

NORD STERN

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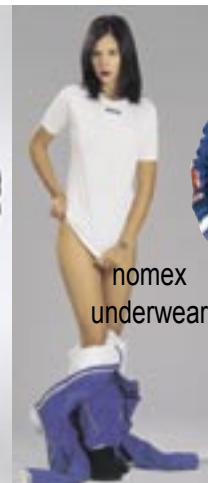
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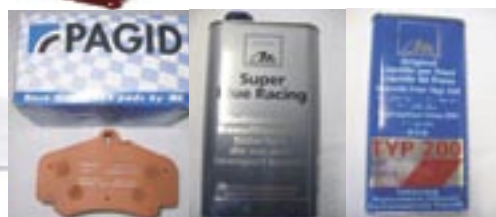


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NORD STERN STAFF

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
952 593-5544 or editor@nordstern.org

Jon Ballard, Ad Mgr.
jb@anythingauto.com

Eden Prairie, MN 55439
952 942-5314 (h) 952 921-4955 X1 (day)

Jill Daneu, Staff Writer/Photog	952 432-3486
Ron Faust, Staff Writer/Photog	507 282-3294
Scott Mayer, Photographer	952 937-5698
Teresa Vickery, Staff Writer/Photog	952 474-7126

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: <http://www.nordstern.org>

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Front Cover

Ross Collin's Concur winning 356 Speedster at this year's 2005 Afton Concours. Photo by Ron Faust
(do go online if you can, to see this cover as black and white just does not do it justice!!!)

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Officers

President

Chip Smith
9565 Bennett Pl.
Eden Prairie, MN 55347

952 942-6686
chip13@mn.rr.com

Vice-President

Rick LaVerdiere
1824 Oelvig Ct.
Afton, MN 55001

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

Secretary

Eleanor Renwick
10415 Buckingham Dr.
Eden Prairie, MN 55347

952 944-7919
Eleanor.renwick@signatureflight.com

Treasurer

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

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

Advertising

John Ballard

JB@AnythingAuto.com

Ambassador to New Members

Ed Vazquez
952 934 5093
edmn911@aol.com

Autocross & Time Trial

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

BIR Relations

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Board of Directors

Ron Smith
952 928-8109
rsmith@meridianleasing.net

Mark Skweres
651 454-6208
mskweres@tela.com

Scott Anderst
651 261-0831
SAnderst@braille-scs.com

Concours

Chris Harbron
651 882-0475
chrisharbron@comcast.net

Club Race Chairperson

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Dealer Relations

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Driver Education

Phil White
612 667-1773 (wk)
rs_america@comcast.net

Road America DE

Dave Anderson
763 479-8231
david@anderson.com

Driver Education Registrar

Bret Bailey
952.240.4782 (cell)
bbailey@iqmarketing.com

Driver Training

Jon Beatty
952 449-0187
jon@minnetonkasoftware.com

German Car Fest

Paul Bergquist
952 937-1822
Mercedes-Benz Club

Insurance Chair

Michele Johnson
952.476.7445
micheledj@earthlink.net

Membership

Steve Sherf
952 471-1054
ssherf@att.net

Met Council

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

Newsletter

Christie Boeder
952 593-5544
editor@nordstern.org

Shop Relations

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

Rules

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

Bret Bailey
952.240.4782 (cell)
bbailey@iqmarketing.com

Harvey Robideau
952 361 4872
p911SC@earthlink.net

Chuck Porter
952 348-8150

Rally

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

Social

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

Safety

Jim Breakey
612 209-1508
jimbakey@hotmail.com

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

Taste of the Track

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

Timing and Scoring

Ed Tripet
952 471-0065
tripet@visi.com

Zone 10 Rep

John Phillips
1507 S. 174th Circle
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402 333-7245
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Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 952 593-5544.

From the Editor. . .

Christie Boeder

It's been a busy summer for all of us in the Boeder household just as it has been for Nord Stern members. Summer is winding down and there have been some great events the past several months. In an effort to get this issue done, I have elected NOT to include much from our very recent Club Race Event - even though I already have LOTS of pictures!

Instead, the Club Race with its DE, Silent and Live Auction for Courage Center, the special appearance of Mark Brabac's Carrera GT in the paddock and on the track will be featured in the October Nord Stern. Plus I have now received a very nice collection of photos from the German HeritageFest held in New Ulm this past July. Those photos will also be October's issue. Yahoo for digital cameras, is all I have to say. SLR cameras still take some of the BEST shots and I can easily scan prints for our newsletter, but I have to admit (and even one of my ace photographers, Ron Faust, has now dabbled a bit with the digital world) those jpgs really do speed things up for those of us working in this electronic age of quick turn-around production and ever looming deadlines.

So keep those pictures coming, cars, people, places, are all eagerly looked for by myself.

And don't forget! Our annual North Shore Fall Color Tour is



**Mark Brabac's 2005 Carrera GT alongside Bob Fleming's 1965 911
Forty-one years of engineering and design excellence!**

Photo by Bob Fleming at this year's Club Race Event (note the puddles, proof that it truly was raining in turn 10 during Sunday's Enduro - some of us were out at Turn 3/4/5 where there was NO rain!)

right around the corner. Scheduled for September 24-26, call John Dixon to register but first make sure you have your reservation set whether it be at BlueFin or another location on the shore, this is always, always a fabulous event! See you there...

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Welcome

Welcome . . . New Members

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



So, Just What Do We Do In Nord Stern??!

Dara Gault
Shorewood, MN
1999 911

Robert A. Huston
St. Cloud, MN
2006 911S

**David M & Linda
Newman**
Rochester, MN
1984 911

John & Margit Steinke
Crystal, MN
1982 911

Jay & Patrice Turkbas
Orono, MN
1983 911 SC

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!).

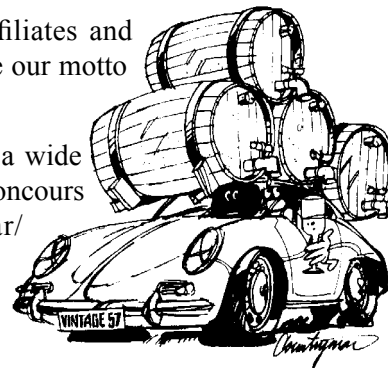
Time Trials: On course timed lap with controlled starts and exiting.

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!



When things get busy in the summer, they get really busy. That includes our Nord Stern schedule.

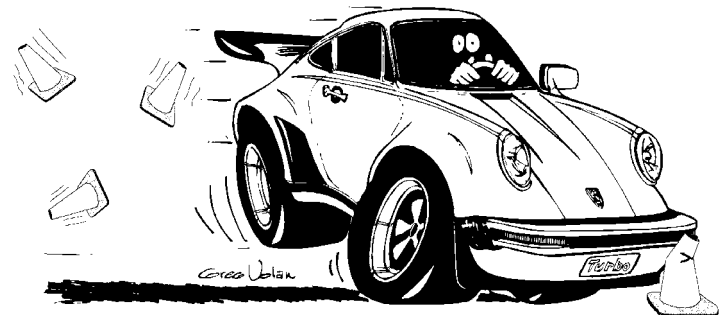
Our "Concours on the Green" was held July 24 in Afton under a perfect summer sky. Last year we tried for a more central location and ended up holding the event at the Southdale Mall parking lot. This year, it was good to be back on the green grass of Afton Park. A cornucopia of Porsche models were on display, including a new Porsche GT, several 356's, a 550 Spyder, a GT2, a new GT3 and many more. Bill Berard even brought out his Ferrari Testarossa for the misguided souls. Lots of fun.

Our club race weekend August 6-7 at Brainerd was absolutely the best we've ever put on. Three races in two days. Tons, and I mean tons, of track time for the DE drivers and racers alike. Over 120 racers and DE drivers in total. Approximately \$20,000 raised for Courage Center. I enjoyed some of the most fun racing I've experienced in many years of club racing. Many, many thanks to Roger Johnson who continues to outdo himself each year as our club race chairman. It was great to see lots of new members stepping up to help out as needed. Our Courage Center charity auction was a big hit with lots of great merchandise to bid on, thanks to the hard work of Keith Jones and our very generous members. I heard many nice compliments from out of state racers who vowed to return next year. Overall it was a very successful and fun weekend.

