

NORD STERN

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What a summer, to say the least and it really isn't exactly over yet either. I have loved every minute of it and hope others have also. The Fall brings other special pleasures which I always look forward to. Crisp, yummy apples right off the branch (or plucked from the ground!), cool evenings, the warmth of the sun combined with the tang of cooler air. Then there is the changing colors of our northern foliage, hmmm, just wonderful. This upcoming weekend is the annual North Shore Fall Color Tour and we are off to partake of this special weekend, leaving Thursday evening. Always great fun, I hear there will be a number of non-regulars up this year! Stay tuned for some follow-up commentary and pictures that probably won't do justice to the weekend's events! John Dixon and his band of organizers also provide us with a variety of things to do and see. After all, this is the Scandinavian Riviera!

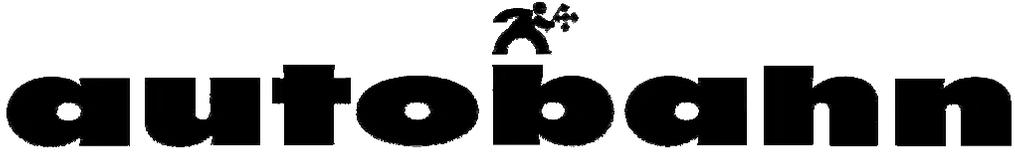
This issue features pictures from the New Ulm Heritagefest and optional Winery Tour as arranged by the Daneus. If pictures paint a thousand words, then this must have been a very fun outing! Porsches were well-represented and a good time was had by all. Unfortunately, this was the last year for the festival as the organizers made the difficult decision to end it after several years of declining

attendance. I gather it was a tough decision but with all the many, many summer things to do, this one was losing its popularity.

You will also find an article about winter storage - it's an old piece. I have included commentary from members on this issue in the past and would welcome updated submissions for the November issue rather than recycle old stuff. So let us know how you approach the question of storage (or don't, as the case may be for those of us drive our cars year round!).

I also have a number of great pictures from our recent club race at Brainerd and will feature it in the November's issue along with the very successful 2nd Annual Rochester Labor Day picnic. Sounds as if it was a great turnout of cars and folks (from as far away as Iowa - of course Rochester is a little closer than the Twin Cities to Iowa!) with beautiful weather. The Boeders were at Road America with Chicago's club race event and also enjoyed fabulous weather while seeing many friends and watching some great racing. Nord Stern was well-represented in many of the classes and brought home a lot of trophies! Frankly I think that can be directly attributed to the quality of Driver Training available in this club. Our instructors are top notch, work hard, and our program offers continually opportunities to improve one's driving skills. Kudos to Nord Stern!

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Welcome

Welcome . . . New Members

(and returning members!)
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at upcoming events!



Gary & Stacy Burns

Delano MN
1984 911

Charles J. & Cecelia Fogarty

Rosemount MN
1986 911

James W. Follen

Burnsville MN
2006 Boxster S

Martin L. Hedstrom

Zumbro Falls MN
1983 944

Douglas & Constance Lindman

Blaine MN
911SC

Mark P. Nicolay

Plymouth MN
2001 Boxster S

Bart Reigstad

Shoreview MN
1987 944S

Michael Sabers

Minnetonka MN
1977 911

John Schultz

Afton MN
2002 911
Hal Tarse
Plymouth MN
1999 911

David Wilson

Minneapolis MN

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

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

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

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

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

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

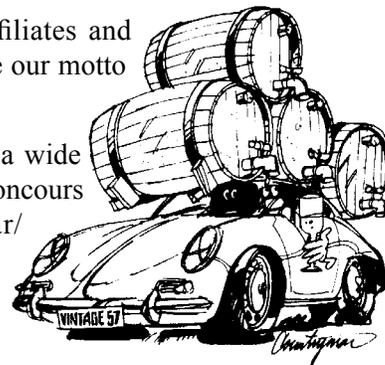
Time Trials: On course timed lap with controlled starts and exiting.

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!



The Prez Sez . . .

by Chip Smith

Well folks, fall is fast approaching and its time to start planning for next year already. Vice President, Rick LaVerdiere, is hard at work recruiting committee chairs and volunteers for 2006 when he takes over as president. If you'd like to get more involved in the club, I'm sure Rick has a spot for you. It's volunteers that make our many great events possible.

Our monthly business meetings will reconvene on the second Tuesday of each month from September through December. We are trying a new more central location at Axel's Restaurant, adjacent to the Radisson Hotel in Roseville. Located off Hwy 36 and 35W, it should be easy to reach from any part of the metro area. Rick LaVerdiere will determine the schedule and location starting in January when his term begins as President.

On Labor Day weekend, I ventured off to Road America with several other Nord Sterners to participate in the Chicago Region PCA club race. The weather was perfect and the racing was awesome. Registration sold out and I had 68 cars in my race group alone. When all the dust settled, Nord Stern was well represented on the podium with first, second and/or third place finishes in numerous classes. I don't believe any other region won more. Must be all that winter driving we do.

Speaking of race tracks, BIR is supposedly off the market for now and we will have that venue available for the foreseeable future. Nice to know we'll still have this historic facility.

The other track in our area still in the planning stages is Pine Run near Pine City, MN. Past Nord Stern president, Scott Anderst, and I recently attended a public hearing on the environmental impact of the track. As might be expected, the people attending this meeting had strong opinions and several "creative" claims were made about the impact the track will have on noise, traffic, trash, air and water pollution, etc. I gave a brief description of how we conduct our events, as did representatives from several other car clubs. Unless a major environmental oversight is discovered, it appears the project has good chance to proceed. Stay tuned.

Upcoming club events for the fall include the Fall Color Tour of the North Shore, the last high speed driving school for the year at BIR, and our holiday party, yet to be scheduled. Attendance at all our events has been great this year. I hope to see you all at the next one.

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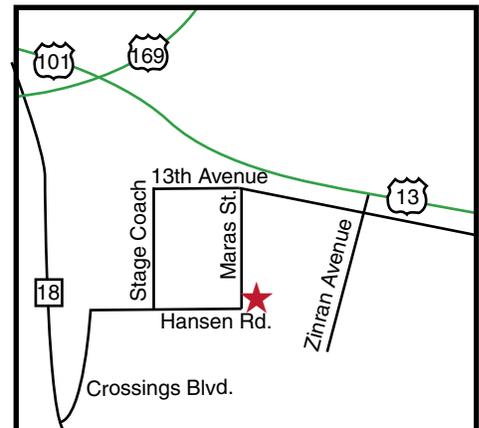
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Letters to the Editor . . .

Courage Center Thanks

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

Thanks Jon and fellow Nord Sterners, We should be proud of ourselves. Not all the money is in yet, but when everything is said and done I believe we will be close to \$20,000 in revenues for Courage Center this year. (this includes a donated 74 Porsche Targa sold to a Nord Sterner on Saturday).

WELL DONE YOU!

I would like to thank:

Bruce Boeder for doing such a great job as auctioneer.

Carousel and Maplewood imports for providing the tent.

Tom McGlynn, Christie Boeder, Roger Johnson, Bruce Boeder, Mark Bouljon, Karen Sibell, Bill Berard, and Teresa Vickery for help in procuring auction items.

Mark and Connie Brabec for providing fun rides for Courage in their Carrera GT.

- ◆ Evergreeene Jewelers
- ◆ Carousel Porsche
- ◆ Kevin Buckler
- ◆ Doug Scovanner
- ◆ David Housewright
- ◆ J.W. Hulme
- ◆ Christie & Bruce Boeder
- ◆ Lee Lynch
- ◆ Jim Breakey
- ◆ Mark Dekutoski
- ◆ Tom McGlynn
- ◆ Bret Bailey
- ◆ Keith & Susan Jones
- ◆ Mike Jekot
- ◆ Loren Hall
- ◆ Leighton Reese
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- ◆ The Complete Garage/Doug Arndt
- ◆ Dave Arundel
- ◆ Pat Kelly

- ◆ David Roberts
- ◆ Roger Johnson
- ◆ Scott Kuhne
- ◆ Lon Tusler
- ◆ Mike Lancial
- ◆ Jim Thole
- ◆ Kelly Griffin
- ◆ Stu Homer
- ◆ Billy Stoner
- ◆ Doug Farrow, (and a couple other Nord Sterners I'm missing) for product donations.
- ◆ PCA for a \$500 cash donation (award money to Courage Center for Nord Stern community service).
- ◆ **Karen Sibell** of Courage Center for her time working the silent auction and making out the bid sheets.
- ◆ All of the winners and bidders in the live auction.
- ◆ All of the winners and bidders in the silent auction
- ◆ All the purchasers of Courage Center items at the swap meet.
- ◆ All of the parade lap participants

Thanks to all of you again, for yet another very successful year!

