

NORD STERN

OCTOBER

2005



New In This Issue:

September & October Business Minutes
SE Minnesota Rally
Dealing with the 'Oh, \$#!?" Turn
Club Race Reminiscing
Dakota County/Blackhawk Results
Dues Are Due

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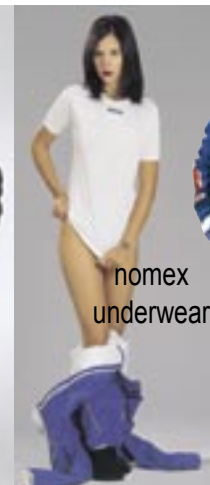
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Online issues, past and present are available in pdf format at <http://www.nordstern.org/Newsletters/index.html>

Front Cover

Caught, in the act, Nick Summer's young son, Ben already exhibits the 'car gene!' Look out, when this one gets old enough he will be well acquainted with all things Porsche! Do go online and see the photo in color.

Photo by Mike Jekot

Address changes

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Now that so many members have digital cameras, I certainly can't complain about the wealth and volume of images submitted for the newsletter. It is wonderful, to say the least. The only complaint I do have is it seems the ease of taking pictures means fewer actual articles are coming my way. This issue is a prime example of the old saying, 'A picture is worth a thousand words.' I'd say this might be a first as there are way more pictures than follow up articles about events. Which isn't to say there aren't a few 'words of explanation' as there certainly are. But the pictorial essay does predominate. Do enjoy and if you can go online to enjoy the vibrant colors in so many of these images, I encourage you to do so.

You will find photos from several early fall events the club had scheduled: the Rochester Labor Day Picnic, the Southeast Minnesota Informal Rally, an essay from this past summer's Club Race - just one more reminder as to what a great summer it was both weather-wise and activity wise. Next month I will feature our annual North Shore Fall Color Tour and the Brat Rally Part Zwei!

But most important of all, we do have our Annual Meeting and

Awards dinner scheduled at the lovely Edina Country Club (scene of the Boeder wedding eons ago!) on Saturday, November 19th. It will also feature of looping slide show of LOTS of photos from this past year. It will run during our social hour. Registration form can be found on page 11. Get it turned in! This is always a pleasant, low-key social which I encourage all members to attend - whether you have participated in a DE, or Concours or Rally event or not, it doesn't matter at all!

We will also hold our annual election of 2006 officers (didn't get a ballot stuffed in the October issue so do come and vote!). This is your opportunity to participate in the election of next year's officers.

Now we wind down a very active driving season and head into the time of year where driving our cars becomes less of an option unless you are a daily driver as we are. But never fear, soon our Winter Tech Sessions will be scheduled. Watch for info on those - always a very popular winter Saturday morning option!

It really has been a wonderful summer and fall and I trust that it has been for everyone. See you at the next event...

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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??!

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!).

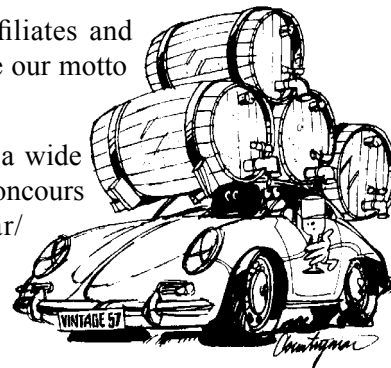
Time Trials: On course timed lap with controlled starts and exiting.

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

The last of our driving events is done for year and what a year we've had. With two autocrosses, a slow speed car handling course, two high speed driving schools, 12 days of drivers education track time, a couple of rallies, our first cruise night, PCA instructors training, a fall color tour of the North Shore, the Afton Concours on the Green, and the best BIR club race weekend ever, if you couldn't find something to wet your driving appetite this year, you weren't looking very hard. I only wish I could have made more.

Porsches are like no other car and they provide a unique driving experience. How many other cars can you drive to the track, run it wide open throttle for hours over the weekend and drive it to work on Monday? Not many. As awesome as the cars are, it's the great people in PCA and Nord Stern that make our club the special. As we shift from driving to social events, there will be plenty of opportunities to stay in touch with the friends you made over the summer and talk cars. No need to hang up all things Porsche for the winter.

Next up on our event list is the fall awards banquet November 19 at Edina Country Club. This fun event pays tribute to the best of our drivers education, rally and concours participants for 2005.

We also will be voting in our officers for 2006. You don't want to miss this event.

In a few weeks, many of you will be putting your car in storage for the winter. If you are looking for storage space or tips to winterize you ride, check out our on-line clubtalk list serve, for members only. Over the cold winter months, this on-line forum is a fun way to stay in touch with daily postings by fellow members. Topics range from technical issues and tips to trivia and humor. You can register through our Nord Stern web site at www.nordstern.org.

Many of you may not be aware, but our own Bruce Boeder has been named acting PCA National Club Race Chairman filling in for John Crosby, a New Orleans resident with a bit of clean up duties on his hands (editor's note: more than a 'bit' as anyone can imagine!). Bruce is a long time club racer and past Nord Stern president. Congratulations Bruce!

That's it for now. One more month and I step aside for incoming president Rick LaVerdiere. See you at the awards banquet.

—“Life begins at 140 mph”

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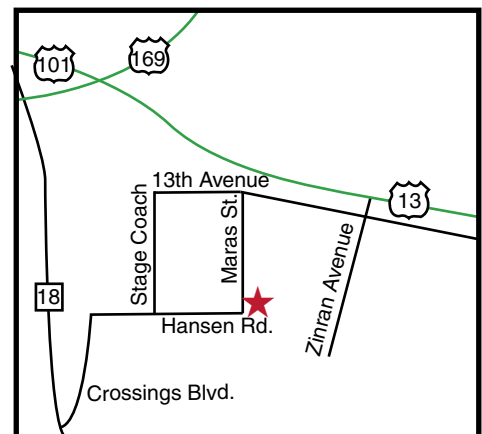
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Letters to the Editor . . .

Last Fling

Just a note to say that if you had a chance to come to BIR this weekend and didn't make it, you lost big time! Great weekend. Best weather ever and the track was just awesome. Had a great group of students for the school and, I think, based on the feedback I was given, all had a good time. As always, I'm still open to opinions.

My thanks to all of the instructors who showed up to help. It is greatly appreciated and I could not hope to run a school without your support. A special thanks to Lee Jacobsohn, who is "retiring" as the Chief Driving Instructor, for all of the administrative work that allowed me the time to set up the school. I'd also like to thank those instructors who came up and spent the weekend riding with people and helping them find those faults and increasing their learning and safety.