I haven't autocrossed for over 10 years but today I had a blast driving in the Nord Stern Autocross at Dakota County Technical College in Rosemount. 102 cars navigated a very tight course laid out by event master Harvey Robideau. Co-sponsored by the Corvette Club of Minnesota, the event featured many different makes and models of cars. Funny how fast those tricked out little Miata's can be on short tight courses. Many thanks to Harvey for running a very smooth, successful event.

We will be trying to organize one more cruise night in September. Watch for an e-mail announcement on Club Talk soon. If you are planning on participating in our Fall high speed driving school September 30, get your registration in early to book your space.

Enjoy the warm weather while it lasts.



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Letters to the Editor . . .

Putnam Park Club Racing

I wanted to thank EVERYONE in the Nord Stern PCA club for their support in helping me achieve a life long dream this last weekend at Putnam Park. Although the list of names is very long, there are a few that I would like to mention...

Bruce Boeder - for saying the words, "PCA Club Racing", at my first New Member's Social back in 1999.

Jon Beatty - for having the confidence in me to recommend me for club racing.

Mike Courtney - for SO many things, but most of all, just saying "You can do this" when my confidence level began to drop.

Pat Kelley - for saying that I did well when running with the "Big Boys" at my first race and for me to keep up the good work.

Both my car and I were a little beat up and tired from the trip, but we are both preparing as quickly as possible to get ready for my next race at BIR. Looking forward to seeing everyone there...

—Ed Tripet, www.fasteddiesgarag

BIR Club Race Event

Hello, I'm back from the track today, Sunday, but wanted to get a very big thank you out to the Auction Organizers for putting on a really sweet event. Seems a perfect tie in to a great weekend of racing and socializing. And, I had a very good time!

Thanks also to all who stopped by my ART TABLE to ask, 'What is this stuff doing at a Club Race?'. I hope those that did "get it" enjoyed what they saw and those that didn't get it . . . well, you can take the gear-head out of the race car but . . .

My only disappointment was I was unable to watch more of the competition.

—Thank you all again, Mike Jekot

I've been lucky enough to race in every one of our club races and I can say that this past weekend's event was the best ever.

Thanks to all who worked at the event, including especially Roger Johnson, Jeff Bluhm, Andy Busche, Mark Skweres, the CRA and SCCA workers, the national staff (Ron Mistak, Kathy Black, Bob Jones and Jerry Blazek) and a cast of what seemed like thousands.

The racing was particularly close in G class . . . thanks Harvey, Dave, Mike, Matt, David, and Shannon for the most fun ever on the track by the #3 car.

The racing was great and the fun after the racing was even better. Plus, we raised a bunch of money for Courage Center!

—Bruce Boeder

First, I had a blast! Great racing, great people and a wonderful group of supporters who made it all happen.

I'd like to thank Roger for his perennial work with advertising and organizing this event. I know I'm going to forget somebody but Andy, Jeff, Mark, Shawn, the awesome grid workers, the support from Carousel and Maplewood, the sponsorships of the local companies, they were great. I'd better stop so I don't make too big an error missing someone, but this was a great event. The people

Roger and his crew recruited were awesome in making this event run smoothly and, from what I heard from the participants and the national staff, they had a great time.

Kudos to the club for a memorable event. I can't wait to hear what was raised for the Courage Center.

—Jon Beatty

Diffitto. No shortage of track time for racers or DE! Three great races in two days (plus the practice starts and race). Thanks to Roger, Jeff, Keith, and all the people who helped make this the most enjoyable weekend I've had at BIR yet.

—Chip Smith

Doh! I knew I was forgetting someone who was instrumental in this weekend! THANKS KEITH!

—Jon Beatty

I just wanted to thank everyone for a wonderful experience at my first Club Race. From the leaders of the event, Roger, Andy, Ron, Bob, Jerry, Mark; to the participants, to the support people, I can't put into words how grateful

I am to be in such company.

I was also wondering, was anyone taking pictures of the event? It would be nice to go with the wonderful memories. (*editor's note: John Swanson was our event photographer and his work is available at: <http://www.jpsphotography.net/> (go to Special Events, then Porsche)*)

—Rolf Penze

Hey guys, Just wanted to say thank you very much for putting on a fine event over the weekend at BIR and mostly for giving me the opportunity to get my PCA racing license to attend the event on my home track for the first race. I had so much fun over the weekend I am sure I will attend many more races; in fact I think I will go to Chicago over Labor Day weekend. Maybe in a couple of years and a lot of track time I will be able to keep up with those top runners in the G class like Bruce Boeder and Mike Hoke, who incidentally was my instructor last year for a Nord Stern DE event. Again Thank You Very Much for helping me get my license and having the confidence to run with me on the track

You guys are all a class act!! Soon not to be a rookie much longer. P.S. I still have a huge smile on my face.

—Shannon Ivey, Car #303

BIR Club Race Event

On behalf of everyone at Nord Stern, please accept my most sincere gratitude for all of your outstanding work at this year's Club Race. The race was certainly an outstanding event by every measure. We had a record entry of 70 racers. Registration went extremely well even with all the extra things we handed out. The on-track operations went as well as anyone could ask for and I am most proud of how we responded to all the inevitable challenges that get thrown at us when running something as unpredictable as a race. This was easily the best team we have ever had putting on the race and I can't tell how appreciative I am.

Continued on page 19

Remember When at BIR . . .

photos courtesy Jerry Greene

Turn 9

Turn 9

Francois Cevert getting ready

Above right:
middle is
Jackie Stewart
(love the
hairstyles,
how well I
remember!)
with Francois
Cevert

Right: Peter
Revson

Above: Francois Cevert

Left: Francois Cevert with Jackie Stewart



Forty-one years ago was the last time I was at LeMans. That, unfortunately, is all a bit of a haze due to my advanced age and the likelihood that I probably indulged in way too much of one of France's best known products. I do remember, however, that it was an exciting year as I attended all of the Grand Prix on the continent that year as well as LeMans.

This year's trip was prompted by a conversation I overheard between Harvey Robideau and a Corvette autocross friend, Wally Mahlum. Harvey and Wally were planning to go to LeMans this year. Hearing that, it crossed my mind that before too long I needed to do LeMans again. Subsequently, I heard that Harvey had decided to go racing and was not going to make the trip to France. Then at the club's winter dinner, I ran into Bob Kosky who has marshaled at LeMans for a number of years. He was going to help Harvey and Wally with arrangements such as tickets, lodging and serve as a general font of knowledge (he was, and is – many, many thanks, Bob). With Harvey opting out I thought this might be just the impetus I needed, so I asked Bob if his offer was still open. Getting a yes, I contacted Wally the next day and the planning began.

If you ever plan on taking in this event, one you will share with over a quarter million other race fans, I suggest that you go early. That was the best suggestion that Bob gave us. It gave us time to find our way around the city and discover routes to and from the "track" as well as places that we would watch the race come Saturday. With that in mind, we left here on a Monday and had four days to poke about and get the lay of the land before the crowds arrived for the race. I am very thankful that my traveling companion has a fantastic sense of direction. It certainly came in handy driving around on poorly marked, meandering, narrow and otherwise baffling street layouts.

Tuesday morning was just such a time. We found our way out to the track, about 20 minutes south of the home we stayed in, and just drove around. Keep in mind the racecourse is about 8 1/2 miles meandering through the countryside. We took turns driving around the portion of the racecourse that is public roads and were amazed at the quality of road surface. Of course not many public roads have Armco several levels high and blue and yellow rumble strips on all the corners.

That afternoon was scrutineering at city center, just down the hill from our lodging. Here the technical people inspect all the cars, the drivers are interviewed at length and the team pictures are taken. The public wanders about in a circus like atmosphere checking out the cars. It's something not to be missed. Late in the afternoon we met Bob and several of his fellow corner workers at the city

park, then retired to a local establishment for a beer before heading off to their corner, followed by dinner at a local pizza joint.

Wednesday it rained. And then it rained some more. But it was a great time to really explore the pit and paddock with nobody around except the crews



Dick and Wally at Mulsanne Corner

Keep in mind the racecourse is about 8 1/2 miles meandering through the countryside. We took turns driving around the portion of the racecourse that is public roads and were amazed at the quality of road surface.

