

NORD STERN

FEBRUARY

2006

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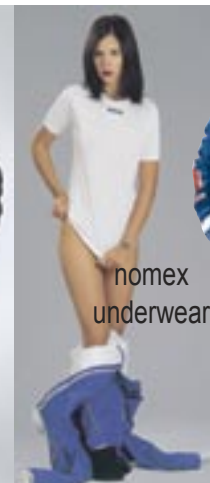
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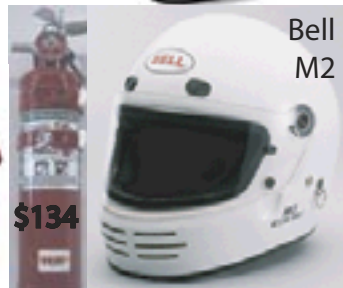
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**Front Cover: Bob Kosky works at this Nurburgring corner station 'Flug Platz' (flying place) - which is aptly named! Even though it's a BMW, this is a beautiful photo.
Photo by Bob Kosky**

Address changes

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As always, I have left this column to the absolute last. Currently we are actually out in Utah skiing at Snowbird which is up a canyon from Salt Lake City pursuing one of our other passions in life. The skiing is great, good snow and not freezing cold, and what's particularly appropriate about skiing is it fills in these months when we can't seriously drive our 'P' cars. Plus we happen to be staying with someone we actually met through PCA - another instance of 'it's the people!' So while we are exploring pockets of uncut powder, the subject of cars comes up frequently. I received this little article from John Phillips, Zone 10 Rep, and thought I would share it here in this column as I know many members can totally relate - and since I grew up in Detroit - Motor City - I loved this bit as I fondly remember many neighbor guys working on heavy metal cars!:

"I had an experience recently that instantly transported me back 45 years. It was one of those moments we have all experienced whether it is a smell or sound or an old song, your mind takes you to a special place that only you can go.

Ralph Woodard and I were at CARS (Classic Automobile Restoration Service) in Omaha and they were working on a custom

built car. A small block Chevy Corvette engine powered it. They asked, "would you like to hear it?" "Yes," we immediately replied. A few cranks and it roared to life. Suddenly, I was standing in the driveway at 35th Avenue in Sacramento, CA and it was 1960. My brother and I had partially restored a 1929 Model A and dropped in a small block Chevy Corvette engine. After months of work, we were ready to start it up. A few cranks and it woke up the neighborhood. That rumble, smell and exhilaration gave me goose bumps then and it did again at the CARS workshop. For a moment, just a moment, I was 15 years old again and excited just to hear the sweet exhaust sounds of an American V-8. Just as quickly, Curt shut the engine off and I was back in Omaha and 59 years old. Of course, I didn't share my excitement with everyone. They would have thought me stupid. But, the more I thought about it, the more I realized we all have those special moments inside of us and it becomes even more special when you share it. Car people share a unique bond that others don't understand. If you're a car person, you can probably relate to this story. If not, you probably think, "this guy ought to get a life!""

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Welcome

Welcome . . . New Members

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



Jesse LaDousa
Minneapolis, MN

Brad Schaan
Farmington, MN
1990 911

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!).

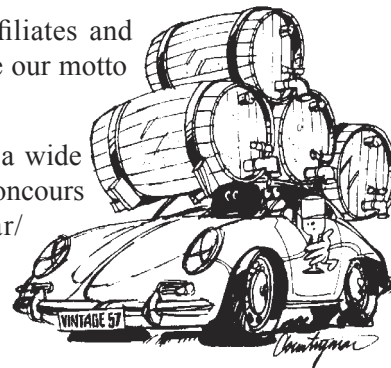
Time Trials: On course timed lap with controlled starts and exiting.

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 month of February is the precursor to spring. It is known as the shortest month, and for having St. Valentine's Day and President's Day. It is the month for the Presidential birthdays of Washington, Lincoln, and me (the 24th for any who care). Having seen more than 50 Februarys, I have witnessed a consistent meteorological change from the beginning to the end of February. Over the course of 28 days (29 days every four years), the daylight hours lengthen significantly, the sun rises higher in the winter sky, and a genuine thaw occurs. The deep frigid cold of winter slowly gives way to the milder temperatures of early spring. Cabin fever sets in and the urge to drive our cars rises. The pace to complete our winter's long "to do" list accelerates as spring will soon be upon us.

The Nord Stern Holiday Party at the end of January was well attended and gave Lisa and me the opportunity to visit with old friends and to meet with new ones. Keith and Kim Fritze, our Social Chairs, were exceptional hosts and provided a wonderful program at a great venue, the Interlachen Country Club. Our honored guest, NASA Astronaut Colonel Curtis Brown, provided us with a sense of adventure and daring in recounting events from his numerous space missions. Needless to say, there are very few people in the world who get to live the life of adventure that they dreamed of as a child. It was a unique experience to meet him and an inspiration to hear of his life's journey.

