your car's equilibrium is easily upset by abrupt changes in

steering, braking or acceleration, so another way to improve smoothness is to meld your braking, downshifting, cornering, and acceleration into one continuous ebb and flow. This can be done in any type of turn. There should be no "squareness" to the entry line, no jerkiness or sudden lunging to stop or to accelerate.

It can't be stated enough that any and all changes be made in very small amounts—we're talking feet not yards. You'll often be amazed how much better a car behaves when it's not tossed around like a salad or slopped back and forth like a yo-yo. The improvements in your lap times won't go unnoticed. And your tires will thank you.



Glacier Lakes Quattro Club Presents

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Advanced Classroom and Car Control



Accident Avoidance



Wet Skid Pad



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Advanced

TEEN DRIVING SCHOOL

At Dakota County Technical College

On County RD 42 Rosemount, MN

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Sunday June 5th

Sunday July 17th

Sunday August 21st

Sunday Sept 11th

Saturday Oct 15th

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www.glacierlakesqclub.org

Questions? Contact
Mark Sampson (evenings)
651-306-9962
mark.sampson@glacierlakeqclub.org

www.glacierlakesqclub.org

Blackhawk Farms DE & Time Trial

Thursday & Friday, September 15 & 16, 2005

Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities.

- Eventmasters: Ron Lewis 952 932-0505 and Randy Hallenbeck 262 538-0728
- Nord Stern 2005 Autocross Championship Series event.
- Cost: One Day: \$190 1st driver, \$160 2nd driver. Two Day: \$265 1st driver, \$235 2nd driver. Late fee: \$40.
- Registration: Registration limited to 50 drivers to maximize track time. Registration must be postmarked by 8/25 to avoid late fee. No refunds for cancellation after 9/8/05.
- Requirements: Snell 95 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.
- Tech Inspection: Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package.

For more information contact eventmaster.

Rush this form along with your check payable to PCA/Milwaukee Region to:

Randy Hallenbeck
P.O. Box 445
Merton, WI 53056

Driver _____ Phone # _____

Ability Level (check one _____ Novice _____ Intermediate _____ Expert _____)

Second Driver _____ Phone # _____ Ability: N/ I /E (circle one)

Address _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Are you an Instructor? Yes/No Would you like an Instructor? Yes

NS Class (if known _____) Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____

Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

Test your knowledge on the following Porsche related questions. Have Fun!

- Porsche announced a six-year rust protection warranty for US cars beginning with
 - Model year 1980
 - The model 911SC
 - Model year 1985
 - Model year 1995
- Each of the Silver Anniversary 911S models was equipped with a commemorative plate on the dash. Whose signature was represented on the plate?
 - Professor Ferdinand Porsche
 - Ferry Porsche
 - Ferdinand "Butzi" Porsche
 - Ferry Porsche's sister, Louis Piech
- Which of these aerodynamic features was first introduced on the Type 964 series:
 - Turbo Wing
 - Brake ducting
 - Automatic retracing spoiler
 - Recessed windshield wipers
- The first Porsche test track was public roads, in particular a very steep grade known as:
 - Katschberg Pass
 - Gmund Gully
 - The section of autobahn between Stuttgart and Frankfurt
 - The A1 ring
- The Cayenne's pneumatic suspension features a self-leveling system that provides consistent vehicle position regardless of load. This system incorporates how many different ride height levels?
 - 4
 - 8
 - 6
 - 10
- What was the purpose of the bits of tape placed on the external surfaces of the early 356 during road testing?
 - Aerodynamic testing.
 - To improve gas mileage, while a new engine was being broken in.
 - To improve driver visibility
 - To ensure the car could be photographed easily.
- What is the total number of washers on the fan belt pulley of a 911SC?
 - One
 - Four
 - Six
 - Seven
- The GT2 has a 64 liter fuel tank and full size spare wheel and tire.
 - True
 - False
- The official driving school of Porsche Cars North America is called?
 - The Porsche Cup
 - The Driver's Edge
 - The Porsche Driving Experience
 - Porsche Driving Improvement Program
- The rampant black horse on a yellow field in the center of the Porsche crest:
 - Was designed by Ferry Porsche
 - Was designed by Max Hoffman
 - Is the coat of arms of the city of Stuttgart
 - Is the coat of arms of the city of Zuffenhausen



Answers: 1) A, 2) B, 3) C, 4) A, 5) C, 6) A, 7) C, 8) B, 9) C, 10) C

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

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

952 593-5544 or email ad to:
editor@nordstern.org

Zu Verkaufen

1991 944S2 Cabriolet.