I am one of those students and there is no end to what you can learn. Think spring and join us at the First Fling school. It was a great year and I look forward to having a better one next year. Finally, thanks to Bret Bailey and John Perl who were the eventmasters for this event. If you want to get involved in the club, being an eventmaster is a good start and will help you understand what it takes to run an event like this. I know there were numerous other contributors to the success of this event and I trust everyone knows the contributions they have made. It has been a great track season and I look forward to next year!

—Jon Beatty

Thanks to all of the event masters and volunteers, it was one of the best weekends yet!

—Lon Tusler

Like others who have posted yesterday, I had a great time this past weekend at the track. Everyone involved, and the list is long so I won't specifically mention names, did a great job organizing all three days. Too bad First Fling is 6 months away, but sign me up!

—Dave Roberts

Thank you Jon for a great weekend, a special thanks to Rick LaVerdiere, my instructor, and to all of the other instructors and support folks who made Last Fling happen. All of the students I talked to learned a lot and had a really good time. This was my first time on the track and it was quite a learning experience. I have a LOT more respect and admiration for the skill of you racers now that I been on the track myself.

I must admit after the second run on Friday, I was close to packing it in. There was so much to remember and things happen so fast. The one thing I know for sure is that turn 3 was created by the devil, I'm sure of it. And it seemed like I just wasn't able to execute what Rick was trying so hard to tell me. Thankfully I stuck it out and by the last run on Friday, I was actually having fun.

Saturday was a beautiful day and the wind died down a little. I still screwed up #3 more times than I care to mention, but I felt I was handling the car pretty well. By the end of the day on Saturday, my arms felt like I had just completed eight straight hours of weight lifting.

I had a great time and everyone was so nice and so helpful. Thanks to all the Nord Stern members and to the other students for your support, encouragement, and help.

—Dale Trippler

Jon & Bret, A Really Big Thank You!!! The drivers training and driver's education last weekend were my first Nord Stern events and I'm thoroughly impressed.

The drivers training class was very professional from the speakers to the driving instructors. I learned a lot about driving but even more about safety and how the track operates, which I felt was the most important aspect of the day.

It's also extremely impressive to see the entire day go right on schedule. The driver's education was just an awesome two days of fun and excitement.

Please extend my thanks to all the safety and corner workers as they worked hard and probably don't get the credit they deserve. I plan to be at all of next year's events. Thanks again,

—Ben Merriman, Black 1972 911 RS Clone

On behalf of Bret and I, it was our pleasure Ben. I really meant to chase you down and get a ride in that beautiful car of yours. Bruce told me it was a real nice ride and I'm sure you're going to enjoy it more next year. I'm glad you enjoyed the school and DE. April is next!

—Jon Beatty

Blackhawk Farms DE

Our Blackhawk event is now over, and a fine event it was. Lots of high-quality track time, no incidents of any significance, good weather, good food and good fun. Nord Sterners, as usual, acquitted themselves well in the time trial, taking all five of the top spots. Congratulations to Pat Kelly, who edged out Rick Polk for FTD. Thanks to all the Nord Sterners who came. Special thanks to Roy Henneberger, who handled tech; Jim Leslie and Jim Bahner for track clean-up; Rick LaVerdiere for his capable assistance with timing, and anybody else I forgot. Two people deserve very special thanks. Ed Tripet, who drove all the way from Minneapolis just to do timing! And my co-eventmaster, Randy Hallenbeck, from Milwaukee Region, for all he does to make our joint event a success. If you haven't been to Blackhawk, you're missing a treat! Plan to join us next year!

—Ron Lewis

I can't believe I've been missing out on Blackhawk all these years! What a fun track, no time to read a book (like the straight on BIR), just brake, shift, turn, shift repeat. In and out of the woods.

Very well managed (thanks Ron, Ed, et. al.), Nice banquet, fresh brewskis, got to see a Carrera GT spin - and more. If you haven't gone, be sure not to miss next year!

—Dave Engh

Nord Shore Fall Color Tour

During the Fall Color Tour a number of club members asked about the 3M protective coating on my new Boxster S. I know many of you already have installed it on your cars, but for those who have not, I thought I would pass on this information for those who might be thinking about getting your car protected.

Susan Knudson of Auto Images, Inc. (612-716-1955) installed the 3M protective coating on my car before I took delivery of the car from Maplewood Imports. She applied the 3M protective coating on the hood, panels on both side of the headlights, entire front bumper, rocker panels, and behind both front and rear wheel wells.

I am very happy with her work. And the cost for the coating and installation was less than it would have cost me to buy the individual kits online and then I would have had to apply them myself. I am told doing the hood and the two pieces on either side of the headlights isn't too difficult, but the front bumper is NOT supposed to be easy. And that is the most expensive part. Mess that up and you have to order a whole new kit (the front bumper kit runs almost \$300).

PS, The Fall Color Tour was a lot of fun because of all of the planning and work done by John Dixon, Keith and Susan Jones, and the Robinsons. There was a huge turnout and lots of fun events and things to do. I highly recommend it and not just because I won something at the Gunflint Lodge lunch. The scenery is fabulous and so are all of the Nord Stern members who participated. Next year's FCT is Sept 22-23, 2006. Be sure to get a room reserved now, they fill up fast.

—Dale Trippler

Thanks to all who took part in this year's Tour. It was another great turnout with some new faces too! There were dozens of beautiful cars and the BEST food of any of these tours but the best part is the people we meet. This event requires a special thanks from all of us to John and his capable crew of helpers. Now if John could just get the rain under control, keep the radar traps off the road and prevent flat tires!

—Jim and Janet Thole

Had our usual great time at the Annual Fall Colors Tour. 35, or so, assorted P cars (editor's note: and several non-P cars, too!). A great turn-out and, in spite of some rain, a great time! Kudos - again - to John, Keith, and the Robinsons. If you haven't been on one of these, try to make it next year.

—Al & Shari Meyer

October 8th Nord Stern Rally

Just a wonderful and challenging and more than anything else fun event this last Saturday. As I told Phil Hancock as we were looking for a particular turn, "It gets no better than a 356 on a fun rally. I feel sorry for those newer Porsche teams." Anyway, great

day, better course and as always best friends. Next year is a go again and if you missed this one . . . get to it next year.

—Mike Jekot

Liza and I couldn't agree more! This was our first rally and L&Zwei had a great time. We will definitely be there next year. I am still not sure if it was a rally or a marriage stress test:) Thanks Lon and Lorry Tusler. Great job!

—Kris and Liza Meacham

Ditto!

—Joseph Olson

Oh, that doesn't sound good...a marriage stress test? We had a wonderful time as well. It was our first rally. We didn't know what to expect, but the instructions were so well done, it was relatively easy to follow. Easy for me to say, all I had to do was drive the car. I can tell I am going to have to do a lot more studying before next year's rally.

Shirts, drinks, friends, sunshine, and an excuse to drive my Porsche, it doesn't get any better than that. Thanks Lon and Lorry. See you next year.