—Keith Jones

Out on Turn 4 during Sunday's Club Race Enduros were left to right: Eric and Wendy Pilhofer, Christie Boeder, Jim and Cid Holton and Steve Washburn. It was a blast watching the action from turns 3 through 6 PLUS you can turn around from these stands and watch the cars come out of turn one and through turn two. Photo by Bob Fleming; this was really a blast from the past with so many long-time members who perhaps aren't as active in the club but still as passionate about their cars! Just spend a moment or two with Bob Fleming talking about his current project and you will know what I mean.



Porsche & the Cinema: Part I

By Michael L. Haag, MD, KCRPCA Board Member

The movies are replete with famous scenes in which automobiles become the focal points, the stars, the main imprints in our memories that, over time, serve to supplant the human characters or perhaps even the story line itself. Who could forget their first images of the Mustang and Charger in the famous chase scene in Bullitt, filmed in real time without modern technodigitalgizmogadgetry. Or what about Sean Connery as 007 in his Aston Martin DB5, ejecting unwanted passengers and meeting beauties by pureeing their tires in Goldfinger. And it is in the cinema that an automobile can gain accolade unsupported by its true, modest capabilities. Cases in point: the DeLorean in Back to the Future and of course, Herbie the Love Bug.

The Porsche marque has been well-represented in the cinema including appearances in over 300 movies. In many, the cars represent a key component of the scene or movie in general, often used to serve as an additional piece of clothing for the characters driving them. In others, the capabilities of the cars are displayed, as the case should be with Porsches, whereas some represent only brief glimpses of our favorite cars in the background.

It is always amazing to me how much trivia can be recalled by

Movie Trivia:

Match the description on the left with the correct movie title on the right. See answers on page 19.

1. Ex-Body Heat star gives audience good inside and outside views of a not-so-well-maintained gray 911T.
2. Gorgeous 356 Speedster driven in anger by initially-but-only-temporarily hard-to-get blonde.
3. Uncommon-for-cinema appearance of a 912 in this thriller.
4. Black 911 S is the least interesting model Porsche in this epic film.
5. Proof that a 1600 Speedster engine has lots of parts.
6. Nuevo pimp becomes U-boat commander.
7. Porsches are in abundance in this flick, unfortunately most are stolen.
8. The film is in color, but the 911 Turbos are in black and white.
9. 911 Targa RS proves indestructible in the hands of this Kennedy-in-law.
10. Do-gooder in SC Targa gets green stamps on a New England Bridge, twice.
11. Movie that proves that a wheelchair does fit in the back of a 356 Speedster.
12. Cayenne turbo used for kidnapping and blue 996 Cabriolet carjacked for a good cause.
13. The actual color of this 356 Speedster is difficult to discern due to the dust.
14. Black 996 Cab mixes it up with an Audi TT.
15. Rare sightings of a yellow 356 Cabriolet in this cult classic that

Club members when the subject of car-related movie or television scenes involving Porsches or other types comes up in conversation. Clearly, these individuals have too much free time on their hands or memories that perhaps could be better used for other reasons such as the betterment of mankind.

The following represents an exercise of movies containing scenes involving Porsches. Each statement in the left column is best matched to a single best answer in the column on the right. The answers, along with brief explanations are listed on page 19. This month's exercise will be more straightforward, with scenes and cars that will be familiar to many of you. See if you can think of the movie even before looking at the choices. Next month? We'll see . . .

References:

- Powlik, J., Porsche in the Movies. Raggedtooth Press, 2005. ISBN 0-9677304-6-5
Laban, B., Le Mans 24 Hours. MBI Publishing, ISBN 0-7603-1256-7
PCA website: Porsche in Movies at www.pca.org/mst/movies.htm
Netflix website: www.netflix.com

is known more for its American iron.

16. Egad, another Porsche stolen, this time it's a silver 996.
17. Turbo-look becomes victim of a Technicolor yawn.
18. A certain Porsche model (hint: Audi-assembled) driven by heartthrob.
19. Very rare sighting of a yellow 356 Coupe in another movie that is known more for its American iron.
20. Looker ophthalmologist proves crashworthiness of Carrera Targa.
 - A. Good Guys Wear Black (1979)
 - B. Bullitt (1968)
 - C. Sixteen Candles (1984)
 - D. Caddyshack (1980)
 - E. Coming Home (1978)
 - F. 48 Hours (1982)
 - G. Patriot Games (1992)
 - H. Gone in Sixty Seconds (2000)
 - I. Mission: Impossible 2 (2000)
 - J. Commando (1985)
 - K. Le Mans (1971)
 - L. Spy Game (2001)
 - M. Top Gun (1986)
 - N. The Big Chill (1983)
 - O. Risky Business (1983)
 - P. American Graffiti (1973)
 - Q. No Man's Land (1987)
 - R. Doc Hollywood (1991)
 - S. A Civil Action (1998)
 - T. Cellular (2004)

Continued on page 13

'05 New Ulm Heritagefest

Photos by Jill Daneu
(pages 10 and 11)



And the grapes go in this bladder...



Attentively listening to the winery spokesperson



Bummed that the polka band is on break



Jill Daneu and Rudy Mueller check out the Messerschmidt



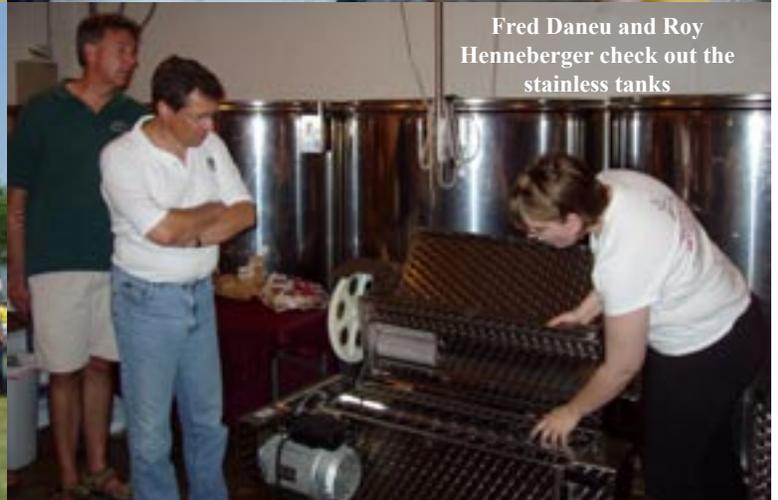
Dan Neuman's '57 MesserschmittCabrio Liouline



Enjoying refreshments on the patio



First two rows of cars were mostly Porsches!



Fred Daneu and Roy Henneberger check out the stainless tanks



Mercedes Club
Eventmasters Chris
and Paul Bergquist



Hans and Sir Fritz
keep an eye on
Mueller's Cabriolet



Morgan Creek
Vineyards



Henneberger's and
Daneu's blue Porsches
start out the 2nd row



Nord Sterners take time out for
refreshments and a Kodak moment



Nice lineup!



The Sahr's and
Ziegerbauer's line up
to taste wine



The photographer
and husband line
up on the other
side of the lens!



Clockwise, left: Bacchus, the god of wine greets people in the gift shop
Second row of gorgeous Porsches
Jayne and Rudy Mueller with their Cabriolet
The Ferrari Club in the third row
and
The details on Don Neuman's Messerschmitt Cabrio Limo
(top speed 62 mph, Weight: 510 lbs. and mileage 56 mpg - now that looks really good - but LIMOUSINE????!)

Answers to Movie Trivia from

Page 8

1. (N) *The Big Chill*. As Nick (William Hurt) drives to a funeral, the viewer is treated to numerous close-up views of his 911 Targa. There are numerous unusual-for-cinema shots of the interior, including gauges and dashboard of the 911. In the first view of the tachometer, the engine is shown to be turning 4,000 rpm but the exhaust note does not seem to match such. Later, the car is the victim of an attempted closed-door leaping entry by a young Tom Berenger.