Shop Relations Chair, Andy Busche reports a successful tech session on club racing at Auto Edge. Bob and Pam Viau always provide our members with an annual tech session that is entertaining and informative. Andy's next tech session is the formal unveiling of the new Porsche Cayman at Maplewood Imports on February 18. This is a great opportunity to see the latest edition to the Porsche lineup and to meet with Maplewood Import representatives and Nord Stern members.

Membership Chair, Steve Sherf, has scheduled the new member social for March 1. I encourage all members to attend, especially new members. This is an opportunity to learn about the various club activities available to Nord Stern members. Nord Stern has something of interest to offer every member.

As many of you know, the Nord Stern 50th Anniversary is in 2009, and is fast approaching. It is not too early for us to begin planning for this special event. I will begin the process by appointing a 50th Anniversary Celebration Committee and a Club Historian this year. I envision the first step to be a "window back in time" series of articles beginning in 2007 to give members a historical perspective through prior articles and reports from the Nord Stern archives. Members who have an interest in this project, may contact me, or Christie Boeder.

Since February heightens our expectations of spring, 2006 begins the anticipation for a celebration of Nord Stern's 50th Anniversary.

Announcing 'The Milwaukee Cup'

The Porsche Club of America (PCA) Milwaukee Region will conduct a PCA Club Race and associated activities for the days of June 9-11, 2006. "The Milwaukee Cup" will be hosted at the Autobahn Country Club (South Course) located in Joliet, Illinois.

The weekend will include Driver Education and Test & Tune sessions on Friday. The Enduro will be run on Saturday with Sprint Races occurring on Sunday. "We are excited about conducting our first Milwaukee Region Club Race at the Autobahn. Its location just southwest of Chicago, IL will allow members from numerous PCA Zones to easily participate," said John Fried, Club Race Chairman.

"We are also pleased that Kohler Company has signed on as the major title sponsor of The Milwaukee Cup. The Kohler Company is headquartered in Wisconsin and we appreciate its financial support," stated Fried.

For information about The Milwaukee Cup, please contact John Fried, Club Race Chairman at: JTFried@wi.rr.com or 414-453-8653.

For additional promotional material, please contact Dan Matre, Publicity Chairman at: dmatre@wi.rr.com or 414-774-2264.

To learn more about the Autobahn CC visit: www.drivefastbesafe.com or call 815-722-2223.

For additional information about the Porsche Club of America visit: www.pca.org and the PCA Milwaukee Region at: www.porschpark.org.

Letters to the Editor . . . A.K.A. ClubTalk

Synthetic Oils Tech Session

I personally wish to thank all who came to Bob Johnson Autosport this last Saturday evening for art and racers. The response as you may know was, well huge! I counted at one point at least 100 in attendance. Bob came up to me

later and told me that not only did lots of folks come but they stayed...many till after 10:30!!!

I hope all who did come were not disappointed and those that missed this event will reconsider next time we do it. Hopefully we won't wait another five years.

Again, thanks to all who came as well as those that helped me set up and take it all down. Mike

—Michael Jekot, AGMA
Minneapolis, MN
1964 356 C coupe

<http://www.reconstructions.com/>
Society of Automotive Historians No.2765
Guild of Motoring Artists

We should be thanking you and Bob and Lois; nice party, nice garage, beautiful original artwork. Who would have thought of the Nord Stern crew morphing into the trendy art gallery scene?

—Ron Faust



**Lovely
lines!
Photo by
Ron Faust**

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Nord Stern January Business Meeting Minutes

Respectfully submitted by Eleanor Renwick

The meeting was brought to order by Vice President, Cal Townsend.

Chip Smith gave a brief report from the Board. Votes are in favor of the slate of officers presented for 2006, who will be officially installed at the Holiday Party on January 28. We begin the year in good financial shape. Committee Chairs are expected to stay in budget for each of their respective events.

Committee Reports:

Autocross: 2 events are planned at Dakota County. Other venues have become very expensive and rental is not cost effective. Rules no longer contain a low speed event requirement.

Brainerd International Raceway: no date in June. President, Rick LaVerdiere is discussing a joint event with the Great Plains Region, similar to Blackhawk.

Concours: Dale Trippler is searching for a suitable location in the west Metro area. He would like to have plans in place to allow for extreme publicity; he has excellent support from previous event masters. He wishes to expand classes, to have a tech session, and to gain dealer support through club liaison, Roger Johnson.

Club Racing: no track pricing is available from BIR as yet. August 4-6 dates are scheduled; there is some overlap with this year's Parade.

Driver Education: ambulance is confirmed for BIR events. Phil will confer with safety regarding entry/exit to track – it will be consistent for all events. He would revise the registration form to obtain the correct information on previous experience and qualifications. The registrar, Dave Anderson, is working on registration Online. Make sure someone is assigned to take care of the social hour at each event.

Membership: renewals are going well. Steve Sherf requests all committee chairs to attend the new member social March 1, at the Edina Davanni's (see Nord Stern).

Met Council: 2 events are planned. They too, experienced the same constraints we have with venue pricing.

Newsletter: please send all types of material for inclusion in the newsletter. Contributions are much appreciated.