—Trip

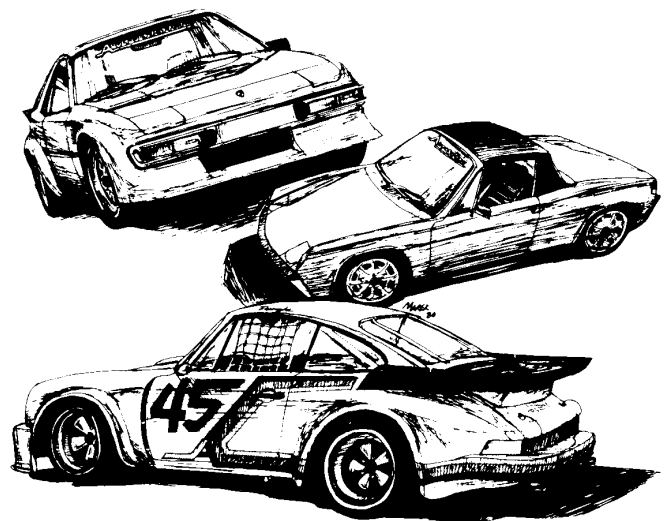
Couldn't agree more! It was our first rally and was really first rate. It was nice meeting so many of you for the first time, as well.

We'll be back with a new car next year!

—Luke Ibis & Janna Steidl

Many thanks to Lon and Lorry Tusler for providing us with a superb rally. We know that they had to spend many hours of preparation to provide a fun day for all of us. Their efforts are really appreciated.

—Jim and Sandy Tourtillotte



Hold it and They Will Come: Rochester Labor Day Bbq

Photos and text by Jeff Boehm

We had a great day and a great turn out! I know we had over 30 cars for the picnic which for sure now will be an annual event! We want to thank all who came, especially everyone that came from the Twin Cities, Northfield, Wisconsin and even Iowa. Everyone who attended please stay in touch via email so we can plan next year's picnic and more events down in the Rochester area.

(editor's note: It would certainly appear that there is now a 'new tradition' in Nord Stern. And as evidenced by the cars on the lawn, it's time to locate next year's picnic to a local public space, wow!)



◆ Please Join Us ◆

Nord Stern Annual Meeting & Awards Dinner

Saturday, November 19, 2005

Edina Country Club

952-927-7151 or www.edinacountryclub.com

Social/Cash Bar 6:00 pm
'05 Year in Review - Slide Show
Dinner 7:30 pm
Awards/ 9:00 pm
Election of Officers
Cost: \$40 per person



Dinner Choice:
Prime Rib w/slow
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Total remitted: _____

September Nord Stern Business Meeting Minutes

Respectfully submitted, Eleanor Renwick, Secretary

The meeting was brought to order by President, Chip Smith at Axel's in Roseville. President's comments: Ron Smith will fill the open board position left by Ed Hazelwood.

Pine Run meeting: much misinformation circulated. MAC, PCA, and other clubs had representatives attending who explained how their events are conducted. BIR will continue to be our home track. Re-examine possibilities when/if PR is completed.

Members have expressed an interest in on-line registration for more events. PCA is preparing the means to make this available to all regions. Will use it when ready.

Brief review of committees year to date. Some highlights:

Club Race huge success. Folders left over – for sale or maybe premiums for banquet.

Insurance: We will use extra wrist bands for club racers to avoid any confusion who should be in vehicles. Examine more closely.

VP comments: We have received approval from PCA National for a restructured, more controlled Taste of the Track program. Will require specific separate run group with participants paying a registration fee. This is an excellent program for recruiting new track event participants. Discussed possible club racing orientation run group for those considering moving up to club racing. For Next year intro to DE – work on new formula for program.

Passing rules: PCA has given approval of our passing rules. We will review for possible revision in 2006.

New Officers: Presented slate of officers for next year.

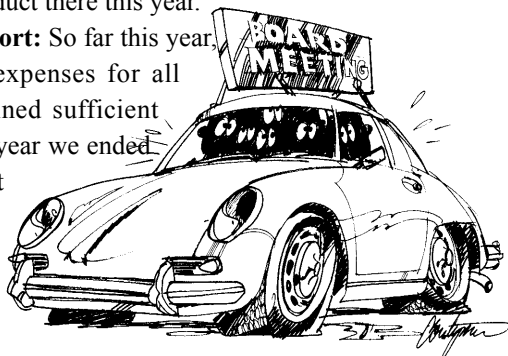
Rick LaVerdiere - President,
Cal Townsend - VP,
Eleanor Renwick - Secretary
and Jeff Bluhm - Treasurer.

Reviewed committee chairpersons for 2006.

Volunteers: Still have openings for volunteers: Advertising, possible others– call Rick LaVerdiere to help out.

Autocross: discussed increasing the number of autocross events next year if we can secure a venue. Dakota County facility was please with our conduct there this year.

Treasurer's report: So far this year, we have covered expenses for all events and maintained sufficient cash reserves. Last year we ended up with a deficit which will not be the case this year.



October Nord Stern Business Meeting Minutes

Respectfully submitted, Chip Smith, President

Social – Discussed upcoming awards dinner November 19 at the Edina Country Club.

Chip to coordinate with Rally, Timing and Concours chairs for awards.

BIR Relations - Discussed BIR dates for 2006. Club race date is fairly firm. Roger Johnson is still working of firming up the balance of our schedule. Should be similar to our 2005 schedule.

Timed Events – Participation is way up for our timed events this year. Moving timed runs to Saturday afternoon seems to be the best compromise.

Driver Education – Discussed inviting other clubs to participate in our events when needed to fill out the field. This worked well this year. Discussed success of the slow speed car handling course. Member Dave Anderson has volunteered to update our Nord Stern web site. Part of the update will include online registration for our events.

Discussed need for policies on when a member can be allowed to run solo at a high speed event after not having driven in one for an extended period of time. Safety and DE chairs will develop proposal on this.

Taste of the Track – PCA has given approval for our revised protocol on this program where members can ride with an experienced driver on the track at moderately high speed and experience the event. At Last Fling, we had over 10 people participate in this program.

Rally – Lon Tusler reported a good turn out for our fall rally. 14 total participants explored the east metro on their way to the finish line.

Concours – Approx. 50 cars showed up for the Afton Concours, 18 registered to compete. Many ideas to enhance this event next year.

Safety – Committee chair will be developing a proposal for our passing rules and window position for high speed events. Will be getting input from our corner workers also.

Autocross – Great turn out this year. Expanding the schedule is doubtful since we are not sure what venues we will have available to us. Participation by MAC and the Corvette Club helped ensure the financial success of our events this year.

Membership – 49 members have not responded to their renewal notices yet but we are adding new members.

Met Council – The Dakota County Tech College and St. Cloud Drivers Training facilities may not be open to autocrosses next year. Waiting for final word from each.