Of course not many public roads have Armco several levels high and blue and yellow rumble strips on all the corners.

in the garages. We spent

several hours wandering around sticking our heads in all the garages and getting a chance to see all of the cars up close. Standing at the start finish line in a heavy drizzle with nobody around was quite a different scene from what would happen Saturday at 4 p.m.. Later in the afternoon we found our way to the Mulsanne Corner where Bob and 40 or 50 fellow Marshals were camped. It was quite a multinational crew including Brits, French, Dutch and a smattering of Americans. In all, quite a delightful bunch of people who made us feel very much at home.

While at the corner it was amazing to see how incredibly organized the preparation of the racecourse could be. About three hours before the start of the 7 p.m. night practice and qualifying, one truck after another came down the road dropping off flags, water, porta potties, oil dry, brooms and on and on. Then came the sign people to put out the corner signs and another group to connect and check out the caution lights. I guess after having done this for seventy-three years they pretty well have it down pat.

At 7 p.m. sharp the cars were turned loose for the first of two, two-hour sessions. It rained for both of the sessions. Standing at the end of the Mulsanne straight watching the cars flying at you, then braking down from around 200 mph is, in a word, breathtaking. As it became dark at about 10:30, in addition to the fantastic rooster tails, the different exhaust notes and the smells . . . the glow of brakes added to a truly visceral experience. At midnight we headed home for some much needed rest.

As there was no activity planned for the day on Thursday, Wally and I had decided to drive up to the Normandy coast and see the American Cemetery at Omaha Beach. This would be my second trip there also, as I had done it on one of my other trips back in the 60's. This is truly an experience not to be forgotten. The cemetery

itself is right on what we know as Omaha Beach at Colleville. Over 9,000 soldiers, marines, airmen and sailors are buried here – row after row of perfectly placed crosses and stars of David, each with the name, rank, unit, state and date of death engraved on the alabaster stones. It is quite a sobering sight, and looking at the beach and the surrounding countryside you can't help but wonder what a horror it must have been on the day of the invasion! After a pleasant lunch at a hotel across the street from the beach we headed back to LeMans for the Thursday night qualifying session.

Thursday's evening and night sessions were just as exciting as was Wednesday's with a dry track improving the situation. As the evening went by, speeds crept up and up and times went down as more rubber went down on the surface and the drivers had more seat time. We kept in touch with what was happening via Radio LeMans - an FM station run by Brits 24/7 during the entire weekend. Without it, it would be impossible to figure out what was going on, especially when the race began on Saturday.



Mulsanne Straight

Before leaving on Thursday some of Bob's French friends asked us to go with them on Friday to take a tour of a winery and see a museum. We gratefully accepted their invitation as there were was no track action on Friday. We drove a couple of hours south of LeMans near Tours to a small winery owned and run by a young couple. The visit included a trip into a cave where the wine is aged. The cave is apparently one of many in the region that is man made. The rock is quarried out of the earth for building in the region and the resultant caves maintain the perfect temperature for aging wine. Following the winery we drove to a museum where a beautiful six-course lunch had been arranged. After touring the museum for several hours we headed back to LeMans. Wally and I passed up an invitation to a barbeque that evening and I missed the Drivers Parade that runs through the city of LeMans – each driver in a special car. I was flat out bushed. Instead, after an early evening nap we were directed to a wonderful local restaurant where we enjoyed a fantastic multi-course dinner that lasted until almost midnight.

Since Thursday, the weather had been getting hotter and hotter and by Saturday it was in the 90's and humid. In addition to very hot



Alex Job 911 RSR at scrutineering

weather, the traffic situation around the entire city and especially anywhere near the course, was just incredible. Cars were parked anywhere and everywhere – I've never seen anything like it. We found a good place to park inside the track having arrived before noon. After a quick trip through the commercial village where all the "goody" stores are located and stocking up on those things we just couldn't live without (hat #25, T-shirt #40, etc.). We decided to get a place in the grandstands overlooking the famous Dunlop bridge. Here you can see the cars come up a slight rise after the start/finish line before they head under the bridge to the Esses. We had tried a few other places but our passes didn't seem to work. That's just another of the vagaries of dealing with the various "officials". You just can't ever be sure where you might and might not be able to go with any particular pass so you just roll with it. Not speaking French, of course, doesn't help.

We took our seats about noon and had a four-hour wait before the start of the race. The temperature had risen well into the 90's and there wasn't a cloud to be seen. We were, however, in the shade and in addition to a great view of the track, a Jumbotron screen was directly in front of us so we could see the live TV feed at all times.



Aston DBR9's & Lola MG. Easily the most beautiful cars at LeMans in 2005

Continued on page 12

LeMans . . .

. . . continued from page 11

Prior to the race start there was much pageantry at the start/finish line, the inspection of the course marshals (or Commissaires as they are known in France), a drive by of all the safety and medical cars (really hot Audi S4's), then a formation lap followed by a flying start. The two top qualifying French Pescarolo's led from the front row followed by the Audi R8's and the rest of the field . . . just an incredible audio and visual show. We stayed in the shade of the grandstands until about 8 p.m. before heading out to watch by the Esses and further up the track to Tertre Rouge where you see the beginning of the Mulsanne straight (which by the way isn't straight as two chicanes have been added over the years to slow the cars down -- from 240+ mph I guess). Before calling it a night we hiked back to the area across from the pits and watched for a while. By 11 p.m. or so we packed it in and headed home.

Having braved the crowds on Saturday our goal on Sunday was to view the race from some of the places our windshield pass would permit entry -- and where there was shade, as the temperature was still in the 90's. We started inside the track and drove to the area near the Indianapolis corner where we spent the next several hours. Indianapolis is the first turn after the Mulsanne corner and follows a curving portion of the course where maximum speeds are reached. From our vantage point we could see them braking down for the corner, then blasting up a short straight to Arnage. As at the other corners it was very interesting to see the various



Artist at scrutineering drawing Aston DBR9

lines the different cars took and to see some rather spectacular overtaking. The closing rates between the P1 and GT2 cars are almost too scary to watch.

We finished the day back at the Mulsanne corner as the action really heated up, especially between the C6 Corvettes and the Aston Martin DB9R's. They were back and forth all afternoon fighting each other, the heat, and unfortunately for the Aston Martins, reliability. Again, having FM radio and Radio LeMans to keep you posted is the only way to keep abreast.

As most of you are probably aware, the Champion Audi R8

Continued on page 15

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2nd Annual



Rochester Porsche Picnic



Join us on Labor Day September 5th, 2005
from 1:00 until 5:00 for

The 2nd Annual Rochester Porsche Picnic.

This is a BYOBB (bring you own beer and brats) event and is
a great way to end the summer.

We are trying to get a headcount early so please RSVP by
email no later than August 15th.

Roger Forland roger@westwoodhomes.biz
or

Jeff Boehm jbandbj@chartermi.net

Looking forward to seeing you here!

Contact either of us for details!!



Audi's and Drivers at scrutineering

You Can Win the 911 Club Coupe!



In honor of the 50th Anniversary of the Porsche Club of America, Porsche is pleased to announce the 911 Club Coupe, a limited production car made specifically for the PCA. This occasion marks one of the first times Porsche has ever officially named a car in recognition of a group. Only 50 Club Coupes will be produced, each car representing one of the PCA's fifty years in existence.

To honor the PCA's 50th Anniversary, PCNA is going to give away one of the 50 limited 911 Club Coupes to one lucky PCA member! PCA members can enter to win by visiting www.porsche.com/911clubcoupe.

PCA members may also register online for the opportunity to purchase one of the 48 limited edition 911 Club Coupes that will be offered for sale. Sweepstakes information, purchase details, vehicle specifications and full terms and conditions are available at www.porsche.com/911clubcoupe.



PORSCHE CLUB OF AMERICA



LeMans . . .

. . . continued from page 12

driven by Kristensen, Lehto and Werner were the overall winners followed by one of Henri Pescarolo's prototypes. The Pescarolos were clearly the fastest this year, but they suffered reliability problems and have nowhere near the tank-like quality of the Audi R8's. Kristiansen's win was his seventh LeMans victory in nine tries – just an incredible feat. It's not likely that either this record or Lance Armstrong's seventh Tour de France win will be duplicated in our lifetime (mine at least). The winner's average speed over 370 laps and 3,138 miles was 130.6 mph. The winner of the GT2 class and 10th overall was the Alex Job Racing Porsche 911RSR with 332 laps covering 2,815 miles at an average speed of 98.3 mph. Only 24 cars out of 49 starters finished this year's classic.