White with blue top and blue Porsche script interior. 86,000 miles. Very clean car inside and out. Auto Edge maintained for the last four years. \$15,000. Jeff Bluhm, 612-270-4808

2000 Boxster 986

Arctic Silver with black interior 2000 Boxster with 24,000 miles. It is in excellent shape, new tires, CD player and four cd storage, Auto climate control, silver shifter, and it is Certified by Maplewood Imports. Warranty runs until August 2006. I am asking \$28,000, but will be willing to bargain after June. I am driving it out to the Porsche Parade. It will be in the 50th Anniversary Concours, but it will also have a couple thousand more miles on it then. Contact Dale Trippler by email at: dtripp@usfamily.net or call me at 651-490-1485.

1987 Porsche 944 Turbo

Alpine White/tan leather w/sheepskins 2nd owner, owners over 55. 130K miles, 928 chrome dish wheels, San Diego car from 1987 to 1998. Maintained by Porsche dealer to 90K and by AutoEdge to present. Complete Maintenance History & all receipts. All scheduled maintenance is up to date with many new parts. New set of factory manuals, cert. of Auth., car cover, bra, collapse spare with pump Never raced, never beat, always respected. K&N filter, cold a/c and hot heater. Additional info. and pictures available @jle944t@baldwin-telecom.net. We are moving out of state and will consider all reasonable offers, Jim Ethier, 715-265-4426.

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

Sound of a Porsche . . .

. . . continued from page 25

as Schumann's, unlock the secrets of systematic reasoning.

It has long been my belief that great music clarifies our thinking processes. If we must decide an important question or must engage in a mental exercise I think we should do so while following the pattern of a piece of classical music. Historians tell us that great leaders have turned to works of eminent composers during times of crisis. Sherlock Holmes would uncase his violin when faced with a seemingly insoluble crime. I have a close friend who will only attempt to unravel the Lucas wiring harness of his Jaguar after several concentrated doses of the minute waltz.

Available at Bösendorfer New York, 200 Lexington Avenue Suite 902, (212) 684-1956; www.BosendorferNewYork.com

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Our specially selected 50th Anniversary merchandise features Devon & Jones apparel professionally embroidered with the PCA 50th Anniversary logo in burgundy and gold.

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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

PCA 50th Anniversary logo featuring polished logo design and sandblasted oval background, 3/4" wide oval.

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Signature: _____ Date: _____

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\$50.01 to \$100.00	\$7.00	\$9.00	\$13.00
\$100.01 to \$200.00	\$11.00	\$13.00	\$16.00
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Q-TIP CORNER

by Ron Bean, Chicago Poncour Co-coordinator, Chicago Scene

Doing Your Windows OR Are Your Windows Doing You?

Cleaning your windshield and glass surfaces can be a bit tricky. We will not mention cabriolet rear windows here as that's a complete topic unto itself, plastic.

The first step taken in glass cleaning is when washing your Porsche, Q-tip or soft bristle brush around the window vinyl/rubber to better clean the seam where glass meets weather seals. This will remove any grime or dirt that has settled in these seams. Finish the washing and drying process and prop up the wiper arms to their upright position.

If your glass has imbedded water spots, or seemingly irremovable stains there are commercial glass polishes that will work for you.

Careful, as these polishes are not to be used on tinted mirrors, or tinted interior glass, only uncoated glass. Follow directions to the letter for these stains and spots.

These polishes will not remove scratches though.