DE events – Discussed several enhancements for our drivers training program next year. Jon Beatty will develop these ideas for our 2006 season.

"Escape to the Wine Country" . . . was just that!

Dave Hamann, President Cascade Region, Zone 6

Have you ever been to an event where they just got it right? Where the details were taken care of, the planning was great and everything went off without a hitch? (Well, almost!) Well the "Escape to the Wine Country" in Santa Rosa last month was such an event!

From the hotel to the tours it was simply grand.

The PCA came up with an idea that lots of members don't have the time, or inclination to travel thousands of miles and take 2 weeks to travel to the Porsche Parade. What to do? How about shorter, regionalized Parades to entice them? The first of these was put on in August by the Redwood Region of Zone 7. Kurt Fischer, David Bunch and the rest of the "Escapees" did a heck of a job. Cokie and I have been to several National Parades and while they are a lot of fun, they tend to last too long and sometimes get a bit to "anal". Tech quizzes, Concours judges whining about diameters of generator wiring, etc. This past "Mini Parade" was the opposite. Laid back, informal and just plain fun.

They had a great hotel in the Flamingo Resort. Wonderful grounds with room to enjoy looking at the cars. A gorgeous pool and garden area with live music and conversation in the evenings. Incredible driving tours through the vineyards of the valley, with enough personal time to really enjoy the area.

The wine tour on Friday was perfect. Beautiful, twisty back roads with wineries and vineyards around each turn. A great lunch at De Lormier Winery and then back on the road. What's that? Our 356 only has 1st and 3rd gear!!! Luckily we enjoyed the whole day and it wasn't until 4 pm on Friday night that it let us down. What to do? We decided that our friends Troy & Heidi would play wingman, (wingpeople?) as we limped back to the hotel. I then remembered that at the tour meeting they had mentioned a local shop that was the official shop of the event. I called them at 5:30 pm on Friday night. "No problem Sir, bring it in and we'll fix it" Yeah, right! I had crawled under the car and realized that the rear shift coupler had disintegrated so I really had no option. Troy followed me to the shop through Bay Area Fri night traffic. The folks at A-Jax Foreign Repair could not have been nicer! I was skeptical, considering that we drive a 1965 356 and parts for these cars aren't just on every shops shelf. Robin assured me that they would take care of it. Troy and I left with our fingers crossed. Next morning from the car show I called A-Jax. At 11 am. The car was done! They had worked on the car Friday night and Saturday morning. Taken 911 bushings and milled them down in their shop and made them fit perfectly, (trust me I checked!) in our car. The car shifted like new. I know you all have horror stories of Porsche repair bills. They only charged me \$225!! Parts and labor, and they even detailed the outside of the car with Zymol because they brushed against it. If you are ever in the Bay Area and need help, A-Jax Auto Tech in Santa Rosa is the place to go. They were awesome.

The Concours on Saturday was in a wonderful grassy, shaded setting at the Luther Burbank Center. It was a low keyed affair with

beautiful cars and much more informal than the normal Parade. (The contingent from the 912 Registry was great. Lots of nice, original cars) Big Congratulations to Cascade members Jim & Elise Sheffel on taking Best in Class with their stunning 1994 Speedster! And I still think Jims Brother Paul should have won with his gorgeous early 911 Targa.

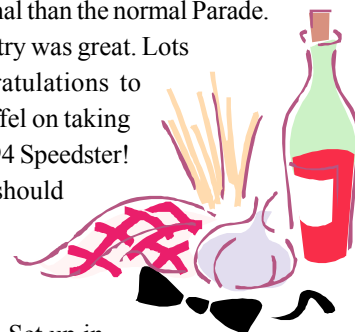
The Banquet Saturday night just carried on the laid back theme. Set up in a large Banquet hall at the hotel with round tables for 10, it was perfect for great conversations and a fun evening. (Of course the bring your own wine and no corkage fee sure helped!)

There is a tradition at the Nat'l Parade. They have every one at the Banquet stand. Then they tell everyone who is attending their first Parade to sit down. Then if it's you 2-5th Parade sit down and so on until the people who have been to 40 and more Parades are the only ones standing. At the Escape they had everyone stand. Then asked if you had ever been to 10 Nat'l Parades to sit, then 5, etc. Out of approx 350 people, there were probably 325 people left standing when they asked anyone who had EVER been to a Parade to sit. Then the speaker said "You people standing are the reason the PCA is starting these Mini Parades". It brought home the point pretty well. Most folks in the PCA have never been to a major PCA event. It was great!

And of course the highlight of the event was the participation of Alois Ruff, of Ruf Auto Centre fame, and his lovely wife Estonia with their car Yellow Bird. In 1985 Yellow Bird was the fastest production car in the world at 211 mph. And here we were following it through the vineyards of Napa on a ridiculously gorgeous blue sky day. (Did I mention we had fun?) Mr. Ruf gave a wonderful talk at the Banquet along with showing a new DVD showcasing Ruf's beginnings and philosophy as a company. The audience was spellbound. At one point they stopped the video so he could speak, but the groans and shouts from the audience were loud enough that they started the video again! It was fascinating for any Porscheophile. I emailed the company when I got back and was sent a copy of the DVD for our Region. We plan on showing it at our Welcome the New Year Party this coming January. Yellow Bird and the Rufs were definitely the icing on the cake.

Sunday was IRL Race day at Infineon racetrack. The event organizers had arranged for a Porsche parking Corral at the track and discounted tickets. We were tempted, but we decided that we'd take a more leisurely approach coming home and took 2 days back through the Redwoods and the Coast.

We had a wonderful time traveling down to and from the event with our friends and fellow members Troy & Heidi Olivadoti. The drive through the Redwoods was worth the trip alone, but add to it the "Escape" and it truly was a trip to remember.