2. (M) *Top Gun*. Kelly McGillis plays Charlotte Blackwood, a civilian consultant, flight instructor and the ground target of hot shot Navy pilot (but failed singer) Pete Mitchell (Tom Cruise). When the burgeoning relationship goes temporarily kablooeey, the 356 is subjected to g-forces of its own in a he-she chase.

3. (L) *Spy Game*. Robert Redford plays a CIA analyst who drives a green 1968 912 coupe. His commute from Georgetown to Langley, VA should be about 7 miles but somehow numerous DC landmarks that shouldn't be there appear in the background, suggesting a circuitous route and thus a true enthusiast. Trivia: the same applies to the opening credits on *The Sopranos* according to an article in *Travel and Leisure* magazine. Tony's route from his house to his workplace, as depicted in the story, should not take him past numerous landmarks shown. Must be a very good cigar.

4. (K) *Le Mans*. What can one say about this movie? McQueen, Porsches, *Le Mans* . . . Does it get any better? The main character, Michael Delaney, as played by Steve McQueen (Ozark weekend '05 tech quiz question courtesy of Rob Waldrop), initially scouts the track in his 911 S. 917s then take over the landscape. Fortunately, the smashed 917 was actually a Lola with a body kit. The camera car used to gain footage for the film from the actual 1970 race was a 908 and the same car that McQueen had driven to second place at Sebring with Peter Revson. (At *Le Mans* however, McQueen was not allowed to drive by his insurance company.) The Gulf-liveried car #20 is now owned by Jerry Seinfeld and was seen being driven on track by same at *Rennsport Reunion II*, Daytona 2004.

5. (R) *Doc Hollywood*. As Dr. Benjamin Stone (Michael J. Fox) makes his trek from Washington, DC to Hollywood, his red '56 Speedster is subjected to a picket fence, a dismantling and an 18-wheeler and yet seems to come through unscathed in the end.

6. (O) *Risky Business*. Tom Cruise, as Joel Goodsen, dumps 928 off collapsed pier into Lake Michigan. The car is miraculously defished and detailed (ala Tom McIntyre) for Joel's ginger return home. Porsche sightings also seen at dealership as well as a poster in Joel's bedroom. Famous quotes: "Porsche, there is no substitute," "Hit it," and "I don't believe this, I've got a trig midterm tomorrow and I'm being chased by Guido the killer pimp."

7. (Q) *No Man's Land*. Bad boy Charlie Sheen appears as Ted Varrick, a car thief who specializes in Porsches. While perhaps an unremarkable film otherwise, this flick has an ungodly number of Porsches serving as eye candy including 924s, 944s, a bevy of 911s including two Turbo Cabs and a slantnose Turbo. There is also a

356 Cabriolet seen in the chop shop.

8. (A) *Good Guys Wear Black*. Racer and ex-military man John T. Booker (Chuck Norris) is investigating the deaths of members of his former unit. He is seen on track at Riverside in a white 911 Turbo. Later he is seen mixing it up with other cars again, this time on the street, in a black Turbo.

9. (J) *Commando*. Gov-to-be Arnold is seen righting a flipped-over yellow Targa, which he proceeds to drive away from the camera. Unfortunately, the editors missed the part about the road curve, which reveals exactly zero damage to the side of the car. In Hollywood circles this must be considered a *Gaffes Maximus*.

10. (S) *A Civil Action*. Lawyer Jan Schlichtmann, played by John Travolta, is ticketed going to and from Woburn, MA during his quest to get information about environmental contamination at the hands of W.R. Grace Co. and Beatrice Foods. The SC Targa sounds wonderful, but in the film it serves mainly as a dressing for the stylish bachelor.

11. (E) *Coming Home*. Jane Fonda's character, Sally Hyde, falls for a disabled veteran, played by Jon Voight. The catch? She's already married and her hubby is still in 'Nam. In addition to the Black 356 Speedster driven by the couple, there are several other sightings of Porsches in the film, especially at the used car lot.

12. (T) *Cellular*. Kim Basinger plays an unfortunate kidnapper who relies on a cannibalized cell phone to explain her predicament to random citizen Ryan (Chris Evans). Basinger's Cayenne Turbo is used by the bad guys to snatch her son from school and later has an unfortunate encounter with a garage. Hero Ryan commandeers a blue 996 Cab from a mega sleaze lawyer at a stoplight and puts the car through its paces.

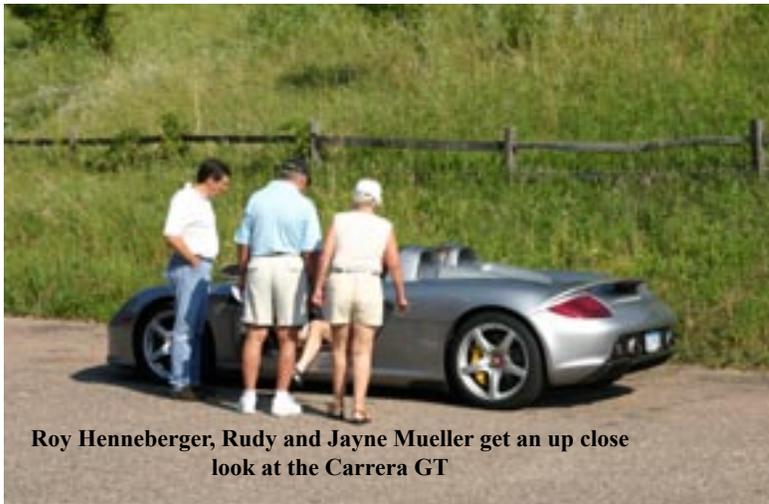
13. (F) *48 Hours*. Eddie Murphy as Reggie Hammond is borrowed from prison by burnout tough-guy cop Jack Cates (Nick Nolte) in an effort to chase bad guys. The money stash in question is stored in the trunk of Hammond's 356 Speedster, itself in storage for 3 years in a downtown San Francisco parking garage (and the parking attendants even knew how to recharge the battery of a 356 on a monthly basis). Why is Reggie driving a 356? (Paraphrasing massively) Because Cates, or someone like Cates, got the last sky blue Cadillac.

14. (I) *Mission: Impossible 2*. Tom Cruise plays Ethan Hunt in this sequel. Cruise, who is known for performing many of his own stunts, is instead aided in this film by stunt driver Corey Eubanks, the son of *The Newlywed Game* host Bob Eubanks. And did you know, the elder Eubanks was largely responsible for financing the Beatles' first trip to the Hollywood Bowl in 1964, borrowing against his house to do so.

15. (B) *Bullitt*. Cult film extraordinaire features Steve McQueen as police Lt. Frank Bullitt and is mostly known for its nearly 10 minute car chase sequence. Perhaps even more memorable for some of us was Frank's girlfriend Cathy, played by the luscious Jacquelyn Bisset. Even better is the fact that Cathy drives a yellow 356 Cabriolet . . . Let's move on to the next movie please, quickly.

16. (H) *Gone in 60 Seconds*. This film shares the title of a 1974

Continued on page 19



Roy Henneberger, Rudy and Jayne Mueller get an up close look at the Carrera GT



Looking for shade - it was a hot day in New Ulm



'P' car line up



Prettier even, in person...



Now, that's a license plate!



Superb lines...

Scenes from 2005 New Ulm Heritagefest

photos by Ken McNeill (left and below)



Enjoying the refreshments at this past July's New Ulm Heritage fest are L to R, clockwise: Lisa McNeill, Paul Bergquist, Rudy and Jayne Mueller, Fred Daneu, Roy Henneberger (you are hidden but am guessing that's you!), Jill Daneu and Chris Bergquist.

Traveling to the 2005 New Ulm Heritagefest

by Jill Daneu

We had a good time at Heritage Fest, but it was HOT, HOT, HOT! Thank goodness I brought a truckload of sunscreen. A few State Troopers met us upon arrival, too. Apparently, there were two complaints about "unsafe and reckless driving, and tailgating" when the group left St. Peter. The people who called wanted ALL of us ticketed. One of the State Troopers owns a 911, so he could relate. So, we all vowed to be "good" on the way home.