Rules: the Board has approved changes to the rules. Highlights include car classification and modifications similar to Club Racing, with a class added for the Cayenne – D car. The low speed requirement has been eliminated. A driver running a second car for timed runs, must be registered. Helmets must be Snell 2000 or newer.

Tech Sessions: are planned through April. (See Nord Stern Calendar)

Social: Holiday party on January 28 has a medium response so far. Will announce on Club Talk.

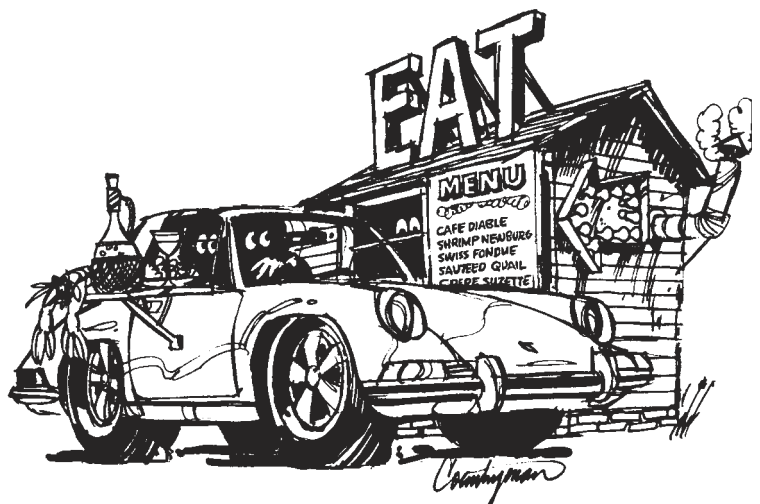
Safety: met with corner workers. The same group will return, with the addition of one more person in the budget to provide more coverage in the mornings.

Taste of the Track: will take place under new name and organization. It will be run similar to Last Fling with a special session for participants.

Touring: Still organizing drives for spring and fall, with some exploration north and east of the Metro area. Some Sponsor assistance has been offered by Maplewood. Dates will be announced at First Fling. Member ideas are welcome.

Open Discussion: "Pinks". Scott Anderst will explore the cost/revenues of filming an episode at BIR – maybe renting our timing equipment. He will report at the next meeting.

No other committee reports. Meeting was adjourned.



English Motoring 101

by Micheal Bennett, Kansas City Region, *Der Sportwagen*, January 2006

I'm a car nut, oh and a motorbike nut, actually a nut about anything with an engine that goes fast. Any self-respecting car nut knows about Speed Channel. It used to be called Speedvision and was dedicated to all kinds of different and unusual motorsport, and the bonus was that it didn't cover NASCAR. Unfortunately, with the name change came NASCAR. Oh well, it still has lots of cool shows. One of my favorite shows is Fifth Gear, an interesting little show from over the pond. When I was growing up, it was called Top Gear—seems as though name changing isn't new. If you've watched the show, you may have been confused with some of the terminology, such as: boots, bonnets, wings, etc. Just for fun, here's a beginner's guide to English motoring.

"Saloon" is the English car term for a coupe, or a fixed-roof, 4-seater car, as opposed to an "Estate" which is a station wagon. But then again, saloon to an Englishman could also mean wildest bar, and estate is something that the Queen has many of, and they are not cars. Now, even I am confused.

The "Boot" (in car terms) is the storage area at the back of a saloon, known in the US as the trunk. The bonnet is at the front end of the car covering the engine, known here as the hood. A car has four wings, two at the front and two at the back, known here as fenders. In England, it's illegal to take to the road with missing wings, bonnets or boots. I was amazed seeing cars in America driving around with bodywork missing and the police taking no interest.

In England, trucks are not trucks, they are lorries, and both cars and lorries drive on the road with pedestrians walking on the pavement. Unlike America, people are encouraged to walk, so there are pavements everywhere.

So much for the basic terms, now for driving styles. Interstates here are motorways/dual carriageways, and so far toll roads don't exist (trust me, there's more than enough revenue from road tax and tax on gas). When driving on these multi-lane roads, the rules are pretty simple: you stay in the slowest lane unless you are overtaking a slower car. Once you're past the slow car, you move back to the slowest lane. Overtaking on the wrong side is a serious offense, which the Bobbies (cops) will not take lightly. If you happen to come up behind a driver who has forgotten the simple rules, then a simple flash of the headlights is generally reminder enough. Flashing of lights and use of the encouragement button (the horn), is used in Europe to aid communication, and encourage good driving—it's not a challenge to the other driver, or demonstration of manliness or womanliness (is that a real word?). In England, if you feel the need to gesture, then the bird is replaced by the two-fingered salute: V sign that means F@#\$ off. Careful how you use it though, as it's a much stronger statement than the



bird, and much more likely to offend.

Talking of lights, there is high beam and dipped beam, fog lights and driving lights, side lights and parking lights. It's very discourteous to drive with your high beam or fog lights on when there's oncoming traffic. Fog lights are reserved for, you've guessed it, FOG!!! Why then is it common to see people driving in America with fog lights on when there's no fog??? Fog is a far too common event in England, to the extent that cars are required to have high intensity rear fog lights, and believe me, they are a lifesaver.