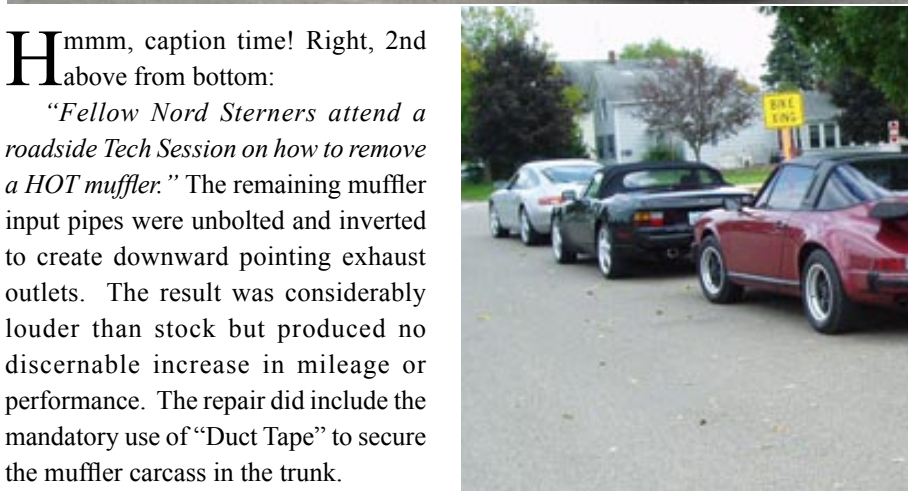


October 2nd Southeast Minnesota Rally

Photos by Sarah DeLong

A picture is worth a thousand words, here are 4 photos from Sunday Oct 2 SE Minnesota Fall Color Tour . We had great time on some great roads, color was not quite “peak” but what a gorgeous drive. Being an inclusive group note the Ford GT40 and Ferrari Testarosa in the middle of the pack. We met the Porsche group coming out of Rochester at Slippery’s in Wabasha MN for lunch. Great people great day, hope you can make it next year. See following pages for more photos!





Hmmm, caption time! Right, 2nd above from bottom:

"Fellow Nord Sterners attend a roadside Tech Session on how to remove a HOT muffler." The remaining muffler input pipes were unbolted and inverted to create downward pointing exhaust outlets. The result was considerably louder than stock but produced no discernable increase in mileage or performance. The repair did include the mandatory use of "Duct Tape" to secure the muffler carcass in the trunk.

A Little Outing . . .

by Jeff Boehm

Here are some of photos from our little Color Tour on Sunday 10/2/2005. We had 2 groups one out of the Metro and one out of Rochester with a common destination . . . Slippery's in Wabasha! We had a great day, a little windy and overcast but warm and no rain. Not as much color as we would have liked but a fun afternoon anyway. The Metro group came down the Wisconsin side and the Rochester group headed east through the Whitewater area and up Hwy 61. After lunch at Slippery's many from both groups enjoyed the roads and scenery of Wisconsin. As near as I can tell we had over 15 Porsches and a couple or "others" (a Ferrari Testa Rossa and a Ford GT). In attendance were (and I hope I have everyone). Thanks to Ellyn Foley and Andy Mulholland of Rochester for the photos.

Attending included: Jeff and BJ Boehm

Dennis and Wanda Prescher

Roger and Mikey Forland

Mike and Ann Griese

Chris and Lisa Taylor

Andy Mullholland and Ellyn Foley

Steve and Danise Mulholland

Bruce and Becky Huffer

Mike and Nancy Aldinger

Sarah DeLong and Tim Fahey

Don and Barb Nix

Michael Ormseth

Dan Mehl

Todd Ellinger

Mike and Lori Lancial

Eric Hendrix

Phil Hancock

Edwin Schweitzer

Michael Shea

David Cross

Dick Petrick





As attendee Sarah DeLong recounted, another great fall drive day with a bunch of people who love their cars and anyone who wanted to go driving which ever car they wanted was welcome. Don & his wife (Ford GT) and Mike (driving Don's 356) came from South Dakota to join us. They had a great time and felt very welcomed by everyone. Photo by Sarah DeLong.

So this is what a muffler looks like all wrapped up and traveling in style! Todd Ellinger and crew (see previous page had a little work 'cut out' for them that certainly was not planned!

Hmm, or is it a body or bag of golf clubs?? Gotta admit it could be...!

Photo, right, by Sarah DeLong,



Rick Moe's

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experience :	air cooled 911 and 356 specialist

2005 Kalender

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
- 19 Annual Meeting and Awards Dinner**
Edina Country Club
6:00 pm Social
7:30 pm Dinner
9:00 Meeting and Awards
Cost: \$40 each
Dinner Choices: Walleye or Prime Rib
Eventmasters: Kim and Keith Fritze See pg. 11

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

January

- 10 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

- 28 Nord Stern Annual Holiday Dinner**
Interlachen Country Club
Eventmasters: Kim/Kenith Fritze
Details to be announced - Save the Date!

February 2006

- 15 Nord Stern Business Meeting**
Wednesday night!
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

March

2005 14

Nord Stern Business Meeting
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

April

2006

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: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

May

2006

2005 9

Nord Stern Business Meeting
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Axel's Restaurant in Roseville***
Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

July

2005

2006

10-11 Road America Driver Ed
Monday and Tuesday
Elkhart Lake, WI
Eventmaster: TBA
Contact Phil White
rs_america@ccomcast.net or 612

***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.

2006



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PORSCHE CARS NORTH AMERICA ANNOUNCES 911 CLUB COUPE SWEEPSTAKES WINNERS

Porsche Club of America member from New York Wins Limited Edition, 381-hp 911 Club Coupe

ATLANTA, OCT. 5, 2005: Clif Rosenberry, a Porsche Club of America (PCA) member hailing from White Plains, N.Y., selected the lucky key that started the Porsche® 911® Club Coupe — the 911 Club Coupe Sweepstakes grand prize — at a drawing conducted this past weekend during the American Le Mans Series Petit Le Mans road race at Road Atlanta in Braselton, Ga. The car is just one of 50 special 911 Club Coupes created by Porsche Cars North America (PCNA) and Porsche AG to commemorate the PCA's 50th Anniversary.

Rosenberry, along with Michael J. Stafford of Lewisville, Texas, and Garrett Burch of Skippack, Pa., were runner-up prize winners, each receiving a four-day/three-night trip for two the Petit Le Mans race, including airfare, hotel accommodations, the use of a Porsche Cayenne®, VIP tickets and \$300 in spending money. Although

Stafford and Burch did not win the coveted 911 Club Coupe, they did not walk away empty handed; each received a complimentary two-day driving course at the Porsche Driving Experience, PCNA's official driving school held exclusively at the Barber Motorsports Park in Birmingham, Ala.

The 911 Club Coupe, painted Azurro California metallic blue — a modern interpretation of azure blue, a color made popular on Porsche 356 sports cars when the PCA was founded 50 years ago

— has stainless steel doorsills with the 911 Club Coupe logo, a badge on the driver's side door trim indicating its individual number in the series of 50 cars, and an X51 Powerkit that increases the 3.8-liter, flat-six cylinder Carrera S engine's output from 355 to 381 horsepower and peak torque from 295 to 306 ft. lbs.

Distinguished by its carbon fiber air cleaner housing, the X51 Powerkit boosts performance through a series of engine

enhancements including a larger throttle body, optimized intake airflow, cylinder heads and exhaust manifold modifications, changes in the control unit, and the inclusion of a sport exhaust system. The result produces a 0 to 60 mph time of a quick 4.4 seconds and a top track speed of an impressive 186 mph. Manufacturers' suggested retail pricing for the 911 Club Coupe begins at \$99,911 USD and \$145,911 CAD.