As usual, there were more Porsches than Ferraris and Mercedes. Nord Stern had a good presence thanks to info in the newsletter and reminders on Clubtalk, our email listserv. It's really handy at getting out last minute reminders, directions and clarifications about upcoming events. So, not a member of Clubtalk or it's twin; Techtalk? Not sure how to get subscribed? Visit Nord Stern's website to sign up now, here's the URL: <http://www.nordstern.org/ClubInfo/MailingLists.html>.

This year, we headed to the Morgan Creek Vineyard afterwards. About 10 Porsches followed Fred and I down the country road (unpaved for the last 1/2 mile!). Luckily, Fred and I had excellent directions from the owners of the winery and from someone at Heritage Fest, so we didn't get lost. I counted about 22 Nord Sterners on the winery portion of the tour, plus Paul and Chris Bergquist. The winery also had an outdoor patio and a wood-fired hearth to enjoy wine and mini pizzas. It was very scenic . . . like a mini Napa Valley winery. But in Minnesota, no less.

Editor's note: As I am sure many have read and or heard, the New Ulm Heritagefest is ending it's run. Attendance has been declining in the past years so this turned out to be 'last one!' Sounds as if it was fun.

Q-Tip Corner . . . Wheels of Fortune

by Ron Bean, Concour Co-coordinator, Chicago PCA, Chicago Scene August 2005

Porsche wheels and tires always get second notice next to body style and color. Wheels/tires do not have high point percentages in Chicago Region scoring but they can set a visual precedent for the judges. Well done wheel/tire presentations finish off your total concour look. Tires are replaced on a fairly regular basis and at a minimum of about \$400 per set, why not keep them happy.

When washing the Porsche tires use a soft bristle brush with auto wash soap and then, if possible, use a rubber cleaner to thoroughly remove any old silicone or rubber treatments.

As well as a key visual element on your Porsche, wheel/tires also get the most dirt, brake dust and road grime. In preparing for your first concour it's probably best to remove them, clean the backside and the inside back of the rim as well as the lug holes or recesses. If filthy, a good power wash will help remove the heavy duty crud and then proceed with a high quality wheel cleaner and

a medium to soft small bristle brush. Use a high quality wheel cleaner per the directions and then brush clean the heavier stuff. Dry thoroughly and then treat with a high quality wax. The clear coat wheel finish will then look showroom new.

For earlier Fuchs painted type wheels, clean as you would the painted body parts and finish off with a high quality wax. For the flat black finish type Fuchs wheels, refer to your owners manual where they tell you to run in Vaseline!

Now treat the tire with a high quality, read NO SILICONE, rubber treatment. A small sponge works well and apply evenly and lightly on the tire and let dry. Then buff lightly with a clean sponge or cotton towel to achieve a satin finish. The buffing, 'lightly' takes some practice to develop the touch. Have patience here.

For occasional wheel touch ups use spray detailer. You'll never tire of wheel fun!

Zone 10



September 2005

Around the Zone

On August 5-7, I ventured to northern Minnesota and attended the Nord Stern Region PCA Club Race at the Brainerd International Raceway. It was a beautiful weekend and a gorgeous setting. Everyone asked me, "so, how do you like the track?" I replied, "it is very fast, and I am very slow!" We can only hope they do not close this track. It is fast, but also technical, and great fun to drive.

Their Saturday night auction for The Courage Center raised nearly \$20,000 and was fun for everyone. Roger Johnson, Club Race Chair and a host of volunteers gave everyone a well organized, expertly run weekend.

On August 20th, Great Plains Region hosted a New Member Night at the recently relocated Woodhouse's Porsche of Omaha. Fifteen new members were toasted with refreshments, displays, albums and video that told about activities and history of PCA and GPR. This was a wonderful event for new members to meet new friends and see what this Porsche passion is all about.



Driver's meeting or ice cream social at BIR?

Karting Kaputt

All Region Presidents received a letter from PCA, which articulated PCA's position that karting events organized, sanctioned or endorsed by the Regions are NOT permitted. Please insure that your Region does not jeopardize PCA's insurance coverage. Proceeding with karting events in contradiction of this position could expose the individual organizers to personal liability for claims and losses.

Driver's Education

We are nearly through the 2005 driving season for Zone 10 and all of the Regions have hosted safe and successful events. The tragic loss of a PCA member in a DE at Watkins Glen this year reminds us that track events carry a risk. Each Region must constantly review their procedures and guidelines for offering safe and fun DE events for their members. Please use the off-season to look for improvement opportunities.

Heartland Park Repaved

Kansas City Region is hosting the last DE of the season for Zone 10, Oct. 7-9, at the newly repaved Heartland Park, Topeka, KS. Paving and reconfiguration has already begun and you can check out the progress at www.hpt.com. For registration information contact KCR at www.kcrpca.org

President's Meeting

I want to encourage all Zone 10 Region Presidents, or their representative, to attend a President's meeting during the Ozark Lakes Region Flaming Fall Weekend.

We will meet on Friday evening, October 14th in Springfield, MO at the Clarion Hotel. See below for more information on the Flaming Fall Weekend.

As we approach the end of the year, this will be a good opportunity to review activities for the year, discuss transition responsibilities, PCA national issues and agenda items that Presidents submit.

Flaming Fall Weekend

Ozark Lakes Region will host their annual Flaming Fall Weekend on October 14-16 in Springfield, MO. Hotel headquarters will be the Clarion Hotel and event registrar is Cara Moist, 417-883-2395 or richardmoist@mchsi.com.

If you have not attended this multi-region event, give it a try this year. Ozark Lakes goes all out to provide a fun-filled weekend with car show, autocross, rally, dinner and prizes galore. This is a must attend weekend.

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

PCA ZONE 10 CALENDAR

October

1-2 DE / Brainerd Nord Stern
1-2 DE / Gateway St. Louis
7-9 DE / Heartland Park Kansas City
8 Dinner/Golf at Okoboji Dakotas
14-16 Flaming Fall Weekend Ozark Lakes
15 PCA Movie Night Red River
15 Swapmeet St. Louis
16 Leaf Drive to New Glarus, WI Central Iowa
19 Dinner Meeting Dakotas
22-23 Octoberfest Car Show & Charity Auction
Kansas City

November

9 Dinner Dakotas
11 Social in Cedar Rapids (new) Central Iowa
12 Awards Dinner Great Plains
12 Chili Auction St. Louis

December

3 Dinner Dakotas
3 Holiday Party Great Plains
3 Holiday Party Kansas City
3 Christmas Party St. Louis

January 2006

7 Holiday Party Dakotas
14 Holiday Party Central Iowa
2005 ZONE 10 DRIVER'S EDUCATION DATES
Sep 15-16 Nord Stern BLHK DE
Sep 30-Oct 1-2 Nord Stern BIR DE
Oct 1-2 St. Louis GIR DE
Oct 7-9 Kansas City HPT DE

MULTI-REGION WEEKEND EVENTS

Oct 14-16
Ozark Lakes Region, Flaming Fall Weekend
Springfield, MO
Contact Cara Moist 417-883-2395 or richardmoist@mchsi.com
For More Information

Region Websites

Central Iowa Region www.ciapca.org
Dakotas Region dak.pca.org
Great Plains Region www.pca.org/gpl
Kansas City Region www.kcrpca.org
Nord Stern Region www.nordstern.org
Ozark Lakes Region www.pca.org/olk
Red River Region www.pca.org/rev
Schonesland Region www.schonesland.org
St. Louis Region www.pca.org/stl
Wichita Region www.pca.org/wic

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2005 Kalender

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

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

2005

***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.

2005

2005

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Movie Trivia . . .

. . . continued from page 13

version and features Randall Raines (Nicholas Cage) as a car thief who must right his brother's dealings with the mob. Raines' appetite includes a silver 996 from a dealership, which of course allows for a multitude of Porsche sightings.

17. (D) Caddyshack. Judge Smails' nephew, Spaulding, fails to stomach cocktail-party eats and exits the party stage left in short order, only to woof into the conveniently-open sunroof of Dr. Beeper's black 911 Turbo-look. Shortly thereafter, the deposit decorates the gluteal surface of the car's unfortunate occupant. Spaulding is also the recipient of famous edict from Smails (and one that has still never been heard in Johnson County): "You'll get nothing and like it."