People often ask what it's like driving a right-hand drive car, and what the pedal layout is like. Well, in the UK, the accelerator pedal's on the left and the brake's on the right. Just kidding. The pedal layout is exactly the same. In the UK, if you pass your driving test in an automatic, then you can't drive a manual. Automatics are reserved for the ladies or lazy drivers; no self-respecting "real driver" would drive an auto. Passing your test in a manual allows you to drive either. One part of the test in a manual is a hill start. Driving rules require you to use the hand brake when you stop on a hill either at a stop sign or red traffic light. To get going you have to use a combination of clutch, throttle and hand brake to make a smooth start. Any moving backwards is cause for failure.

Most cars in Europe are still manual transmission. With gas prices at least three times the US pricing, fuel economy is a high priority. Cars in Europe operate on petrol, not gas, unless it's LPG (liquid petroleum gas). Mention gas to an Englishman, and he probably thinks you're talking about natural gas (cooking or heating) or the side-effect of too much Guinness. One gallon is eight pints, 160 fluid ounces or 4.54 litres. A US gallon is 3.78 litres, go figure! With a gallon of liquid gold at over \$8, there aren't many Hummers around (not that you could get them down the streets anyway). Diesels are very popular as diesel, or DERV, is less expensive than petrol, and the cars are much

more efficient. Micro cars are popular for the same fuel-efficient reasons. One of the last cars I owned just before I left England was a Daihatsu Charade, which was a one litre, three cylinder diesel that approached 70 mpg. Imagine a PCA race weekend where you're doing maybe 5 mpg and consuming 20 gallons per day. Oh, how I love America!

European cars, (at least until recently) didn't have cupholders. The thought of trying to drink, or eat a Big Mac, while attempting a hill start or changing gear 10 times a minute is inconceivable, nevermind difficult, unsafe and illegal.

All cars in England are inspected annually, which is called the dastardly MOT (Ministry of Transportation) test. It's the same idea as the state mechanical inspection here (editor's note: this is Kansas!), except they require a little more than just a round black thing at each corner. Headlights are checked for alignment (don't you hate being in your Porsche and being dazzled by a truck or SUV with misadjusted headlights). Rust is a big problem in the UK, not surprising as it rains nearly every day. Any holes are cause for an instant failure. Brake performance is tested on dyno rollers (each corner) including the hand brake (you need that for the hill starts, remember).



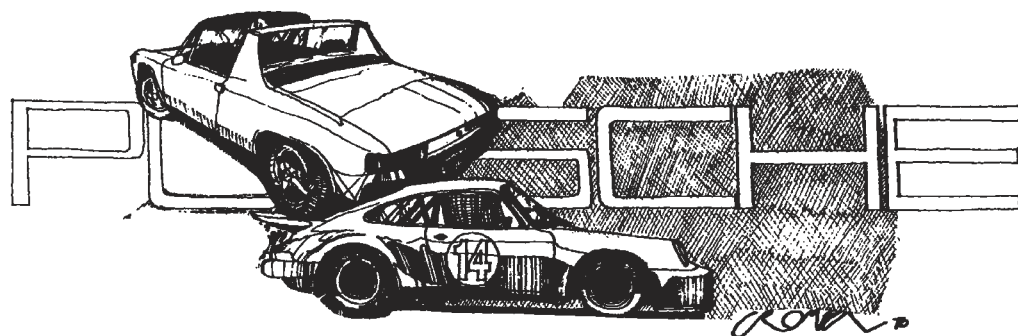
When it comes to technology, the Japanese have Nippon Denso; the Germans, Dr. Bosch; whereas, the British gift for electrical systems was Joseph Lucas, also known as the Prince of Darkness. However, the British have provided some positive motoring talent: Lotus, Cosworth, McLaren to name a few, and most of the F1 teams are still headquartered in England. Colin Chapman's (Lotus) theme was "lighter equals faster," which is equally as true today as it was when he was alive. Chapman used a lot of composite

materials (fiberglass in those days) and aluminium (al-u-min-I-um) not aluminum (a-loom-in-um). Aluminium has the same spelling style as the other metals like titanium, cadmium, vanadium, etc., it's pretty simple. I guess dropping letters is an American thing as the correct spelling for color is actually colour. Talking about language, what's with vehicle, (v-hi-cull), Missouri (Mi-zoor-a) or even Arkansas (Ar-

cun-saw). I guess it's no different than to-ma-to/to-mar-to.

So that's English Motoring 101. Now, you're probably more confused than ever. It's interesting that England and America are two countries not only separated by a common language, but also a common interest in automobiles.

Happy Valentine's Day



Calling All Nord Sterners!
(and people thinking of joining the club)
Have You Recently Joined?
Are you Interesting in Learning More
About the Club?

We have THE Event for you!

2006 New Member Social!

Wednesday, March 1, '06

6:30 p.m.

Davanni's Pizza

in Edina (south side of Vernon Ave., 1 block west of Hwy 100).