Of the 50 911 Club Coupes created, 48 were offered up for sale to PCA members. PCNA created a special website where several thousand U.S. and Canadian PCA members registered to purchase one of the cars. Of the two remaining cars, one went to the Porsche museum in Stuttgart, Germany, while the other was used as 911 Club Coupe Sweepstakes grand prize. More than 10,000 PCA members entered the 911 Club Coupe Sweepstakes.



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.



THE OWNERSHIP EXPERIENCE

Dealing With The "Oh, \$#!?" Turn

from Loeber Porsche and Jack McCall, Chicago Scene September 2005

The best way to drive unfamiliar roads is to approach everything considering the worst case scenario. I can think of nothing worse than going into an off camber (tilted toward the outside), decreasing radius (the turn gets tighter as you drive in deeper), with something slippery thrown in.

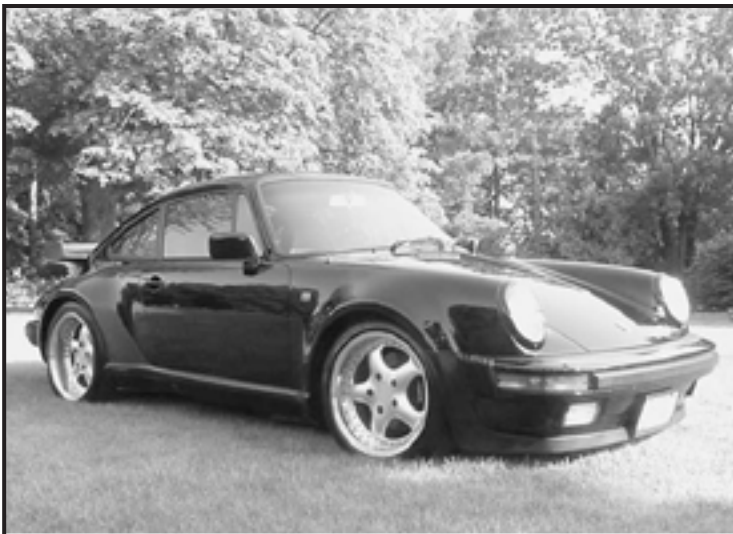
Your first reaction is to lift off the accelerator in an attempt to slow down. While this seems perfectly logical, it is, in reality, a formula for disaster. As you accelerate, you load the rear end of the vehicle (weight and energy transfer rearward). As you brake, or lift off the accelerator, weight and energy transfer forward. By taking weight off the rear, you have just lost traction. This permits the centrifugal force to push the rear toward the outside of the turn. Oversteer is the term assigned to this phenomenon. Oversteer may permit the driver to see where he's been without turning around or using the rearview mirror. You may also have the opportunity to see the horrified looks on faces of those in the cars that are now facing you and witnessing your impending doom.

Okay, what is the proper action? Your best bet is to get your Porsche aimed straight ahead and stand on the brakes. After scrubbing off as much speed as possible which has now loaded the front tires, turn into the radius as hard as you can while gently accelerating and loading the rear tires. A word to the wise, too much

acceleration will only break the rear end loose again. Even better, as an approach to all turns: in slow, out fast. You can always add speed, but you cannot always eliminate it. You will also find that your Porsche is happier in turns with your foot on the accelerator. This is best illustrated by driving uphill through a turn. You will find going uphill through a turn much more comfortable than going downhill through a turn.

Another solution is to buy a Porsche with Porsche Stability Management. The macho purists may pooh-pooh this option as training wheels, but the best driver in the world cannot brake one wheel to create a pivot point capable of correcting either oversteer or understeer. This was brought to my attention on the '03 Porsche Ozark tour more than once. An experienced driver of both road and track said his PSM kicked in twice on the trip. Both times, he felt, the system got him out of situations that he may not have otherwise been able to correct.

No matter how good a driver is, PSM can undo situations that would end up with entirely different and not desirable results. This system is worth the money. If it successfully extracts you from one bad incident it has more than paid for itself. These savings can be in embarrassment, body shop bills, pain, or worse. As with any other system, it cannot defy laws of physics. Prudent driving is still mandated.



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Zone 10



October 2005

Around the Zone

Katrina and I were fortunate to attend two fantastic Region events this month. On August 26-28, the Dakotas Region hosted their third annual *Run for the Hills* multi-region weekend. The Radisson Hotel in Rapid City, SD was headquarters for the weekend and so many fun activities were planned, we couldn't do them all. There were driving tours to the Badlands, a southern route to Mount Rushmore and a northern route to Deadwood. President Dave Nordlund and his crew worked hard to make certain everyone had a great time - and we did.

Our second fun event was the Central Iowa Region celebration of PCA's 50th anniversary at Duffy's Collector Cars in Cedar Rapids, IA. CIR has less than 100 members and over 50 arrived to share the afternoon. The cars inside Duffy's were fun, but everyone enjoyed the Porsches outside even more. A highlight of the day was the CIR video produced by David Cmelik. Tanya Meyer-Dideriksen, Region President and David Cmelik put together a great celebration and fun day.



Central Iowa celebrates PCA's 50th Anniversary at Duffy's in Cedar Rapids

Zone Rep. Nominations

Tom Bobbitt, PCA President, sent a letter to all Zone 10 Region Presidents soliciting recommendations for a Zone Representative to serve a two-year term beginning January 1, 2006. Interested individuals should contact their Region President. Recommendations are due no later than November 1, 2005.

PCA Vacancies

PCA is recruiting for the following two positions: *Sponsorship/Public Relations* for the Porsche Parade and *Goodie Store Chair* for the Porsche Parade. Anyone interested should contact Tom Bobbitt, PCA President, tom.pca@cox.net.

Insurance Cost Increase

The cost of insurance for moving events, which has remained low thanks to the relentless efforts of Ken Laborde our insurance chair for PCA, will increase in 2006. PCA National has absorbed the increases in insurance rates over the last three years. Sadly, in 2006 the rates will go up by 20% and will be passed along to the Regions hosting DE and time trial events. The rates will be as follows:

Less than 50 participants	\$300
51-99 participants	\$450
100 or more participants	\$600

Zone Tips

Below are a few tips on improving member retention:

1. Personal welcome call and letter with year's calendar of events from the Region President.
2. Registration discounts to new members for their first event.
3. Personal welcome call and letter from the Region Membership Chair with most current newsletter for upcoming events.
4. Assign an "old" member to a "new" member to call and invite to events.
5. New member meeting/orientation.
6. Recognize/introduce new members at meetings/newsletter. Photograph new people and their Porsches.

Regionfocus Vol.13, #3

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.

We will also have a meeting of all Region Presidents, or their alternates on Friday evening, October 14th. Kurt Gibson, PCA Vice President has agreed to join us and share insights.