With the race finished, we bid our new acquaintances au revoir and headed back to the house. In spite of the tens of thousands of people in attendance, with Wally's outstanding navigational skills we made it from the Mulsanne Corner to the house in 25 minutes a mere half hour after the race. That evening we found a restaurant on one of the many traffic circles in downtown LeMans and enjoyed a good meal and some terrific people watching.

Continued on page 19



LeMans sidewalk cafe



S4 Safety and Medical cars



Start/Finish Line



Peterson Whitelighting pit row garage



Got Parts?!

Last Fling Driver Training

Friday, September 30, 2005

at Brainerd International Raceway

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

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

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

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

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

REGISTRATION AND PAYMENT MUST BE RECEIVED BY SEPTEMBER 15th, A LATE FEE OF \$25 WILL BE CHARGED ON ALL FEES PAID AT THE TRACK. REGISTER FOR BOTH DRIVER TRAINING (NOVICE ONLY) AND STAY FOR DRIVER EDUCATION - COST \$300 PER PERSON

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

Lee Jacobsohn
4248 Dupont Ave. S..
Minneapolis, MN 55409

Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice _____ Intermediate _____ Advanced laping _____

Class, if known _____ Prior high speed school? _____

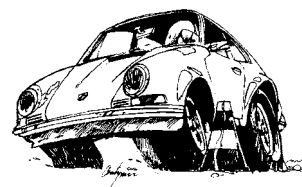
"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered,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

Driver: _____

Co-Driver _____

Nord Stern

2005 Driver Ed Event Registration



- **Eventmaster/s:** 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 and current Nord Stern Tech Inspection Form (see below)
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in completed 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!
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 for each DE receives
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 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: _____

2005 Kalender

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!) See page 13
- 13 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Chip Smith 952 942-6686
or email at: chip13@mn.rr.com
- 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 or see page 16

October

- 1,2 Last Fling Driver Education**
Brainerd International Raceway
- 11 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Chip Smith 952 942-6686
or email at: chip13@mn.rr.com
- 14-16 Annual Flaming Fall Weekend**
Host: Ozark Lakes Region, further details TBA

November

- 8 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Chip Smith 952 942-6686
or email at: chip13@mn.rr.com

2005

December

- 13 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Chip Smith 952 942-6686
or email at: chip13@mn.rr.com
***Axel's Restaurant in Roseville. Axel's is attached to the Radisson Hotel in Roseville on the northeast corner of the intersection where Highway 36 and 35W split. Address is 2540 Cleveland Ave. North, Roseville. Phone 651-367-3967.
Directions: From the south, west or Hwy 36 westbound:
Take 35W north from where it splits with Hwy 36 in Roseville. Take first exit (Co. Rd C exit) and stay left on the exit ramp. At Cleveland Ave. go right (south). The Radisson and Axel's are about 1/3 mile ahead on your left after crossing Co. Rd. C
From 694: Take 35W south to Co. Rd C exit. Go left (east) on Co Rd C to Cleveland (Burger King at the intersection). Go right (south) on Cleveland. The Radisson and Axel's are on your left about 1/3 mile ahead.

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**Left:
First Lap**



**Right:
Rush hour at
Indianapolis**



**Left:
Dunlop
Bridge at
Sunset**



**Right:
Out of
Indianapolis
down to
Arnage**

LeMans . . .

. . . continued from page 15

Driving around those five days was also pretty incredible. The French countryside is beautiful and having a beer in the town of Arnage and watching all the cars drive by was a treat in itself. I never knew the Brits had made so many TVR's and who knows how many versions of the old Lotus 7, Ferraris, Lambos, Porsches, Jags, Bugatti's, Alfas – everything you can imagine old and new. Everywhere. Amazing!

What a trip ... or as they would say in France 'Quelle voyage!' LeMans is just something you have to do.

Letters to the Editor . . .

. . . continued from page 8

I've received a couple dozen emails commending us on the event. I'll cut and paste a few below.

Again, thanks for all your effort and hope to see you all next year! (editor's note: more coverage of the club race next month!)

—Roger Johnson, Race Lackey

The Club Race weekend is SO much fun, even for those of us who don't drive. You deserve so much credit for making it work. I know few can understand how much time and effort you put into the details. You do a real service, not just to Courage Center, but to the many Nord Stern members who enjoy the weekend. Thanks again.

Thanks for the wonderful job this weekend!!

Just wanted to say thank you to you and all the volunteers that made this past weekend another success. The team should be

NORD STERN SEPTEMBER 2005

proud.

Gary Knoblauch and I had lots of fun as we have the past few years. Everyone makes us feel welcome. Realizing that your event is a bit smaller than the Road America event, it makes an out of region participant feel very welcome when someone says, "We're glad you are here".

Again, congratulations to the region for another fine weekend at Brainerd. :)

—Chris Ingot, PCA Zone 13 Representative

Sent to John Crosby, PCA Racing Chairman:

Want to offer my compliments to Ron Mistak and Roger Johnson's teams on the excellent way they managed the rain / wet track during the sprint races at Brainerd this weekend.

A totally commercial and professional team could not have handled it better. They were on top of this situation quickly, and worked it hard to ensure safety was diligently considered while the track was dried and conditions monitored. The racers won all around by having this great and intelligent effort. Thanks

—Ray Quick

I just wanted to send you a short note to say thanks for a great weekend. Although I was having brake problems I was able to run the fun race and the Sprint Race. I had a ball.

What a great weekend this turned out to be for the Nord Stern Club Race. The enjoyable racing we had made it even better.

You guys are all a class act!!

Thanks for hosting an excellent event. Glad to hear BIR may be open next year - I'll be back.



1st Place, Full Concours Class E, Luis H. Fraguada, Sr. - 911 GT2, 2002
- 296.5 out of 300.
In addition, Grand Champion - Full Concours Class and Peoples Choice.



A spectator's
car, not a
participant -
996 GT3, 2004



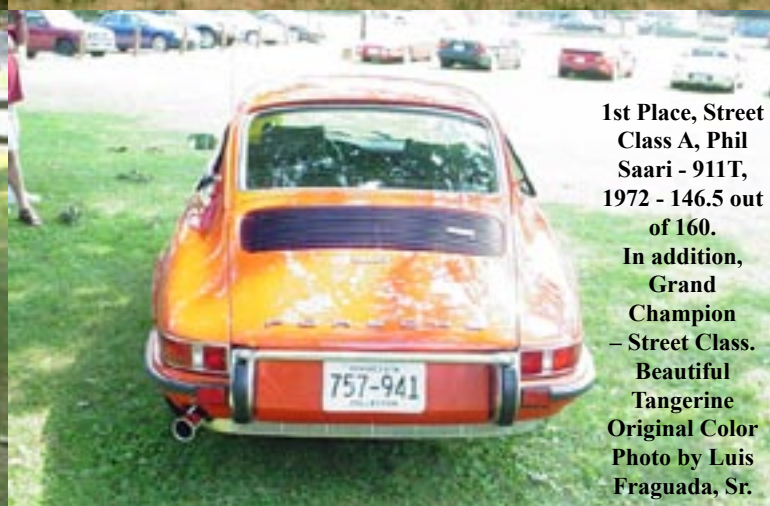
2nd Place, Full Concours Class E, Becky Bailey - 996 GT3, 2004



Ken McNeill's
1995 993 Cab



Mark Pladson's
1986 930 Ruf BTR



1st Place, Street
Class A, Phil
Saari - 911T,
1972 - 146.5 out
of 160.
In addition,
Grand
Champion
- Street Class.
Beautiful
Tangerine
Original Color
Photo by Luis
Fraguada, Sr.



Sid by Side Silver Beauties!



Spider reproduction

Out and About at Afton Concours July 24

photos by Ken McNeill, unless noted otherwise



A spectator's car, not a participant - Spider reproduction

Lots of activity on the grass at the recent annual Afton Concours...



Nice 356 line-up. The majority of the attending 356s were spectator cars, not participants. We would love to see you all participate next year!



2nd Place, Street Class A, Ross Collins - 356A Speedster, 1957
- 145 out of 160



Above and right: Mark Brabac's 2005 Carrera GT,
Not entered in the Concours, but sure should be!