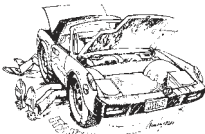


Meet other members of the club, talk to the 'old timers' and get the scoop on Club activities and events. There will be short presentations on:

- Driving Schools
- Concours and Rally
- Social Events
- Touring
- Low Speed Autocrosses
- High Speed Track Events
- Club Racing

Cost: \$7 per person includes a pizza buffet and soft drinks. Other items and beverages may be order a la carte.

Please RSVP with Membership Chair Steve Sherf at 952 471-1054 by Monday, February 27, 2006. Just leave your name and number of guests that will attend. Send no money - pay at the door.



Saturday, February 18, 2006 (note correction of 8 to 18!)

Maplewood Imports: 10:00 am to Noon
Instantly Porsche! - Cayman S Intro



**Come See the Newest Porsche
Techs on hand
2873 Hwy 61 N.
651483-2681**

Winter Tech Sessions: Eventmaster: Andy Busche 612 824-3547 or andrew.
busche@watsonwyatt.com

Saturday, March 4, 2006

Carousel Porsche: 8:00 am to Noon
763 744-9191

Annual Swap Meet

- The Tech Seesion all the wives/significant others love!
- Clean out the Garage One man's leftovers is another's Treasures! Buy/Sell!
- Call now to reserve your table
 - Shop 'til you drop!

Winter Tech Sessions: Eventmaster: Andy Busche 612 824-3547 or andrew.
busche@watsonwyatt.com

Porsche Enthusiast!



Pictured beside his trustworthy 944 Turbo S is Ed Hazelwood, past president of the Nord Stern Region. Ed knows what it takes to run our club efficiently and that's why he chose Mortgage Marketing for his financing needs!

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*Mark Your Calendar!
Don't Miss This
Year's Club Race
August 4, 5, 6, 2006*



Synthetic Oils 2006 . . . An Event Where Art and Science Merge

by Andy Lindberg, Inter Marquee Monthly, February 2006

Michael Jekot calls Minneapolis his home, art his profession, and Porsches his passion. On January 7, his profession and passion were on display at Johnson Autosport in Shakopee. Why didn't he hold his show in a gallery like most artists do? Mike explained, *"At a gallery you spend all your time trying to explain to people why you paint cars. The people that come here, they understand."* It was true. Most of the attendees clearly understood not only why an artist would paint an automotive scene, but that the subject is one that deserves artistic interpretation. None of the attendees was dressed in art show chic (black pants/black shirt/black shoes/black beret/black cigarette holder); most of them could tell the difference between a Porsche 356 and a 917.

Mike does a lot of his work in acrylics, hence the title of "Synthetic Oils." This is a flexible medium and, in the right hands, can look like a traditional oil painting, a traditional water color, or something between or beyond the two of them. The signature piece for the show was "Early Victory," a large acrylic of the 1952 Liege-Rome-Liege Rally. The early 356sl in the picture came in first in that rally, winning over many much more powerful cars.

Much more time-consuming, however, was the picture that appears to its left in the cover photo. The reflections on the side of this red Porsche Turbo took a very long time to get right. But the labor was worth it. The reflections in "Concours Strategy I" are not only eye-catching but more real than reality could ever hope to be.

Speaking of reality, Mike currently owns and enjoys a 1964 Porsche 356C Coupe and a 2000 Porsche Boxster. More on Mike can be found at www.reconstructions.com. He doesn't do Porsches only, so if you'd like to commission a work on your

favorite vehicle or race, give him a call (612-940-3534) or e-mail (jekot@bitstream.net). Two other things need to be mentioned before this story closes. First, Mike's son Mark had some very nice photographic prints on display. Contact him through Mike.

Second, Johnson Autosport, had an assortment of wicked race/rally 911's to admire. The shop, run by Bob Johnson and his son Matt, prepares and maintains racing Porsches. It's a different feeling, and kind of humbling, to walk into a shop without one daily driver in evidence. (editor's note: while it is certainly true Bob has made his reputation based on his superb knowledge and expertise with 911 racing perfection, he certainly does know and work on those daily drivers! The Boeder '93 C4 feels quite at home at Johnson Autosport!

Also, InterMarquee is an e-newsletter that has been around for about 5 years now, according to Editor Andy - circulation is via email and no cost, feel free to contact Andy at andy@earthlink.net with your email address and, as he says, the secret message 'subscribe me to the monthly!' Some fun stuff in the newsletter!)

Art Show -- Book Review -- Italian Job -- Tech Sessions



Right: Becky Bailey and Editor Christie were only 2 of many having a very good time surrounded by art and cars! Photo, Ron Faust



Car Number Assignments . . . And How to Request A Change

by Dave Anderson, 2006 Nord Stern Registrar

With the 2006 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers are returned to the pool for re-allocation based on the policies and procedures listed below.

Please help to keep this data set up to date. If you have an existing number, please review the attached list for accuracy. If a number is assigned to you that you are no longer using, please let the Registrar know.

Procedures to obtain and maintain a car number assigned to a driver:

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- New drivers will automatically be assigned a 3-digit number when they register for their first event. This number can be exchanged for an unused number the next year following the normal allocation process.
- Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.