Now is a good time to treat your vinyl/rubber weather stripping that touches glass, as these treatment products are more easily removed from glass than glass cleaner you will smear on these vinyl/rubber trim pieces.

Use any high grade commercial glass cleaner, Windex, Sparkle, etc, and several, CLEAN, SOFT, COTTON, LINT-FREE cloths.

Old T-shirts or towels are perfect, and keep these glass cleaning tools only for this purpose. Old Grateful Dead tie-dyes are not recommended for this purpose.

When laundering these glass only cloths do not use a fabric softener as these chemicals will inhibit the absorption rate of these precious rags.

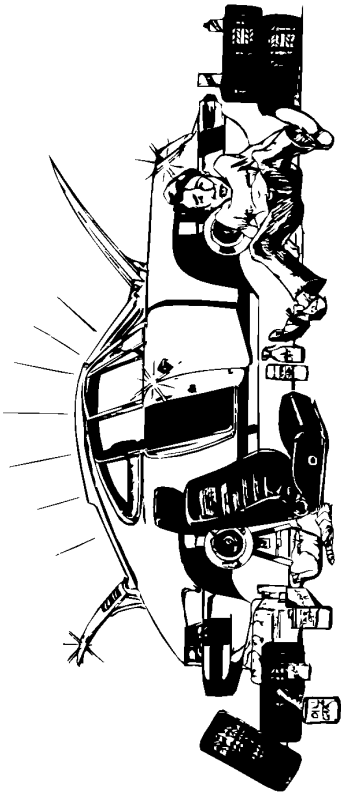
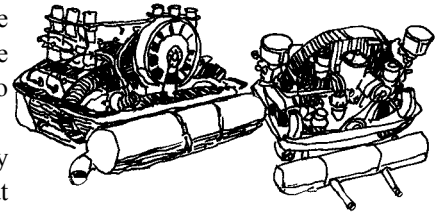
Apply glass cleaner to the cloth, to prevent overspray on the car paint/ trim, and use a vertical motion on the exterior glass and horizontal motion on the interior glass. Later on, this process will reveal which side of the glass you have streaked up.

Do an area about half a windshield in size, first clean, and then buff the streaks out with a clean dry cloth. Now that you have done the interior/exterior glass go back to those wiper arms standing straight up and clean off the blades with one of your Windex/Sparkle laden cloths. These blades pick up grime, and cleaner wiper blades will perform better and streak less.

Think you're done? Not quite. The morning of your Concour event will bring you surprises. Look at the glass in the morning light and you'll see more streaks and spots.

Humidity and morning light will cause this, and simply buff out the streaks with a clean, dry cloth. Also, you'll have to re-inspect the windshield once at the event for the road grime, dust and bugs and there's a 95% chance that you'll have re-do the exterior windshield.

Who says they can't do windows? Easy, just like a Willis in four wheel drive.



Replacing The Fear Factor With The WOW Factor . . . Or An Easy Process On Prepping Your Engine For PCA Chicago Region Concour Events

So the concour bug has bitten you hard and you're looking at moving to the Chicago Region SB Class or A Class, or you would just like to have a pretty tidy engine compartment. Plus, with a clean engine, leaks are more easily detected and when tinkering, you use far less hand cleaner or Lava.

Here are a few steps to take to tackle your engine's grime, grease, dust and other road going attractions that find their way into your engine areas.

First, make sure that the engine is warm, not hot. Cover any exposed electrical connections, the distributor, and cover the air cleaner inlet. If your battery is located in the engine area, cover the terminals too. Saran wrap with secured with rubber bands or masking tape seems to do the job for most areas.

Continued on page 38

Q-Tips. . .

. . . continued from page 37

Also, cover any paper engine stickers with a masking tape bubble, as even the slightest amount of water pressure can wash them down your driveway. These stickers can count on your cars "originality," but only at the PCA Parade Preservation Class. The vinyl stickers and metal plates are less fragile but avoid engine cleaners or hard scrubbing around them.