'05 Afton Concour Scores and Results

Courtesy Roy Henneberger

The surprise of the day was this beautiful 2005 Carrera GT. Yes, just a spectator. Next year, we would like to see this car as a participant, too.

First Place for Peoples Choice was tied between Luis Fraguada's GT2 and Mark Pladson's 1986 930 Ruf BTR.

The Full Concours scores listed are out of 300, but do not include mileage points because the mileage did not get recorded on the score sheets. Class B, Mid Air Cooled, had the only scores in Full Concours close enough for mileage points to have made a difference

Place	Name	Class	Model	Year	Street			
Score					1st	Phil Saari	A	911T
						146.5 out of 160		1972
Full Concours					2nd	Ross Collins	A	Speedster
1st	Dennis Prescher	A	356	1965		145 out of 160		1957
	260.5 out of 300				1st	Ken McNiell	C	993 Cabriolet
1st	Gary Christenson	B	911 Carrera	1988		106.7 out of 160		1995
	265.3 out of 310				1st	Jim Tourtillotte	D	924S
2nd	Mark Pladson	B	930 Ruf BTR	1986		141 out of 160		1988
	264 out of 310				2nd	Richard Hascall	D	944
1st	Ed Vasquez	C	911 C2	1991		128.5 out of 160		1988
	290 out of 300				3rd	Joseph Olson	D	928GTS
1st	Jon Tetzloff	D	968	1994		121.5 out of 160		1995
	269 out of 300				4th	Jeff Bluhm	D	944S2
1st	Luis Fraguada	E	911GT2	2002		104 out of 160		1991
	296.5 out of 300				1st	Ron Faust	E	Boxster S
2nd	Chris Dvorak	E	GT3	2004		143.5 out of 160		
	279.5 out of 300				Race			
					1st	John VeLure		914 (GT5)
						183.5 out of 200		1972

Tire Buggers, Bugs, Road Smutz, Tar, etc. . .

By Bob Fleming

First and foremost start with the least aggressive and work your way up till the offending marks are removed: Warm water and a mild auto soap

Water and a grease cutting soap like Ivory dish soap (this and everything after this, strips the wax)

Simple Green/water (effective for oil leak cleanup on engine and body parts)

Solvents

Prep Sol (mild wax remover - used as the final step when prepping a car for paint) is also very effective for oil leak cleanup on engine and body parts)

Naphtha: main ingredient in 3M adhesive remover, most bug removers, Goo-Gone, etc.

White Gas, Paint solvents, brake fluid, acetone, with repeated use will remove warts, fingernails, small body parts, breathing functions . . . just kidding about the body parts. Any-of-these and the other more severe solvents have now crossed over into the science experiment area . . . "don't go there" type of remedy's.

Abrasives

Cleaner Wax: anything that says POLISH has an abrasive and will

remove wax, smutz and paint! This is a very control-able mild polish and is usually a second step after the soaps and water.

Rubbing compounds: they come in mild to "take it off-down to primer", use with extreme care.

Polishing Compounds like Mothers, Semichrome, Flitz are all sandpaper in a paste form - when used on paint.

The drill for the 1965 911 has been warm water wash with a mild car wash (auto shampoo, P21 or Sonax). If needed, move on to Ivory. Next try Simple Green in localized areas. Spot with a cleaner wax or if needed, spot with PrepSol or Naphtha. If this still doesn't remove the rubber/bugs/tar only then move into the stronger solvents/abrasives.

Replace Wax when and where needed.

Or... you can call John at Sterling Auto Detailing in St. Louis Park. He comes highly recommended.



NORD STERN SEPTEMBER 2005

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One hundred degrees hot; humidity to match! Hell for Carmudgeons. Most days, I am maybe a bit opinionated, albeit always right. Ask any of my fellow Carmudgeons. These sauna days, it could be said that I have gone over to downright crotchety. I still love my aging cars but it's not as much fun to play with them.

Let me explain that I am a "keeper" not a collector of cars. Each represents a life chapter. Not all chapters of course. Chapter one—it's in my book—happened on our Minnesota family farm. It's the one that triggered my then dormant Auto Erotic Gene. Age seven, hanging on for dear life as my older brothers tore around country roads in a stripped down Model T Ford. Then there was the all-too-extended "junker" chapters; cars unworthy of immortality.

My stints in World War II and Korea delayed the "keeper Era" a few more years. Serious car-keeping didn't really start until the late sixties. The "queen" among them is my 1969 Mercedes sedan. Bought new (\$8,300), looks new and still fun to drive.

But this day is for a mercy mission, a sentimental journey. I am up early to take my Porsche out for a spin. It's an anniversary, kind of. The big assed 928 coupe was my number one cruiser back in '85. Used it to commute to the Austin, Texas office of Kamstra Communications. Took a few more hours than flying but a helluva lot more fun and no boring rental car on arrival. The 928 capped my "Porsche Period" that started in the late fifties with my 356. Couldn't afford to keep the early ones.

Porsche purists maligned my 928. "Not a real Porsche!," they scoffed as I tooled around town in my beautiful burgundy beast. The big, rumbling, up front V8 scoffing right back at purist taunts.

Well, today was designated 928 Day; the heat and scoffers be damned! As I make my way to its storage home, I see gas prices still soaring. Regular at \$2.44.99. That's \$2.65 for Porsche premium. A smirk replaces my scowl as I recall a past Carmudgeon Chronicles prediction that more and more farm products would find their way into our gas tanks (and add to the price). Sure enough, now there is sugar beet-based gas, a soybean diesel fuel concoction and your basic corn-based ethanol. Worse, our governor has ordained that Minnesota must raise "corn oil" content from 10% up to 20%. A great fuel formula . . . for politicians.

Meanwhile, I head for my secret station and fill up with real, 100% gas at 92 octane.

At last, key in hand, I approach my 928. Soon, I'll hear the guttural voice of the big V8 saying, "It's about time you showed

up. Let's get out of this stuffy place and roll!"

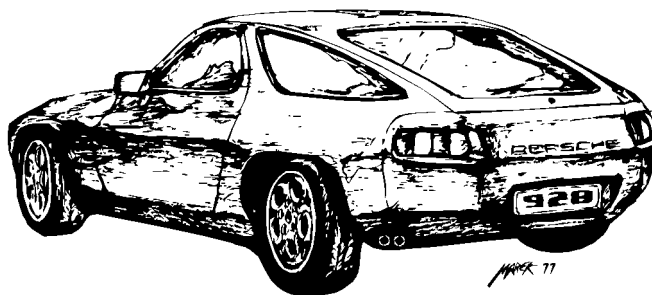
Or I won't. The fully charged battery spins the engine easily but no guttural voice. Nothing! Any Carmudgeon worth his salt pops the hood at this point and pretends he can find the problem.

I never get the chance. As I open the door, the car alarm screams at me; saying, in effect, "Unauthorized person in this vehicle. You are obviously a car thief or some other kind of low life. Get out and get running before the cops get here!"

It has come to this. My 928 is exacting a cruel revenge for all those years of neglect. Maybe someday my 928 will forgive me and we will be pals again. Right now, I'm heading for my air conditioned home.

Damn, I hate hot weather!