18. (C) Sixteen Candles. The object of forgotten 16-year-old Samantha Baker (Molly Ringwald)'s attention, Jake, drives a red 944 in this 80s flick. When a not-yet-licensed-or-physically-developed Anthony Michael Hall gets his chance to drive the car, he is relegated to the Rolls Royce Corniche Convertible. The reason? He can't drive a stick. And yes, 944s were assembled by Audi at Neckarsulm.

19. (P) American Graffiti. Perhaps this one is a warm-up for next month but yes, there is a 356 sighting in front of the Penney's store in one scene. The film featured a host of young stars-to-be including

Richard Dreyfuss, Harrison Ford, Ron Howard and Suzanne Somers (in the white T-Bird). The more enlightened members of the Club may recognize this film as George Lucas' best.

20. (G) Patriot Games. Harrison Ford and Anne Archer star as Jack and Cathy Ryan in this thriller about Irish and English people coexisting poorly, as well as mutual revenge. Cathy, with their daughter in the car, is driving a Carrera Targa that is machine gunned, then strikes a road barrier, the net loss of which is one Porsche and one spleen.

—Compiled by Michael L. Haag, MD, KCRPCA Member



Nord Stern podium finishers at this year's Chicaco Club Race. We were WELL represented! Lots of smiles all around.

Top row: Chip Smith, Justin Draper, Bobby Viau, Clint Sawinski, Mike Courtney, Jim Breakey

Bottom row: Matt Hoke, Mike Hoke, Jerry Greene, Rick Polk

Photo courtesy Mike Hoke

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DAVID DONOHUE/JAY LENO TEAM SET SPEED RECORDS IN PORSCHE® CARRERA® GT

Courtesy John Phillips, Zone 10 Rep

Leno to Oversee Auction of Record-Setting Carrera GT Donated by Porsche with Proceeds to Benefit Victims of Hurricane Katrina

ATLANTA, September 7, 2005 – History was both made and remembered over the Labor Day holiday when a Porsche Carrera GT production car driven by race driver David Donohue and NBC Television “The Tonight Show” host Jay Leno set a series of Grand American speed records at Talladega Superspeedway, where David’s father, Mark Donohue, set a similar series of records in a Porsche race car 30 years ago.

As the records were being set, Porsche decided to donate the car to an auction designed to raise funds to help the victims of Hurricane Katrina. Leno agreed to oversee the auction of the \$440,000 record-setting Carrera GT. Details about the auction will be announced later.

The younger Donohue set three flying speed records in the production category with the Carrera GT, including a closed-course speed record for the 2.66-mile track of 196.301 mph. He also set records for the measured mile, 198.971 mph and the measured kilometer, 195.755 mph. Leno set three standing-start speed records in the same car, the fastest being 156.603 miles per hour over the closed-course. Flying records are recorded from a rolling start, while standing speed records are recorded from a complete stop.

“It amazes me that we were able to go nearly as fast in a 2005 street car as David’s father did in a 1,000-horsepower race car,” said Leno, who is an avid automotive historian and collector. “This Carrera GT has air conditioning, a stereo, a navigation system and a cockpit full of leather and still goes almost 200 mph around this course. It’s outrageous.”

“This was an emotional day for me,” said Donohue, who races a Brumos Porsche-Fabcar prototype in the Grand American series. “I’ve driven on many of the tracks where my dad drove, but being able to set a record here at Talladega is special.”

The elder Donohue set a closed-course record for racing cars, driving a Porsche 917/30 to a speed of 221.120 mph at the track on August 9, 1975, just 10 days before he died while practicing for the Austrian Formula One Grand Prix. The 917, prized by collectors today, was one of the most successful racing machines of its time, having captured the SCCA CanAm championship two years in a row.

The 2005 Porsche Carrera GT used for the record is Porsche’s ultimate road-legal sports car. Built from ultra light but ultra strong carbon fiber, aluminum, magnesium and high-strength steel, the limited-production Porsche Carrera GT draws its energy from a mid-mounted, 5.7-liter V10 engine that generates 605 (SAE) horsepower. Like the engine, its suspension, ceramic brakes and ceramic composite clutch are all derived from Porsche’s racing experience.

Some 450 Carrera GTs have been delivered to Porsche enthusiasts in North America.

The stock Carrera GT used for the record at Talladega was produced at the Porsche factory in Leipzig, Germany and was upgraded with safety equipment only, including a five-

point racing harness and Michelin Pilot tires designed to handle the forces generated by the car when at speed on the severe banking at Talladega. The track was chosen because it is ideal for sustaining high-speed laps. Four lanes wide and 2.66 miles long, it is banked 33 degrees on each end, with 18-degree banking in the tri-oval. The backstretch is nearly 4,000 feet long.

The records were recorded and verified by the Grand American Rolex Sports Car Series, the sanctioning body that organizes races such as the Rolex 24 at Daytona. Grand American Series Director of Competition Mark Raffauf, who officiated for the sanctioning organization, was also on hand for the original 1975 record event. In addition, retired Porsche Motorsports chief engineer Norbert Singer, who oversaw technical matters at the event, worked with the elder Donohue 30 years ago to refine the aerodynamics on the

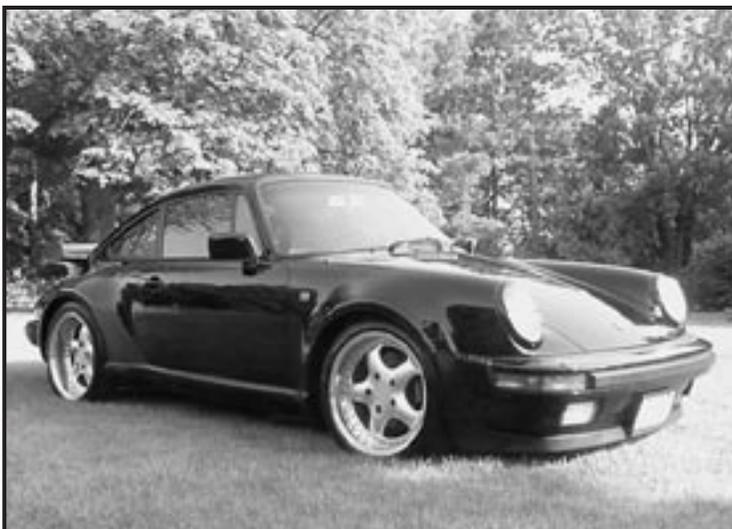


Porsche 917/30 racing car.

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 209 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



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Favorite Scenes from 2005 Monterey Historics

All Photos by annual attendee Mark Pladson

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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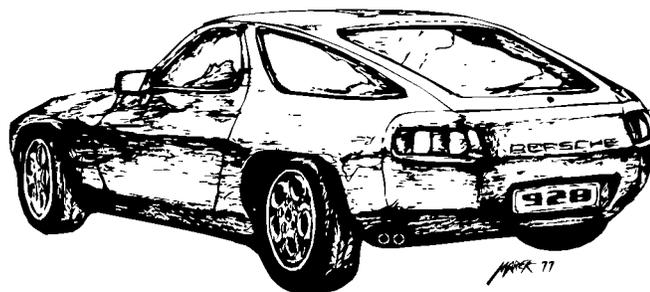
**THE
Complete Garage**

Pleading, "you must learn to drive!", I had to pry her fingers from the computer keyboard, one finger at a time. I saw it as tough love; she saw it as heartless bullying. It had to be done, How could I, the infamous author of "Carmudgeon Chronicles", explain that my own -- and only -- granddaughter hated cars. Could care less if she ever owned or drove one.

Family honor was at stake.

"Didn't I teach you to play the harmonica when you were only five?", I begged. She was eighteen now. Tall, beautiful with almond white skin; skin that had rarely seen the light of day. I doubt that she ever put her harmonica skills to use but she loves music. Creates web sites for music groups who always invite her backstage. This is her life, music and, not incidentally, graduating from high school with honors.

928



Cars were never part of it. Still, I was convinced there was a dormant Auto Erotic Gene somewhere in her psyche. Had to be. The odds were not good though. Her mother, an incurable Auto Immune, tried to use her monstrous SUV assault vehicle as a training car. Only made things worse. Even her high school driving instructor -- paid up front to do the job -- threw up her hands and refused to continue.

"Hopeless!" I believe were her words.

It was up to me. And I was not above some creative treachery. First, there was the prescheduled drivers license test set just 30 days away. Then a silver, four-banger Subaru picked up at one of those "Everything Must Go!" model close out sales.