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

PCA ZONE 10 CALENDAR

NOV

- 1 Social/Meeting (new) Nord Stern
- 2 Meeting (new) Red River
- 9 Dinner Dakotas
- 11 Porsche Night in Cedar Rapids Central Iowa
- 12 Awards Dinner Great Plains
- 12 Chili Auction St. Louis

DEC

- 3 Dinner Dakotas
- 3 Holiday Party Great Plains
- 3 Holiday Party Kansas City
- 3 Christmas Party St. Louis
- 6 Social/Meeting (new) Nord Stern
- 7 Meeting (new) Red River

JAN

- 3 Social/Meeting (new) Nord Stern
- 7 Holiday Party Dakotas
- 14 Holiday Party Central Iowa

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Club Race Reminiscing . . .

Photos by Jim Anderson (<http://www.jimsracing.com>)





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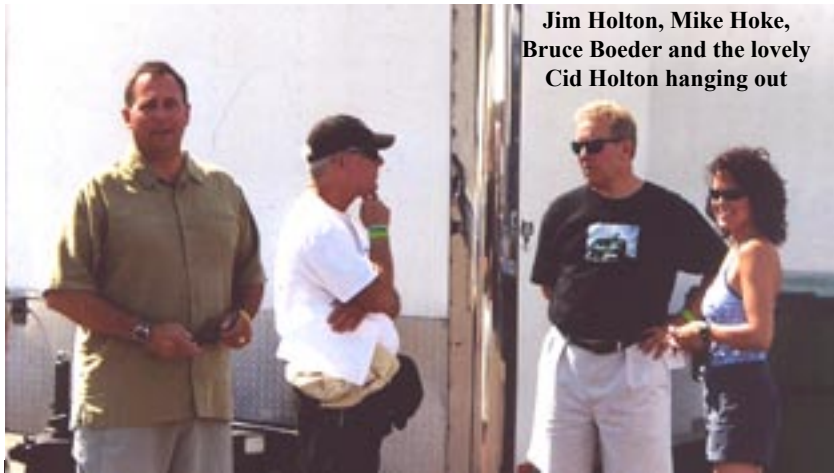
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... And Raising Significant Contributions for Courage Center!

Photos by Jim Anderson (<http://www.jimsracing.com>)



Jim Holton, Mike Hoke,
Bruce Boeder and the lovely
Cid Holton hanging out



It's not all about grease and dirty
fingernails as Lois Johnson, of
Johnson Autosport supplies the 'touch
of class' with Sunflowers



Yup, it's a 944 pulling a 944
- camper, that is! And yes,
David Grant and Vicki do
sleep in it!



... More Club Race Action

all photos by Ron Faust



Ron Smith, Eric
Pilhofer and
Eventmaster Roger
Johnson



Who wouldn't admire Mark
Brabec's Carrera GT! Left
to right in both photos, Gayle
Momchilovich, Cid Holton and
Christie Boeder

Dakota County Autocross Results

Courtesy Ed Tripet, Harvey Robideau

Thanks to Harvey Robideau for yet another outstanding job with this year's Corvette/Porsche Autocross event at Dakota County. He even created this wonderful results page

PLACE	Car #	CLASS	CAR	NAME	BEST	Overall
1	805	10M	79 PORSCHE 930	WALDEN RINGWELSKI	79.989	31
2	666	10M	97 PORSCHE 911 C4S	DICK BEERS	81.463	37
3	811	10M	96 PORSCHE 911	STEVE SABERS	86.778	75
1	969	10W	97 PORSCHE C4S	EMILY CABOT	89.483	83
1	114	12M	02 PORSCHE 911 GT2	LUIS FRAGUADA	83.186	52
1	777	2M	88 PORSCHE 924 S	JIM TOURILLOTTE	106.130	96
1	865	3M	80 PORSCHE 928S	GLEN LARSON	87.159	77
1	277	8M	83 PORSCHE 911SC	HARVEY ROBIDEAU	77.855	17
2	42	8M	79 PORSCHE 911SC	DOUG LINDMAN	91.205	88
1	193	9M	84 PORSCHE 911	JEFF LAWRENCE	79.242	27
1	56	P5	89 PORSCHE 944	ROY HENNEBERGER	90.357	86

Blackhawk Farms DE Results

Courtesy Ed Tripet

Sept 16, 2005 1.95 Miles

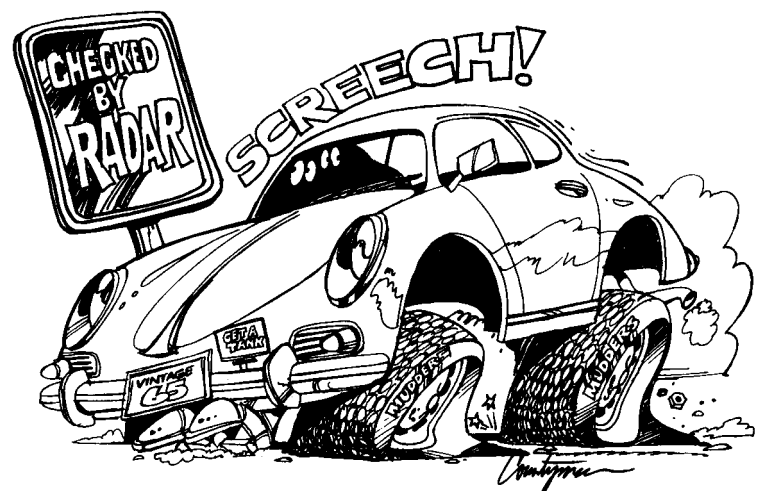
OA	CP	Class	Car#/Region	Driver	Car Desc.	Best Lap	Speed
1	1	P2	90 NS	Pat Kelly	996GT3	1:16.922	91.261
2	1	OPEN	15 NS	Rick Polk	911GT3	1:17.240	90.885
3	1	12M	156 NS	Steve Washburn	996GT3	1:18.772	89.117
4	1	P1	901 NS	Rick Polk	996GT3	1:18.797	89.089
5	1	10M	9 NS	Ron Lewis	993	1:21.320	86.325
6	2	OPEN	100	?		1:22.413	85.180
7	3	OPEN	321 OPEN	Geoff Brown	350Z	1:22.526	85.064
8	1	5M	104 NS	David Anderson	944TS	1:22.946	84.633
9	4	OPEN	12	?		1:23.032	84.545
10	2	12M	106 NS	Jim Leslie	993TT	1:23.672	83.899
11	5	OPEN	96 MW	Robert Fewel	996	1:24.363	83.211
12	6	OPEN	733 OPEN	Bruce Andersen	350Z	1:25.271	82.325
13	1	4M	170 NS	Dave Engh	944T	1:26.493	81.162
14	7	OPEN	45	?		1:26.697	80.971
15	8	OPEN	999 OPEN	Speed Racer	WRX (Mach 5)	1:28.531	79.294
16	2	4M	223 NS	Jim Bahner	944T	1:28.803	79.051
17	9	OPEN	274 MW	Robert Tobias	930	1:30.985	77.155
18	1	P5	56 NS	Roy Henneberger	944	1:31.709	76.546
19	10	OPEN	88 MW	Erik Kettloff	930	1:31.938	76.355
20	11	OPEN	913 OPEN	Frank Bleeker	WRX	1:36.995	72.374
21	12	OPEN	18 MW	Kurt Krueger	911 Targa	1:41.791	68.964
22	13	OPEN	171	?		1:48.430	64.742