928



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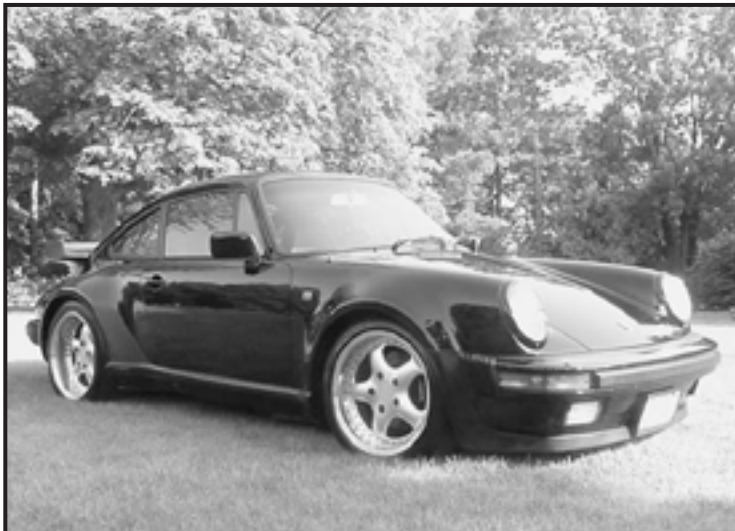
*Three Generations of the
Slomkowski Family*

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A Tribute to Former Nord Stern Member

My name is Brian Mayer. My father David T. Mayer and I competed in several events over the years. My father won numerous awards at concours events and drove on the track at Brainerd. He was a member in your club before moving to Michigan, then to Arizona five years ago. He had at the time a 1982 Porsche 911 Targa and a 1985 Cabriolet. He sold the 1985 and traded it in on a 1996 Cabrio. He unfortunately lost his fight with lung disease and passed away in June. I wanted to send you a note about how much he enjoyed being in the club, the events and all of the people in the organization. He loved his Porsches and loved being with others who shared the same passion that he did. I am enclosing the obituary below. Thank you again for having a great quality group that my father enjoyed being a part of. Thank You , Brian Mayer

David T. Mayer, 63, of Surprise, Ariz., formerly of Hermantown, Minn., passed away June 18, 2005 in Surprise, Ariz. He loved to ski and was a National Ski Patroler at Spirit Mountain. He loved the water and his boat, all kinds of cars, especially Porsches. He enjoyed the good times with 'The Car Group' and belonged to the Porsche Club. He loved working with leather and making things for family and friends. He was preceded in death by his father Erling Mayer and sister Susan Pinetta. He is survived by his loving wife of 40 years, Barb, mother Ada, children Brian (Diane), Beth (Rob) Waksdahl; four grandchildren, who were the joy of his life, Matt Mayer, RJ, Marissa and Morgan Waksdahl; sisters, Sandy (Ron) Gould, Connie (Mori) Facciotto, and Patti (Rex) Privette. He also leaves behind many loved family members and dear friends. Dave was a very loving husband, father and grandfather. He loved being with family and friends. He will be missed very much by all who knew him. CELEBRATION OF LIFE: 2 p.m. Saturday, July 23, 2005 at Mount Olive Lutheran Church, 2012 E. Superior Street, Duluth MN. Published in the Duluth News Tribune on 7/17/2005.



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Wash . . .

. . . continued from page 34

some filtering effect. You can still have a clean car, but also help to keep the environment clean in the process.

Wheels and Wheel Covers

Have you ever noticed that the front wheels—not the tires, but the wheels—of many cars on the road appear dirtier than the back wheels of the very same cars? This is caused by the accumulation of brake dust shed by disc brakes, which are on the front wheels of virtually all cars these days.

Luckily, there are a number of car care products on the market that do a good job of removing brake dust. Choose wisely and be sure to read the directions carefully.

A spray-on cleaner designed for premium alloy wheels, for instance, will begin to strip a wheel's protective varnish if not rinsed off in the prescribed time frame. And the same spray applied to wheels with plastic wheel covers could have serious corrosive effects.

If you're not sure what kind of wheels or wheel covers you have, refer to your owner's manual for instructions. But once you've identified the right product for your wheels, you'll find it very quick and easy to keep the wheels looking bright and new. With a typical wheel cleaner, you simply spray it on and rinse after 30 to 60 seconds.

Making Your Tires Look Like New

After washing the car and the wheels, you'll want to add a little attention to detail.

One of the easiest and most effective ways to improve the appearance of your vehicle is to apply a protectant to the tires. Many tire dressings simply spray on and require no wiping—giving the tires a clean, slightly glossy look that highlights your clean wheels.

Similar protectants are available for black rubber or vinyl trim pieces on the outside of the vehicle. For the final touch, polish any chrome trim with a product specifically for chrome. Chrome polish is designed to help remove any oxidation that has developed, restoring the chrome's sparkle.

When Should I Wax My Car?

At least 97 percent of today's vehicles come from the factory with clearcoat finishes. Clearcoats contain stabilizers, ultraviolet light blockers and UV light absorbers that help keep vehicle paints looking new longer by preventing oxidation—the chemical breakdown of the upper layer of paint film caused by sunlight, moisture and contaminants in the air.

But clearcoats themselves need attention, too.

"Clearcoats can give drivers a false sense of security by appearing to protect the underlying base coat," Matthew Broderick, group vice president of marketing at Turtle Wax Inc, told MSN Autos.

"Clearcoats are fragile and susceptible to scratches, abrasions and swirls. When a clearcoat surface is scratched and pitted as a result of not waxing, the light can't reflect evenly off the surface, which makes the paint look dull."

Most manufacturers recommend that you wax your vehicle twice a year to protect it from damage and maintain the color and shine. Some auto-care suppliers recommend monthly waxing.

"Ideally, a vehicle should be waxed three to four times per year," according to Pennington, to maximize the protection provided by the wax. "A good strategy is to start right before the winter and get on to a three-month cycle."

Waxing your vehicle will help remove paint oxidation and surface dirt, while adding a protective coating. Wax will improve or remove minor damage such as surface scratches or light contaminants and provide a high-luster finish. Again, consult your vehicle's manual for specific recommendations.

The Waxing Process

Basic guidelines to bear in mind:

The paint surface should be cool and not in direct sunlight.

Always wash the vehicle immediately before waxing.

The temperature should be above 50 degrees Fahrenheit and the humidity should be low.

Apply the wax to a small section at a time using either a foam pad or small terry cloth towel.

Apply the wax in overlapping strokes or circular motions.

Wait for a section to dry to a haze before wiping the wax off with soft, terry cloth towels or cloth diapers.

Wipe in both directions, turning the towels often.

Shake the towels to remove accumulated wax.

When finished, wipe the entire vehicle again, paying particular attention to the edges of trim pieces, door jambs and moldings where excess wax may have accumulated.

For additional shine between wax jobs, several manufacturers offer spray-and-wipe products to quickly enhance the vehicle's shine, such as Turtle Wax Emerald Series Premium Detailer and Meguiar's Quik Detailer.

If your vehicle's paint has been damaged, the paint may need additional work requiring the use of other types of products. You should consult a professional detail shop, auto paint repair shop, or car care product manufacturer for advice before using any products that contain abrasives.

Sprucing Up the Interior

Now that you have finished the part of your vehicle that you show off to everyone as you drive by, how about sprucing up the part of the car you look at from the driver's seat?

First, thoroughly vacuum the car's interior to remove all loose, dry dirt. And be very careful when you reach under the seat—you may have forgotten what you placed under there.

Lint-free towels and clean water will be the main tools for the dash area and seats. Cotton swabs are helpful for getting dust out of tight spots. For the carpet, a clean, stiff-bristled brush is indispensable.

Pennington suggests you always use a product that is designed for the surface you want to clean, whether it is leather, vinyl, plastic, wood, simulated wood or upholstery. Each product is specifically formulated for a particular surface and will not work effectively on other surfaces, and may even damage them.

For carpet areas, use a small amount of a carpet cleaning product and a small amount of water with a stiff-bristle brush. "The biggest problem with interior cleaning is that many people oversaturate the carpet when they shampoo," explained Pennington. "A wet-dry shop vacuum is useful for removing excess water. It is very important to let the carpet dry thoroughly before closing the vehicle up tight.

For cleaning windows, avoid products that contain ammonia, because ammonia can damage window tint film on the inside of the windows. Although the tint may have already been in place when you purchased the vehicle, you may not realize that it is a film that needs to be protected. Clean water and lint-free towels are effective for quick window touch-up.

Don't use ammonia or any similar harsh chemical to clean

seatbelts, either. They could weaken the webbing, affecting the belts' ability to protect you during a crash.

If you use a protectant or dressing on the dash pad, be sure that it does not leave the surface shiny. A shiny dash can reflect light and be a safety hazard while driving.

Armor All Products Corp., a leading supplier in the auto protectant category, also advises that for safety's sake keep important parts of your car clean and dry—but not slippery. For example, don't put protectant on the steering wheel or the pedals.

If you carry out all of the procedures outlined above, the hours you invest will result in a vehicle that will be considerably easier to keep clean in the future with a routine of weekly or biweekly washing. Combine your washing regimen with a good waxing and interior detailing every three months and the whole process will become quicker and easier each time you do it.