Turned out silver was her favorite color. I thought all young girls hankered for red cars. The Gods were with me.

Of course, she still didn't know how to drive. The terror was equally shared on that first day as I slid into the seat beside her. Her white skin was all the whiter as she her knuckles revealed her death grip on the wheel.

"We won't be going more than three miles per hour today," I said. My words did not reflect cowardice but common sense. Too many well meaning family "trainers" push the terrified novice out into high speed, heavy traffic on day one.

"It'll come to you," they insist. But it won't. Any 'Steeroid' (see my book) can learn to steer, alternately stomping on the gas or brake. But that's not driving. My training concentrated on intensive parallel parking. Over and over again until she got it right. Get the "tight driving" down first and everything else comes easier. Most drivers, if they are honest with themselves, spend a lifetime avoiding parallel parking.

Not my granddaughter. Before we hit the traffic, she had mastered the tight stuff with only inches to spare. In no time she could whip that Subaru into the garage next to Mom's monster car without a problem.

Except one. Mom had strict orders not to invade the sanctity of her space with that hulking SUV. Furthermore, the family's oversized German Shepherd would never set his muddy feet in "her car".

The 30-day transformation was complete! "LOVES" her car almost as much as her computer. Proof positive that there is hope for the Auto Immune. Try it on someone you know.

The driver's license test? She passed it in a breeze.

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Do It Yourself - Winter Chores

by George Beuselinck, Hudson Valley Region

Blessed as we are with living in the great Northeast, this time of year gives us the opportunity to make some choices about the next few months. The first choice is whether or not to stay north or to fly south for 3 or 4 months until the weather warms up again. Unfortunately, the demands of my career require that I winter here, not in the Bahamas or St. Thomas. Most of us share the same fate. (If you are independently wealthy and would like to subsidize my companionship in a warmer climate, my phone number is in the back of this newsletter.)

So, now that we have decided to enjoy the winter here, our next choice is whether or not to drive your Porsche in the snow (and salt and gravel and general muck). I drove the 944 in the snow once, with summer tires, and was scared spitless. Not only was I all over the road, so was everybody else. I won't do it again.

Since we now have our Porsche sitting in the garage, and lots of free time (except for those few nuts who flog their bodies on the ski slopes), winter is a great time to take care of those things we would not normally do during the summer when Porsche-pushing time is at a premium. Doing these little things will make the first drive of spring a simple matter of turning the key.

One of the first chores is to change your coolant and coolant hoses. Usually neglected, a burst coolant hose will disable a car as efficiently as a blown motor. (Have you ever thought of how unlikely it would be for you to find a lower radiator hose for a 944 Turbo at your local auto parts store, on a Sunday afternoon?) Use a 50/50 mixture of antifreeze and distilled water for maximum protection. Antifreeze by itself does not have the heat carrying capacity that cools the engine. Distilled water does not have the minerals that leave deposits and limit the efficiency of the cooling process.

Next, change your oil and filter. The old oil in your crankcase is filled with acids and grit, and letting it sit all winter is not going to do your engine any good. Even with the new motor oil tax from Uncle Mario, frequent changes are cheap insurance.

Don't forget your fuel filters. If you can't remember when you changed them last, it's been too long. Your air filter could also stand to be looked at. Once again, cheap insurance to preserve an expensive motor.

Fill your tank with good gas. A full gas tank is less likely to be subject to water condensation and the resulting contamination and corrosion of your fuel injection system.

Take the time to consider doing those things that you have been putting off (because you didn't want to take the car off the road for such a long time) like rebuilding your CV joints, or changing your shocks and struts, or refinishing your wheels.

During the winter, start your Porsche once every couple of weeks. If the weather permits, back it out and let it get good and

warm. Run the air conditioner for a few minutes to lubricate the seals in the compressor. Check your tire pressures. Check the fluid levels. Keep your battery charged.

Polish the car and think of warmer days, the wind in your hair, hitting the apex at the downhill turn at Lime Rock, your significant other in the passenger seat: the good times.

Then go back in the house and warm your freezing butt by the fire.

WINTER STORAGE: HOW TO PREPARE YOUR CAR

By Neil Goldberg & Wayne Kadrovach, From: Porsche Pushers Private Papers

1. Change Oil
2. Do not wash the car on the day you put it in storage. The car should be washed and driven a couple of days before storage to get water out of parts, like inside the doors. I always recommend that a car be driven after every wash.
3. Put 45 lbs. air in the tires.
4. Fill gas tank and put a can of Sta Bil in the tank to stabilize the gas during storage. (Sta Bil is available at marine and lawnmower shops.)
5. Put a light coat of Vaseline on doors, trunk and other rubber to protect it. Vaseline can be used on your alloy wheels also.
6. Disconnect battery or pull fuse for clock to prevent battery drain. If your car has a burglar alarm, DO NOT set it unless you charge the battery every 3 to 4 weeks. The alarm will drain the battery when on.
7. 928, 924, 944 check anti-freeze.
8. Check window washer anti-freeze.
9. Use a good grade of leather treatment on leather to prevent drying of leather.
10. Leave doors and trunk ajar.
11. Block Windshield wipers off window.
12. Put the car in a gear instead of using the emergency brake.
13. Once a month, push your car a couple of feet forward or backward so the tires won't get a flat spot on them.
14. Push the clutch in once a month.
15. If you start the car, make sure the car is at a normal operating temperature before shutting off. I do not recommend running the engine because a warm engine creates water condensation when it cools down.



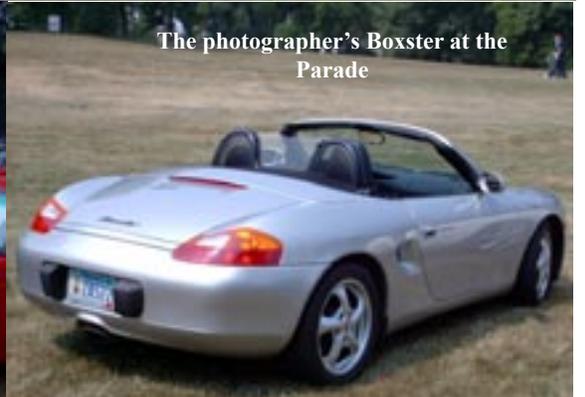
And this is only ONE of the fairways of cars...



911s and 912s



911s and 911s and 911s...



The photographer's Boxster at the Parade

On view at 2005 Hersey Parade's Concours

Left and right: photos by Dalel Tripler (aka 'Trip')



Frank Thayer's 911



RUF 911s



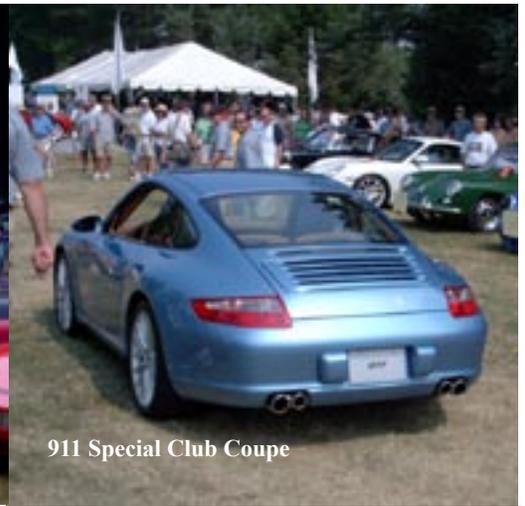
911s and Boxsters



Mark Donohue's 917



Car show 911s



911 Special Club Coupe



Yellow Carrera GT



914s...914s...914s



968s at the Concours



Concours 356s



Left row Ruf's, middle 356s and right row 911s



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PORSCHING . . . The Third Person

By Chris Welty, Hudson-Valley Region, PCA

Previous Porsching columns are available at <http://www.cs.vassar.edu/faculty/welty/porsching>.

It wasn't long after I purchased my first 911 that I was subscribed to every magazine that even mentioned the marque. In my reading I became increasingly envious of the experts: people who wrote technical articles and books about Porsches.

I wanted to be an expert, or more accurately, I wanted to be treated as one, but it seemed to me I lacked three things: knowledge, experience, and a nickname. Probably the thing that impressed me most about nicknames was that it gave the owner freedom to refer to himself in the third person. I had always wanted to write about myself in the third person, but I never had the confidence to do so, and I wondered if I ever would.