- Duplicate number requests will be resolved by seniority based upon the number of years each member has been in the Club.
- Drivers will be notified of their number assignment by email or phone shortly after all requests have been processed.

Questions about car numbers and their assignments should be directed to the DE Registrar:

David Anderson

Phone: 612.850.7411

Email: registrar@nordstern.org (david@anderson.com)

Car Number Change Request Form

Requests for new numbers for the upcoming season should be postmarked no later than April 15th. If you are sharing your car, you need to fill out a form for each driver. Please select three (3) numbers, listing them by preference.

Last Name	First	Car #	Boeder	Geoffrey	403	Dekutoski	Mark	855	Gale	Brian	286
Adams	Greg	633	Bogema	Bruce	168	Dekutoski	Michael	856	Galey	Dave	7
Anderson	Cliff	38	Bowers	James	705	Delong	Sarah	854	Galey	Elliot	927
Anderson	David	104	Bowers	Michael	105	Dodson	Darryll	259	Garske	Jeff	761
Anderst	Margo	197	Brabec	Mark	306	Doyle	Dennis	185	Garske	Steve	61
Anderst	Scott	19	Breakey	Jim	89	Doyle	Dennis	638	Gault	Dara	635
Arhart	Jim	16	Brewer	Michael	210	Doyle	Nathan	631	George	Peter	158
Bahner	James	223	Busche	Andrew	850	Drake	Marsha	256	Gette	David	187
Bailey	Becky	302	Butler	Bob	996	Draper	Justin	6	Gjerdingen	Scott	132
Bailey	Becky	821	Carideo	Tony	188	Draper	Ron	62	Greene	Jerry	37
Bailey	Bret	82	Carlsson	Hakan	823	Dvorak	Chris	97	Greene	Jerry	263
Barclift	Adolf	886	Carlsson	Magnus	875	Dvorak	Chris	20	Groschen	William	300
Barclift	Jill	887	Chadwick	Randall	287	Dvorak	Susanne	120	Gruebele	Keith	185
Barker	Bob	36	Chadwick	Randy	944	Elsing	Rodney	155	Guettler	Greg	116
Beatty	Jon	17	Cirillo	Nick	35	Engh	David	170	Hagen	Jeffrey	894
Beatty	Nick	917	Cirillo	Susan	135	Erickson	Don	621	Hall	Loran	138
Beaumont	Curtis	308	Clark	Garfield	180	Faust	Jon	472	Hanson	Andrea	118
Beeman	Gary	209	Cleppe	Mark	853	Faust	Ron	47	Hanson	Brian	110
Beers	Richard	666	Corson	Richard	145	Fischer	Ken	926	Hanson	Steven	830
Benedict	Jack	893	Courtney	Mike	131	Fleming	Bob	8	Harding	Mark	297
Benson	Jim	58	Cousins	John	34	Fraguada	Luis, Jr.	141	Harralson	Bill	127
Benson	Kendall	48	Crumb	Betty Ann	159	Fraguada	Luis, Sr.	114	Harralson	Bill	639
Berard	Bill	993	Crumb	Kim	59	Fraguada	Vilmarie	411	Hayden	Steve	858
Binek	Paul	1	Davis	Stephen	75	Fresh	Brad	184	Hazelwood	Ed	271
Boeder	Bruce	3	Davis	Stephen	871	Fresh	Gregory	83	Hazelwood	Frank	671
Boeder	Christie	31	Dekutoski	Mark	202	Fritze	Keith	492	Hedeen	Jason	218