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NORD STERN NOVEMBER 2005

Club Members . . . In The News

Coutesty Christie Boeder



Tech Quiz . . . General ?s

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

1. The 908 provided Porsche with its first Makes Championship in:

- a. 1968
- b. 1969
- c. 1970
- d. None of the above

Panorama 12/01, page 25

2. The Porsche 935/78 is better known as:

- a. Moby Dick
- b. Henry
- c. The flying turbo
- d. None of the above

Panorama 7/01, page 31

3. The official driving school of Porsche Cars North America is called:

- a. The Porsche Cup
- b. The Driver's Edge
- c. The Porsche Driving Experience
- d. Porsche Driving Improvement Program

Panorama 5/01, page 21

4. The new Carrera GT is built in Stuttgart, Germany.

True or False

Panorama 8/02, page 31

5. In the September 2002 issue of Panorama there was a tribute to the legendary Al Holbert. Mr. Holbert's first Porsche racecar was a model:

- a. 911R
- b. 911S
- c. C-production 914/6
- d. None of the above

Panorama 9/02, page 24

6. The Porsche 935 "baby" had a 3.0-liter engine.

True or False

Porsche 911 Story, page 270

7. Which item was not a main technical feature of the Porsche 959 when it was first announced?

- a. Four-wheel drive with variable torque split
- b. Six-speed gearbox
- c. Tiptronic transmission as an option
- d. Four shock absorbers per wheel

Porsche 911 Story, page 296

8. As part of the final testing program for the 959, a modified prototype was entered for the 1986 and 1987 Le Mans races. What model designation did it have?

- a. 960
- b. 961
- c. 964
- d. None of the above

Porsche 911 Story, page 313

9. The Porsche 904 was the best-placed 2.0-liter sports car at Sebring in 1966 and was first in the sports category at Daytona the same year.

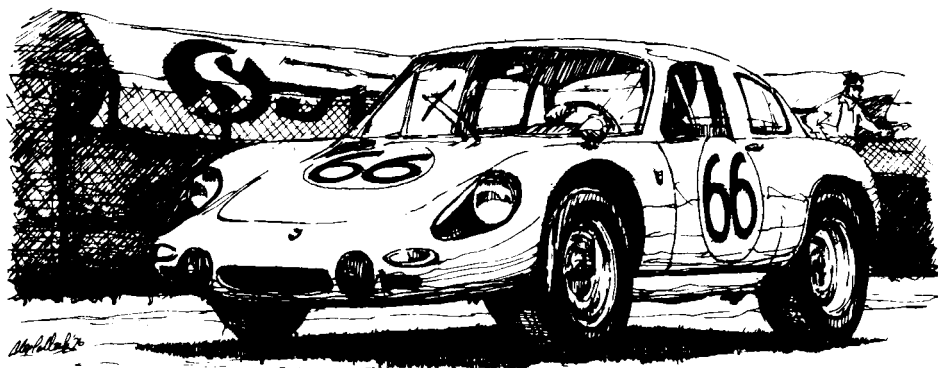
True or False

Excellence, Vol. 1, pages 327 and 331

10. The four-cylinder Type 912 Porsche was more popular than the more expensive 911.

True or False

Excellence, Vol. 1, page 351



Answers:

- 1. b
- 2. a
- 3. c
- 4. F
- 5. c
- 6. F
- 7. c
- 8. b
- 9. T
- 10. T

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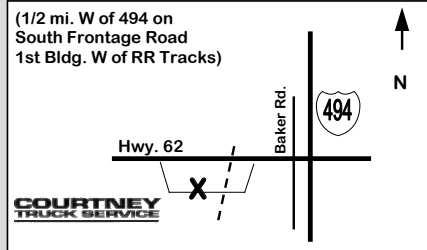
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PCA To Stop Production *Of Up Fixin'*

Roger Johnson

Due to strongly reduced member demand for *Up Fixin'*, the club will stop producing new hardcopy volumes of the books which contain the technical material which has appeared in *Panorama* over the years. Additionally, we will make available to interested members, regions and zones for shipping and handling costs only, complete sets of the manuals until supplies are exhausted, or until January 31, 2006, whichever occurs first (approximately 900 sets). Subsequent to that date, any remaining inventory will be disposed of. Members wishing to pick up a set of the volumes at the national office in Springfield may do so and avoid the shipping charges (please give several days notice). Distribution will be restricted to one set per interested member to facilitate the widest distribution of remaining volumes to our members. Contact the offices to order a set if you desire one. Once the sets have been spoken for, there are also single copies available of most volumes other than volume 6 - no restrictions on numbers requested. Shipping and handling is \$25/US, \$35 Canadian, \$50 International -- must be paid in advance by check or credit card. With the wide acceptance of the internet by our members, it appears that online technical material is of higher interest to PCAers. This

is evidenced by the strong popularity of the technical section of our own PCA website. A number of sets of the manuals will be retained for historical purposes, and to support the transfer of the material to online media if an economically viable method of doing so is developed. The inventory value carried on PCA's books at the cost of printing (accumulated over many years and now approximately \$209K) will be eliminated this year consistent with advice of our accountants. Elimination of this inventory will reduce PCA's ongoing storage costs by approximately \$6K yearly and reduce the need for required storage space.

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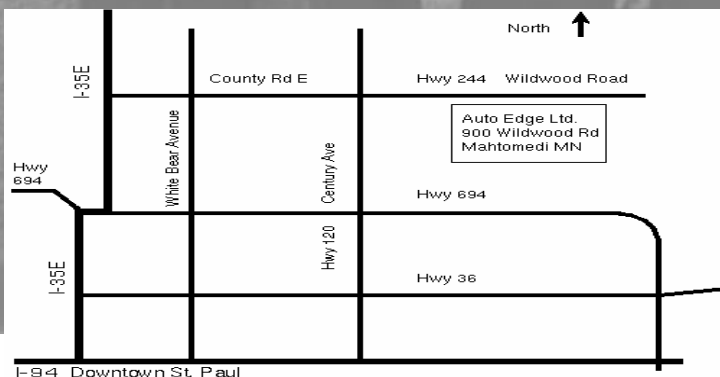
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