During those early days, Karl was over so often than my wife started calling him my boyfriend. I thought Karl was coming over to help me fix my car, but it wasn't until much later that I noticed he only came over very late in the afternoon and always stayed until I invited him up for dinner.

With Karl's, and less frequently, John's help, I soon came to realize that really the only essential skill I lacked for the purposes of car repair was confidence. Once I started to become confident that I could fix things, I started to do it. Eventually I came to the realization that I could learn far more by making mistakes.

For example, during an engine cleaning frenzy one day, I removed my distributor (there's this little nook under the left side of the fan that you can only really clean with the whole distributor out). I was putting it back in when I realized that I'd just screwed up the ignition timing. It's easy to become confident that you can fix your mistakes when your wife can cook and Karl lives nearby.

"You butcher!" He exclaimed. "You always turn the engine to topdeadcenter before removing the distributor!"

"Topdeadcenter. Right."

"OK, we will have to do a static timing. Are the wires installed correctly?"

"1-6-2-4-3-5."

Karl nodded, we did a static timing, and I tried to start it. After a while we hooked the battery up to a charger and ate dinner. When we returned, Karl decided the static timing must have been far enough off that it couldn't start.

"You crank it and I will turn the distributor until it starts." I raised my eyebrows, but complied. I sat inside the car, turning the key in short bursts, while Karl changed the ignition timing. It was just after Karl had gotten to the cursing stage that the event which caused the formation of the universe occurred.

Ears ringing, I jumped out of the cockpit expecting to see Karl's remains splattered across the rear wall of my garage. Seeing, with relief, that he was still alive, I screamed, "You BUTCHER! What have you done?"

The car had survived pretty well, too, blowing only an exhaust gasket when the unburned fuel from many minutes of unsuccessful

cranking had ignited. I, and perhaps even we, learned several lessons that evening, the most specific of which was that, while firing order is important, there are two ways to install the wires in the correct order (clockwise and counter-clockwise), and only one of them actually works.

I continued to gain knowledge from reading the Porsche literature, I continued to gain experience by making mistakes, and my confidence continued to grow. Shortly after I rebuilt my carbs, I started to notice that more and more of what I read described things I already knew. "I could have written that," I would think.

It wasn't much longer before I was convinced that there was only one thing I lacked before people would treat me like an expert: a nickname.

John seemed to feel that my nickname should be German, because Porsche is German. I didn't see the connection myself, but it didn't seem too hard since I did know someone who was not only German, but spoke German - of course dedicated Porsching readers know I'm talking about Ferry Porsche.

I called up Fer for advice. This is from memory, of course, but I recall the conversation going something like:

"Hey Fer, it's Chris, how's it hanging buddy?"

"Chris?"

"Listen, Fer. I need some advice. I'm looking for a nickname to use when I write articles for Porsche magazines."

"How did you get this number?"

"I want the nickname to be German. It should be really cool, because I just rebuilt my carbs. Ever rebuild carbs, Fer?"

"Don't call me Fer."

"So about that nickname."

"Good bye."

"That's an interesting suggestion, but I'm pretty sure that's English. I wanted something in German....hello?"

The German phone system wasn't very reliable in those days. Luckily, I had a backup right nearby.

"A nickname in German..." Karl said, thoughtfully. "Hmmm."

"I want it especially so that when I write articles about technical stuff, like how to connect the spark plug wires to the distributor cap, I can refer to myself in the third person."

"Who is the third person?"

"Me."

"Huh?"

"It's a literary thing, Karl, never mind. Concentrate on the nickname. It should be 'the' something, like 'the great one' or 'the master.' How do you say 'the' in German?"

"Der."

"Don't be obnoxious. I'm sure it's something you think everyone should know, but I don't."

"Der is the German word for the."

Continued on page 33

Tech Quiz . . . General ?s

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

1. The Porsche Type 597 (Hunter) vehicle was envisioned for:

- a. Military and civilian use
- b. Military use only
- c. Civilian use only
- d. None of the above

Excellence, Vol. 1, page 135

2. The Porsche 356A was not particularly improved when introduced at the Frankfurt Show in September 1955.

True or False

Excellence, Vol. 1, page 137

3. In the late 1950's the US Marine Corps evaluated a Porsche-powered Gyrodyne one-man helicopter.

True or False

Excellence, Vol. 1, page 15

4. At Thun, Switzerland, the Beutler brothers produced a prototype body for a four-seater model based on the 1962 version of the 356B.

True or False

Excellence, Vol. 1, page 209

5. In 1961 Porsche turned its disc-brake patents over to a company that was to become the supplier of brakes for the 356C. Which company was it?

- a. Girling
- b. Valeo
- c. Lucas
- d. Ate

Excellence, Vol. 1, page 220

6. In the late fifties Porsche raced a center-seat car for the first time. What model was it?

- a. RSK Spyder
- b. 356A
- c. Speedster
- d. None of the above

Excellence, Vol.1, page 244

7. Porsche's first full year in Formula One racing was in 1961-1962 using what Type racecar?

- a. 904
- b. 356
- c. 804
- d. RS 60

Excellence, Vol. 1, page 265

8. The Porsche 904 was made as low as possible to trim its frontal area to the limits that the passenger space and tire size allowed.

True or False

Excellence, Vol. 1, page 315

9. In the Porsche 909, the driver was moved back toward the rear wheels.

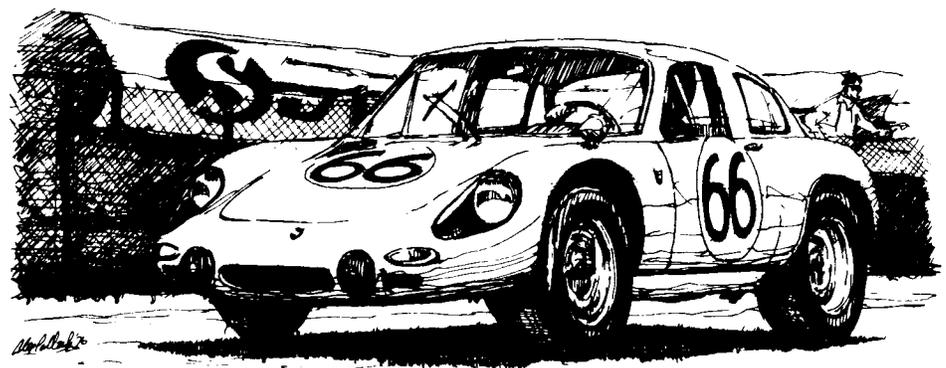
True or False

Panorama 3/01, page 55

10. The Porsche 909 and 907 share what characteristic?

- a. Driving lights
- b. Right-hand driving position
- c. Wings
- d. Twenty inch wheels

Panorama 3/01, page 60



Answers: 1. a; 2. F; 3. T; 4. T; 5. d; 6. a; 7. c; 8. T; 9. F; 10. b.

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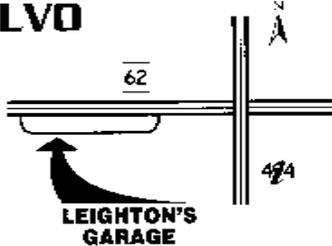
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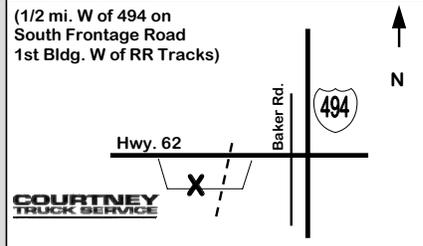


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Some Truisms . . .

Courtesy the Internet

- A good time to keep your mouth shut is when you're in deep water.
- How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?
- Business conventions are important because they demonstrate how many people a company can operate without.
- Why is it that at class reunions you feel younger than everyone else looks?
- There are no new sins...the old ones just get more publicity.
- There are worse things than getting a call for a wrong number at 4 AM. It could be a right number
- The nicest thing about the future is that it always starts tomorrow.
- Seat belts are not as confining as wheelchairs.
- I've reached the age where the happy hour is a nap.
- The trouble with bucket seats is that not everybody has the same size bucket.
- Do you realize that in about 40 years, we'll have thousands of old ladies running around with tattoos?
- After a certain age, if you don't wake up aching in every joint, you are probably dead

A Little Bit of History . . .