HennebergerRoy	56	Lewis	Brian	241	Puffer	Jacob	900	Townsend	Cal	885
HennebergerRoy	138	Lewis	Ronald	9	Puffer	Pete	824	Tripet	Ed	250
Hoel	David	Lilja	Phil	212	Read	Mark	951	Tripet	Edward	44
Hoke	Mathew	Luehmann	Jay	63	Ready	Chuck	79	Tripet	Shawn	65
Hoke	Michael	Lunde	Bob	54	Rebane	John	43	Tripet	Shawn	275
Holm	Chris	Lunde	Bob	311	Reeder	Guy	5	Trippler	Dale	987
Holm	Chris	Lysaker	Glenn	150	Rempfer	Tom	918	Turkbias	Jay	0
Holton	James	Macaluso	Michael	330	Rempfer	Tom	945	Tusler	Lon	224
Houghton	Todd	Macaluso	Michael	852	Rempfer	Tommy	845	Vazquez	Edmund	911
Houston	Bob	Macfarlane	Ron	766	Renwick	Eleanor	166	VeLure	Jill	76
Hubbell	Kelly	Marlow	Ken	182	Roberts	David	113	VeLure	John	14
Hubbell	Platt	Marple	Dave	721	Robertson	Scott	109	Velure	John	968
Ingraham	Dave	Mayer	Kelly	126	Robideau	Harvey	277	Viau	"Bob, Jr."	146
Ivey	Shannon	Mayer	Scott	26	Rogers	Henry	96	Viau	Pam	64
Jacobberger	Fred	McGlynn	Tom	22	Roth	Joe	321	Viau	Robert	46
Jacobsohn	Lee	Meacham	Kris	720	Roth	Terry	322	Vickery	Teresa	186
Johnson	Chris	Meacham	Kris	727	Rothman	Joe	25	Vickery	Teresa	211
Johnson	Chris	Meintsma	Kirk	27	Rothman	Michelle	251	Votel	William	41
Johnson	Bob	Meintsma	Richard	28	Sabers	Candace	636	Walker	Tim	100
Johnson	Jeff	Merriman	Ben	643	Sabers	Michael	637	Walsh	Bryan	767
Johnson	Kyle	Michals	Brent	477	Sabers	Steven	811	Walsh	Bryan	883
Johnson	Roger	Michals	Mark	177	Sawinski	Clint	73	Washburn	Steve	156
Johnson	Ron	Michals	Rob	178	Schaal	David	244	Weber	Christopher	95
Johnson	Ron	Michals	Steve	77	Schaal	David	806	Weisel	David	72
Johnson	Ron	Miller	Barbara	81	Schmid	Andrew	190	Wen	Jonathan	71
Johnson	Terry	Miller	Don	12	Schwabel	Mark	257	White	Phil	4
Johnson	Tom	Miller	Jim	18	Schwartz	Jesse	260	Wilmes	Peter	179
Johnson	Tom	Moe	Rick	115	Scovanner	Doug	221	Wood	Denise	182
Johnson	Vaughn	Mortenson	Tim	331	Scovanner	Mary	227	Wood	James	92
Joseph	Gerald	Muldowney	Daniel	511	Selner	Michael	39	Wood	James	782
Joseph	John	Neid	Mark	707	Seubert	Jim	11	Wright	Harlan	778
Kaye	Marty	Nelson	Dale	70	Sherf	David	142	Yee	Gary	45
Kelly	Kevin	Nelson	Dale	317	Sherf	Jeff	421	See page 23 for numbers that are available!		
Kelly	Patrick	Newman	Ray	112	Sherf	Steve	42			
Kelly	Patrick	Oakes	Sandra	207	Skweres	Mark	0			
Kelly	Suruchi	O'Brien	James	240	Skweres	Mark	632			
Kelly	Tom	Olson	Arden	181	Smillie	Brian	154			
Kittock	Mark	Olson	Linda	149	Smith	Chip	13			
Kittock	Pat	Olson	Michelle	152	Smith	Greg	892			
Knettel	Janine	Olson	Paul	52	Smith	Nancy	23			
Knettel	Todd	Olson	Paul H.	469	Smith	Nancy	32			
Knoll	Brent	Osgood	Rodney	169	Smith	Ron	123			
Knox	David	Parker	Dave	57	Softing	Jeffery	108			
Kosky	Robert	Parsons	David	269	Sogge	Phillip	255			
Kostron	Damian	Passananti	Steve	99	Steen	David	24			
Kostron	Donovan	Penzel	Rolf	444	Summers	Nick	98			
Kostron	Dwane	Perl	John II	74	Summers	Nick	198			
Kuhne	Jessica	Perl	John II	874	Summers	Nick	789			
Kuhne	Scott	Pfister	Joel	21	Sundet	David	128			
Larson	Glen	Pfister	Joel	86	Swanson	Tony	162			
LaVerdiere	Mike	Pilhofer	Wendy	164	Tanler	Richard	191			
LaVerdiere	Rick	Piper	Bob	738	Tanler	Richard	199			
Lawrence	Jeffrey	Pladson	Mark	285	Teteris	Mark	157			
Lee	Susan	Polk	Rick	661	Thole	James	107			
Lee	Victor	Porter	Betsey	167	Tokheim	Daniel	40			
Lepisto	Antti/Paul	Porter	Charles	67	Tourtillotte	James	777			
Leslie	Jim	Potts	Jim	165	Townsend	Cal	85			

2006 Kalender

February

- 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
- 18 Winter Tech Session: Cayman Introduction!**
Maplewood Imports
10:00 a.m.
Eventmaster: Andrew Busche at 612 824-3547
andrew.busche@watsonwyatt.com
- 25 Sears Imported Autos Open House**
1915 Xenium Lane N., Plymouth, MN
"Introducing New Body Shop"
10:00 am to 12:30 pm Serving Pizza
952 512-6566; Mike Wells/Body Shop Manage

March

- 1 New Member Social**
Davanni's Pizza in Edina (Hwy 100 & Vernon Ave.)
Time: 6:30 p.m. Cost: ~\$7 per person
RSVP: Membershi Chair Steve Sherf at 952 471.1054
- 4 Winter Tech Session: Annual Swap Meet**
8:00 am to Noon
Carousel Porsche
9191 Wayzata Blvd. 763 744-9191
Eventmaster: Andrew Busche at 612 824-3547
andrew.busche@watsonwyatt.com
- 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

- 1 Novice DE Tech Session**
Learn what's needed to begin DE at BIR
10:00 am to Noon
Location: TBA
- 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
- 21 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or email:
jon@minnetonkasoftware.com

2006

- 22-23 First Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
Questions: Phil White 612.418.9319 or email:
rs_america@comcast.net