At this point, if it's grimy and dirty, it's a good time to wash the underside of your hood as you would any other painted surface. A garden hose with out a nozzle is the perfect tool for engine cleaning. You have minimum splash and you can control the stream fairly well. Try not to get too much splash on the engine at this point though.

Depending on how dirty your engine is, start with a 50/50 mixture of water and a degreaser/cleaner mixed in a spray bottle. Spring Green is a typical easy-on-the- Porsche product, and try to avoid using the aerosol cans of commercial "Engine Degreasers" as they could possibly damage your painted surfaces. P21 Auto Wash is an excellent cleaner and can be used full strength for tough areas if needed. Spray or mist all engine areas and painted side areas with this 50/50 mixture. Old tooth brushes or soft/medium detailing brushes will now come into play.

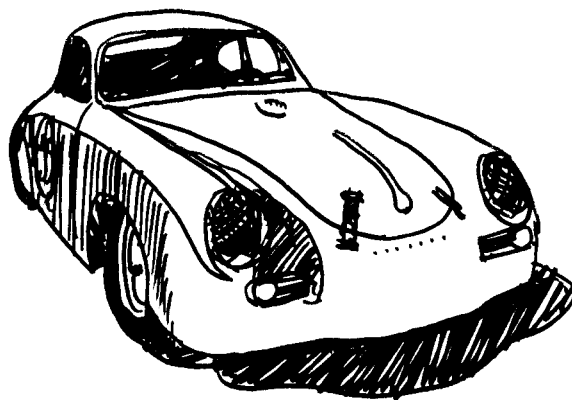
Let the cleaner mixture do it work while you are drying the underside of the hood. Then gently brush the most severe areas

and then take the hose and gently flush off the 50/50 mixture. If you have stubborn grime areas at this point, spot spray the mixture and use your soft bristle tooth brush or detailing brush. If the areas are still grimy, strengthen the mixture, brush harder. Give the engine area one more mist/spray, let it sit and hose down again.

Remove all the coverings and dry all areas with an old towel or rag. Start the engine and give it a spin around town to dry the underside.

Now you can do the fancy stuff. Treat the exposed wiring, plastic and rubber parts with rubber and vinyl treatment. Don't forget you can polish and wax the painted surfaces for that WOW factor.

Also ask the Regions's Concour Coaches your questions at the next event, or contact us directly. With many different engine configurations and displacements, the Coaches can provide you a more personalized direction to your particular Porsche. Hopefully you can replace the Fear of Engine Cleaning Factor with that WOW Factor.



MAC Schedule of Events

DATE	EVENT	SPONSOR	LOCATION
JUL 10	Autocross (MOWOG 5)	Minnesota Autosports Club	Dakota County Tech College, Rosemount, MN
JUL 22-29	NCCC National Convention	Corvettes of MN/ Suburban Corvettes MN	MN Highway Safety Center, 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 Corvettes of MN	Dakota County Tech College, Rosemount
AUG 27-28	NCCC Super Weekend	Corvettes of MN and Suburban Corvettes MN	MN Highway Safety Center, 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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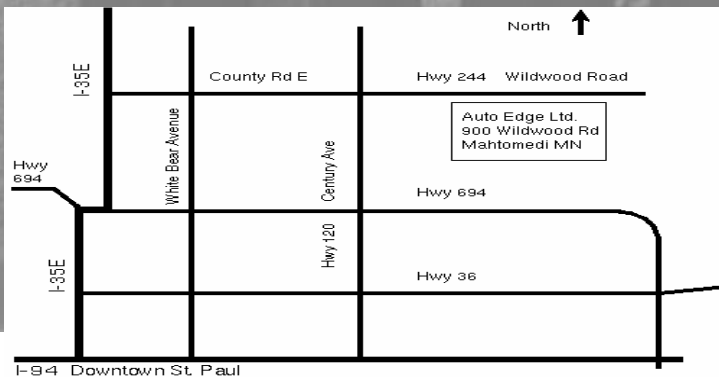
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