PORSCHE® Will Build 4th Model Line: PORSCHE PANAMERA®. . . Board Approves Four-Door Sports Coupe for 2009 Launch

Courtesy PCNA

Atlanta, July 27, 2005 -- The Supervisory Board and the Board of Management of Dr. Ing. h.c. F. Porsche AG, Stuttgart, gave their approval today for the development and production of another Porsche model line. To be called Panamera, the new car will be a premium-class sports coupe with four seats, four doors, and a choice of front-mounted engines driving the rear wheels.

Scheduled to enter the market in 2009, the Panamera will be the fourth model line from the Stuttgart carmaker following the 911®, the Boxster® and the Cayenne®. The new car's name is derived from the legendary Carrera Pan-americana long-distance race.

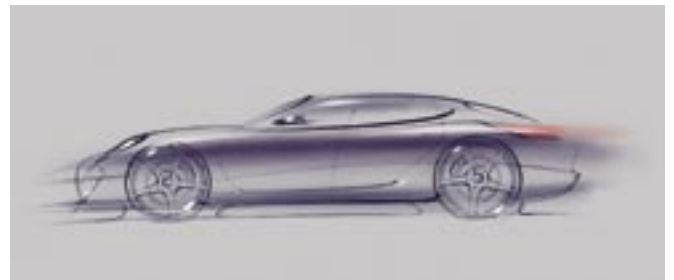
Production of the Panamera is to be in Leipzig, where Porsche already builds the Cayenne SUV and the Carrera GT® supercar. The final decision will require further detailed talks between the Board of Management of Porsche AG and the Management of Porsche Leipzig GmbH with representatives of the employees. Porsche's total investment in the new model line, including development, will be more than Euro 1 billion and will come entirely from the company's own funds. Expected sales are at least 20,000 units a year.

"The Panamera is a perfect fit for Porsche," said Dr. Wendelin Wiedeking, the President and CEO of Porsche AG. "It has all the typical DNA characteristic of a genuine sports car. In terms of performance, design, and driving dynamics, it meets Porsche's high standards in every respect. Through this sports coupe we are making our customers a highly attractive offer in the top performance segment."

Porsche will develop and build the Panamera using the company's own resources. "We will be developing a separate platform for our fourth model line at our Weissach R&D center," said Wiedeking. "There are no plans for a joint venture with another car maker, but to ensure the profitability of this new model line

we will cooperate more closely than so far with selected system suppliers."

Production of the Panamera in Leipzig would potentially create



some 600 new jobs there. In the course of the project, approximately 400 more new jobs will be created at Porsche's original plant in Stuttgart-Zuffenhausen, where the engines for the fourth model line will be built, and at the Weissach Development Center.

Like the 911, the Boxster and the Cayenne, the Panamera will bear the "Made in Germany" stamp of quality. Domestic share of the Panamera's overall assembled value will be approximately 70 percent.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 208 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.





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City _____ State _____ Zip _____

Car _____ Model _____ Year _____

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

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Tech Quiz . . . General ?s

compiled by Greg Philips of Grand Prix Region PCA, Long Beach , CA from Parade Tech Quizzes

1. The VW sports-car study that became the first Porsche, the Type 356 roadster, had which of the following features:

- a. Frameless windshield
- b. Full wheel covers
- c. High ground clearance to suit poor road conditions
- d. All of the above

Excellence, Vol. 1, page 29-d

2. The garage of the Porsche family villa was never used to build cars in postwar Stuttgart.

True or False

Excellence, Vol. 1, page 46-F

3. In the postwar renaissance of Porsche, the chief designer and the body designer were:

- a. Norbert Singer and Helmuth Bott
- b. Karl Rabe and Erwin Komenda
- c. Peter Falk and Jurgen Barth
- d. None of the above

Excellence, Vol. 1, page 47-b

4. A lone aluminum-bodied 1.1-liter Porsche coupe won its class and placed 20th overall in which 1951 race?

- a. Rolex 24 at Daytona
- b. 12 Hours of Sebring
- c. Le Mans
- d. Targa Florio

Excellence, Vol 1, page 53-c

5. The 500th German-built Porsche was completed at the Reutter plant on what date?

- a. January 31, 1959
- b. October 31, 1955
- c. March 21, 1951
- d. None of the above

Excellence, Vol. 1, page 54-c

6. Who introduced the Porsche to America?

- a. Bob Holbert
- b. Albert Prinzing
- c. Briggs Cunningham
- d. Max Hoffman

Excellence, Vol 1, page 60-d

7. The Porsche America Roadster body was built by:

- a. Erich Heuer
- b. Reutter
- c. Italdesign
- d. None of the above

Excellence, Vol. 1, page 74-a

8. On May 16, 1952, Porsche was awarded a contract to design a new car for which American automaker?

- a. General Motors
- b. Ford
- c. Chrysler
- d. Studebaker

Excellence, Vol. 1, page 76-d

9. The first Porsche 550 (550-01) was a winner its first time on the track at the Eifel Races at the Nurburgring on May 31, 1953.

True or False

Excellence, Vol. 1, page 101-T

10. Porsche 550-01 raced at Le Mans in 1953 and 550-02 at which other well-known race that year?

- a. Carrera Panamericana
- b. Sebring
- c. Daytona
- d. All of the Above

Excellence, Vol. 1, page 101-a

11. The bodywork of the 550 was made of:

- a. Galvanized steel
- b. Aluminum
- c. Fiberglass
- d. Composite materials

Excellence, Vol. 1, page 111-b

12. At the end of 1955, the Allies returned the original Werk I to Porsche. Coincidentally, it happened on the 25th anniversary of the Porsche firm.

True or False

Excellence, Vol. 1, page 133-T

Editor's Note: Still awaiting answer submissions from August's tech question selections!

For Sale . . .

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

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1970 911E

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Dark green Carrera with camel leather interior, black dash and trim; electric sunroof. Approx. 116,000 miles. Like new Dunlop SP Sport D-40 M2 tires; black rims with black Porsche crest. All windows polarized except windshield. After-market CD player. New battery and brake pads/rotors installed in 2005. 2nd place winner 1996 Club Race Rally; 1st place winner 1999 Octoberfest Rally. Car stored over winters. Tracked at BIR for one Ladies Only event. All maintenance records included. Maintained by Nurburgring, Courtney Motors, and more recently by Johnson Autosport. \$15K or B/O Contact Jill & Fred Daneu; jdaneu@aol.com or 952-432-3486.

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Club Race/DE Photos Online

by Roger Johnson

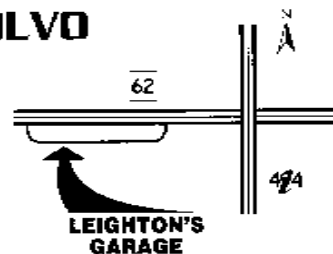
John Swanson has the photos posted from the Club Race and DE. I just gave them a brief look and what strikes me right off the bat is the quality. They are outstanding! The prints come right from Procolor which is one of the best shops in the country.

Go to <http://jpsphotography.net>: Then click on "special events" in the lower right. You will be able to follow the navigation from there. Be sure you don't miss any of the days or events.



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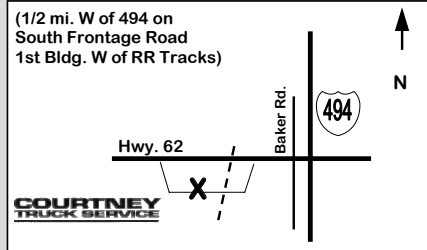
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The Low Tech Review: Tires (and my opinions)

by Michael Dolphin, The Circuit, Grand Prix Region

Over the last few years I've written a few articles about tire technology and why careful choices are so important. I've tried to stay out of trouble by not naming specific products... particularly as there are so many of them out there. But after many questions from members, I'm going to try to give you the results of my experience as well as from a couple of other folks who care about tires as much as I do.

This article comes to two different resolutions – one for newer cars: 1995 on (993, 996, 968 and Boxster) and one for earlier ones: 1994 and earlier.

Newer cars (post-1995 including Turbo, S, C4, Cayenne, etc) : Here's the easiest one. if you own a street version of these cars, I believe that you should most definitely follow Porsche's tire recommendations.

I support this recommendation highly because there is no question that the technology of the cars in this group is incredibly refined. In order to match the characteristics of your cars' potential behaviors, the work of deciding "best tire" has already been done for you by Porsche in collaboration with a number of tire manufacturers.