By Roger Johnson

Any one know where the terms First Fling and Fast Fling came from? Just curious and when I'm out of region I mention these events and am always asked where the names come from. Thanks in advance. —Michael Jekot, AGMA Guild of Motoring Artists

The name "Last Fling" has been around a very long time. More than 25 years. Maybe quite a bit more. Nord Stern had three dates at Brainerd likely since we started renting the track in 1970. The last event was called the "Last Fling" which was in the same time slot as it currently is end of September, sometimes very early October. Then the club had a June date that was called the "Invitational" where other car clubs were invited to join the event. This was the big money maker for the Region as it usually drew 100 cars which we thought was massive. (In fact, I think it was capped at 100, but I don't recall.) The Invitational disappeared in the very early 80's as our own car counts grew. The 944 charged things forever as there were large numbers of new affordable cars and our events saw a great deal of growth in the 80's. I don't recall that the spring event had a name. But, somewhere along the line in the 80's the spring event had become the "First Fling." I'm not

aware of any real significance other than it is what it's called.

The current naming convention came along with Club Racing. The "Fast Fling" is a by-product of the Club Race. Initially (1993-94) the DE participants were quite concerned about losing track time to the race run groups and were quite vocal about it. As a reaction, we went to the three day format we are using today and track time was increased. This didn't completely solve the problem as we couldn't do time trials on a Club Race weekend and there were some who were unhappy that we only had two timed events at Brainerd. We then rented the track during the week in August and called that event the "Mid-Week". We did this for a couple of years and when an August weekend became available we moved the event to the weekend. Obviously, the name "Mid-Week" was not longer fitting and the "Fast Fling" was born. For a variety of reasons, mostly less chance of rain and a better date on PCA's schedule, the Club Race was moved to August and the "Fast Fling" has been the June event ever since.

So to specifically answer your question - the names were just made up as we went along! I believe they are very fitting to the friendly, easy-going, atmosphere Nord Stern is nationally known for.

Welty. . .

Continued from page 29

"Don't be obnoxious. I'm sure it's something you think everyone should know, but I don't."

"Der is the German word for the."

"Oh. Der." I shrugged. "I don't see why it can't just be 'the', but OK, if it makes sense to you. What about 'master'?"

"The Master, eh," Karl said, eyeing me curiously. "In German, that word has special meaning. It is a position of respect you earn only after a long time."

"Perfect. That's the name for me."

Karl smiled. "OK. I think your nickname should be 'Der Metzger'."

"Der Metzger. That sounds cool," Der Metzger said. "That means 'the master'?"

"Something like that."

Der Metzger said his new nickname a few more times, and smiled. "I like it...oooops...I mean...oops again...grrrrrrr." Der Metzger took a deep breath. "That is, Der Metzger means to say that he likes his new name."

Karl's face contorted. "But I thought you were Der Metzger?"

"I...no...he...no...ummmm...yes." "Huh?"

"Look Karl, Der Metzger doesn't expect you to understand right away. Just read his article about distributor caps in the next Excellence. Good night." Der Metzger escorted Karl, who had clearly gone into one of those infinite loops that Kirk would use to destroy bad computers, to the door. "Thanks for the nickname, Karl. Good night."

Der Metzger went to sleep that night happy, and he dreamed about cattle.

PORSCHE 911: Defining Sports Car Excellence for 40-Plus Years . . . New book spotlights international high-performance icon

Courtesy, Motorbooks

St. Paul, Minn. (July 2005) – Designed to be as perfect as humanly possible, the first 911 rolled out of Porsche's Zuffenhausen assembly plant in 1964 and has defined the term sports car ever since. Today, more than 40 years later, the Porsche 911 is one of the longest-running models currently in production by any manufacturer. It is revered by fans the world over, dominating the highway, the racing scene and many a collector's garage.

Why does it hold such a coveted spot at the pinnacle of the sports car world? In *Porsche 911: Perfection by Design*, best-selling author/photographer and noted Porsche historian Randy Leffingwell adeptly answers this question, tracing the amazing story of its development and rise to international success, from the 1963 Type 901 through 2005 models. In tandem, he weaves the racing 911's rich history, where it reigned victorious at Le Mans, Daytona and many more of the world's most prestigious races. With more than 350 pages and 300 vivid color and black and white photographs, this amazing hard-cover book showcases why the 911 continues to impress enthusiasts and engineers alike.

Leffingwell interviewed dozens of former and current Porsche engineers, designers and executives – including Ferdinand “Butzi” Porsche, the father of the 911 – as well as Porsche competitors (who used the 911 as a benchmark for their own designs) to create a true, hands-on anecdotal history of the 911. Straight from the key players and decision-makers, he explains: “This book is an inside story of how the 911 came to be what it was, what it is now and how it moved through 40-plus years of evolution, growth and improvement.”

A jaw-dropping and unprecedented collection of 911s between two covers (Leffingwell and David Newhardt's stunning, full-page, color photography features more than 80 Porsche 911s) complements the text, enticing readers to an up-close-and-personal view of these exotic, wish-list cars.

Porsche 911: Perfection by Design will retail for \$50.00 (US) and \$80.00 (CAN). It will be in bookstores as of October 2005 in time for the holiday shopping season. It can also be ordered through Motorbooks at www.motorbooks.com.

About the Author

Randy Leffingwell has used his fascination with all things mechanical, a gift for writing and his immense photographic skills to create several best-selling, award-winning books. He creates in-depth, beautifully illustrated titles on cars, motorcycles and tractors, including *Corvette: Fifty Years*, *Mustang: Forty Years*, *John Deere: The History of the Tractor*, *The American Farm Tractor* and many more. His previous professional experience includes working for the *Los Angeles Times* as staff photographer for several years. He currently resides in Santa Barbara, Calif.

About Motorbooks

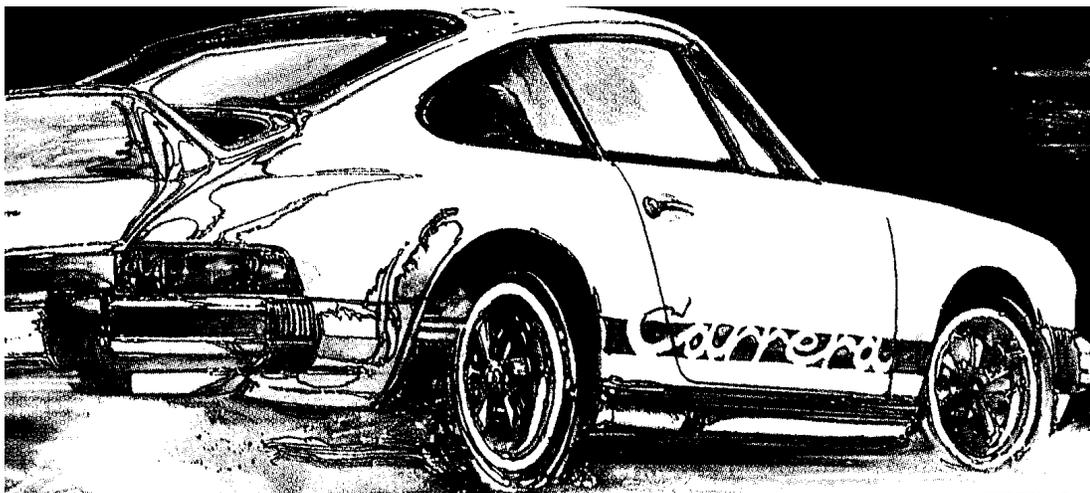
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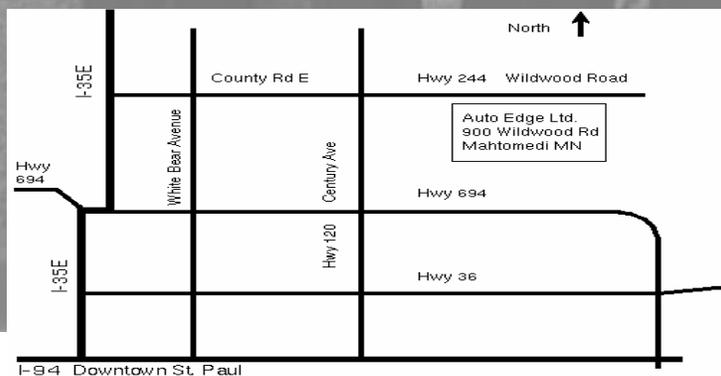
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