These specific tires carry an "N" rating and are easily identified in the tire specs and on the sidewall of the tire itself. The tires are identified by an "N" code of N0, N1, N2, N3, etc. The numbers themselves are revision numbers and, by themselves, are not meaningful (i.e., an N2 revision isn't necessarily better than an N1 revision). What is important is that Porsche recommends that all 4 tires be the same brand and the same "N" number, for the most consistent handling.

There are a reasonable number of choices still within this group. Differences among them will be most obvious in price, appearance and to some degrees, road noise among the various tires. Also, remember that the stickiest of these tires will also have the greatest and fastest wear – which is the trade off for greater handling at higher speeds. The current Tire Rack guide lists these tires as "N" - spec (<http://www.tirerack.com/tires/tiretech/techpage.jsp?techid=26>):

- Bridgestone Potenza S-02 A
- Continental ContSportContact2
- Michelin Pilot Sport Rib
- Michelin Pilot PS 2
- Pirelli P-Zero Rosso
- Pirelli P-Zero Corsa
- Dunlop SP Sport 8000
- Dunlop SP Sport 9090
- Yokohama AVS-Sport (These are for passenger cars only)

There is a separate group of N-spec tires available for Cayenne. Ask your dealer.

Older cars (pre 1995): Comparatively, older cars in stock form are less synergistic in their sum-total of parts simply because of the differences in technology gains over the years.

However, given the advanced technology built into modern tires, any early car will certainly benefit from a good, modern set of tires. The choices for you have to do with the "sticky factor", size (which also connects to ride comfort), price and tread wear.

You should only consider tires rated as either maximum or ultra-performance. They will be rated at either V (max speed 149 MPH); Z (over 149 MPH); W (maximum 168 MPH) or Y (maximum 186 MPH). You will often see the Z designation combined with "W" or "Y". The translation is that the tire is safe between 150 MPH and 168 MPH (or 186 MPH) in the ZW or ZY combination.

There are some great choices among the major manufacturers. I am personally fond of the Yokohama AVS Sports and the latest Toyo Proxes series. Currently, I am running both sets of tires on my early 911. The Yokos are my street tires. I have no complaints in any weather or highway driving. At the track the Toyo Proxes RA-1's seem to be the best tire yet that I have run in competitive driving.

Perry Bradshaw has had some good experience with the Kumho series of performance tires as well. He also alternates with a different type of tire as well. There are a lot of current fans of the Falken Azenis series though the choices are limited by an offering of only a few sizes. There are others who tell me that the Yokohama ES100 is a great handling, comfortable and reasonably-priced tire for an every day car.

With everything above said, you should know that there are also great tires from Michelin, Pirelli, Dunlop and Continental. It is with these manufacturers that you'll see premium prices.

Surely, for some, cost is a factor. Shop carefully and you can mitigate some of the sticker shock among the best brands. But don't let cost be your all determining factor. Remember, it really is the tire which contributes to "the ride of your life"!!



Wash Your Car Like a Pro

by Mike Meredith; <http://autos.msn.com/help/AutosHelp.aspx?xml=masthead>

Have you neglected your vehicle's exterior long enough? These tips will help you achieve professional results.

"The more often you clean your car, the easier it is and the less time it takes," Mike Pennington, director of training for Meguiar's—a leading producer of car care products—told MSN Autos in an interview.

For most drivers who live in areas where winter hits particularly hard, getting safely through snow, sleet and rain takes higher priority than having a sparkling vehicle. But as warm summer weather rolls around, it's a good time to catch up on vehicle maintenance and wash away the grime.

"If I can pinpoint one step that gives the greatest benefit over an automobile's entire life, it's keeping your car's surfaces—the glass, trim, paint and wheels—clean," said Richard Griot of car care and tool supplier Griot's Garage.

Even if you've neglected this advice for many months, it's not too late to change your ways! Of course, the quickest and easiest way to a sparkling clean car inside and out is to take it to a detail shop for a professional job. But at \$75 to \$300 a visit, there's plenty of incentive to learn what you can do on your own to optimize your car's appearance.

Start Out Right

You'll need a steady supply of water, a soft and dirt-free cloth (or a wash mitt, terry towel or soft-bristle brush) and—last but not least—you'll need a proper car wash soap.

Don't make the mistake of using dishwashing soap or a household cleaner on your car—they contain harsh detergents that can strip wax and damage paint.

As Craig Burnett, chemist for Mothers Polishes-Waxes-Cleaners, put it, "Car wash products are designed to remove automotive dirt from cars, not grime from clothes or grease from dishes. Don't confuse your kitchen with your garage."

Luckily, car wash products are carried by a range of retail outlets, from auto parts shops to hardware stores and Web sites. Even some grocery stores carry a limited stock.

And, before you start, if you suspect that you may have unique paint or other accessories that may require special attention, check your vehicle's owner's manual for any manufacturer recommendations.

It's All About Contaminants

The main objective of good car washing is the removal of all dirt and contaminants.

"You should wash your car a minimum of once a week, due to the fact that your car is constantly bombarded with contaminants such as tree sap mist and bird droppings," Pennington told MSN Autos. "If the contaminants are not removed quickly they can bond to the paint and even etch the paint."

If at all possible, park your vehicle in a shaded location before getting started. Washing your car in the sun can cause some surfaces to dry faster than you may want them to, leaving residue

and unwanted streaks.

Car care professionals recommend washing the vehicle beginning with the top and working to the bottom, one section at a time, although some enthusiasts are adamant that beginning with the lower sections is a better method.

"Washing your vehicle from the top down reduces the chance of scratching the finish" advises Mark Greene, executive vice president of Griot's Garage. "By washing from the top down, and frequently rinsing your wash mitt, sponge or brush, you greatly reduce the possibility of contaminants becoming embedded in your cleaning tools and creating scratches and swirl marks."

"The bottom of the car, particularly behind the wheelwells traditionally has heavier accumulations of dirt particles," explained Pennington. "Washing from the top down minimizes the risk of contaminants in the water and on the wash mitt or brush, thus minimizing the chances of creating scratches or swirls in the paint."

Basic guidelines to bear in mind:

First rinse the entire car with water to remove loose dirt.

Wash and rinse one section at a time—working from top to bottom—to prevent a section from drying too quickly and leaving deposits or residue.

Rub the car surface gently to loosen dirt. Aggressive rubbing can grind dirt right into the finish, leaving scratches and swirls.

Be sure to rinse the wash mitt or sponge often to prevent accumulated dirt from scratching the paint. Use plenty of rinse water to carry away the dirt.

After the final rinse, wipe the excess water from the vehicle surface to prevent water spotting. A soft terry cloth towel or a high-quality chamois are recommended. Keep the towel or chamois clean to help prevent scratching, and wipe the vehicle lightly to soak up water without abrading the surface.

If you live in a climate where sand or salt is used on the road surface, be sure to rinse inside the wheel wells, paying special attention to the lower part of the fender where salt and sand may have accumulated. You might want to take a trip to a self-service car wash and use the high-pressure hose for this extra step.

Environmental Considerations

It's important to consider where all the contaminants that you wash off your car—oil, grease and gasoline, as well as the car wash soap and other cleaners—actually end up.

Be aware that any rinse water and contaminants that run into a storm drain system end up in rivers and other open water, without any treatment.

The best location to wash your own car is at a self-serve car wash, so the water will be recycled or sent to the sewage treatment plant before going into the environment.

And if you do plan to wash your vehicle at home, position it on grass or gravel where the water will be absorbed and there will be

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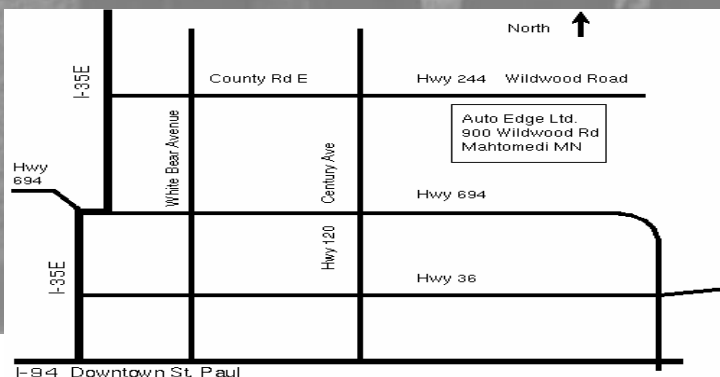
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