- 29 Eden Prairie Twin City Tire Open House**
The Porsche Club and other car clubs are invited
to an open house showcasing this new facility
10:00 am
Contact/Questions: Paul Bergquist of the Mercedes-
Benz Club at 952 937-1822
or email: PBASSOCINC@aol.com

May

2006

- 7 Annual Maplewood Imports AutoFair**
Maplewood Imports
2873 Hwy 61 N. 651 483-2681
Eventmaster: George Andeweg
Details To Follows
- 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
- 13-14 Joint Driver Ed/Time Trial with Great Plains Region**
at Mid-America Motorplex
Details TBA; Contact GPR President John Krecek,
402.505.9911, or email: Krecek@cox.net or NS
President Rick LeVerdiere
- 27** Tour and Lunch - First Drive of 2006**
Details TBA. If you are interested send an RSVP e-mail
Can't make the drive or lunch?, do stop by to see the cars
and the people! Eventmasters: Sarah DeLong, 612 866-
7490, sdelong@ald-mpls.com or Mike Lancial 952 929-
2762, thelancials@msn.com

2006

June

2006

- 2-4 Great Plains Region Driver Education and Club Race**
Mid-America Motorplex
Contact: John Krecek 402.505.9911 or krecek@cox.net

***Axel's Restaurant in Roseville. 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.
P.S. Food is Good!

**** NEW LISTING!**

9-10 Autobahn Country Club, Joliet, Ill.
Milwaukee PCA Driver Education & Club Race
John Fried 414.453.8653 or e-mail: jtfried@wi.rr.com

9-11 Annual German CarFest
Multi-Event sponsored by several German car clubs and includes: Friday night Boat Cruise
Saturday: Car Show at Rice Park, downtown St. Paul
Saturday Evening: The Emperor's Ball at Landmark Center
Sunday: Premier Concours d'Elegance
Contact/Questions: Paul Bergquist of the Mercedes-Benz Club at 952 937-1822
or email: PBASSOCINC@aol.com
More Details to Be Announced

July

2006

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

August

2006

4-6 Nord Stern Annual Club Race and Driver Education
Brainerd International Raceway
Eventmaster: TBA

13 Sunday Autocross at Dakota County Tech Center
Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

September

2006

4 Labor Day BYOB Picnic in Rochester!
1:00 pm to 5:00 Location: TBA
Contact: Jeff Boehm, email: jbandbj@chartermi.net

10 Sunday Autocross at Dakota County Tech Center
Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

14-15 Blackhawk Farms DE - tentative date
Eventmaster: Ron Lewis 952-932-0505 or email: lewis_re@earthlink.net

22-24 Nord Stern's Annual North Shore Fall Color Tour
Tofte, MN Headquarters: BlueFin Bay
1-800-Blue Fin for reservations
Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net

29 Nord Stern Driver Training
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or email: jon@minnetonkasoftware.com

30-- First Fling Driver Education
Oct 1 Brainerd International Raceway
Eventmaster: TBA
DE Chair: Phil White at rs_america@comcast.net or 612.418.9319

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Zone 10



January 2006

2006 Region Reports

In November, the outgoing President of each Region was sent the Annual Region Report Form from the PCA Executive Secretary. There are two forms to complete, the Region Report Form and the Region Continuity Checklist. These forms must be submitted to PCA to continue a Region's chartered status, to entitle the Region to insurance coverage for competitive events, to receive the quarterly dues rebates, and to provide PCA with contact information for each Region. The forms can be mailed or faxed, or they can be sent online using the club website - under Member Services, in the Admin section. To assure the listing of Region officers in the March issue of *Panorama*, the forms must be received by PCA **no later than January 15, 2006.**

PCA Code of Conduct

PCA recently approved and published a Code of Conduct and Ethics. Each Region was provided a copy. The executive council, in consultation with the zone reps, approved the code as an explicit statement on how PCA will conduct their affairs. The code is not a cookbook of rules but rather sets forth broader principles against which individual conduct will be assessed. Each Region is encouraged to read the document and consider adopting it within their Region. Please contact me with any questions or for a copy of the document.

D & O Insurance

For the first time, PCA has secured Directors and Officers insurance coverage for the Regions effective August 17, 2005. Under the D&O coverage, the persons insured include the Region's directors, trustees, officers, employees, volunteers, and staff members, including any executive board members and committee members. This important policy provides coverage to each Region for liability up to \$1 million per insured claim. Each Region must execute a Warranty Statement and return to the PCA National office as soon as possible to activate the coverage.

PCA Membership Contest

As the 2005 PCA Membership Contest concludes, Porsche Cars North America unexpectedly announced that they will not support the winning Regions with the traditional gift certificates to all members. The announcement was received by Tom Bobbitt, PCA President two weeks from the end of the contest. Great Plains Region was leading the contest in the Factored Growth category through the end of November.

PCA Treffen 2006

The 2006 dates for PCA Treffen were recently announced. Treffen is the German word for "getting together." Today, Treffen tours are designed to provide PCA members with a total Porsche experience in Germany:

- Exclusive tours of the Porsche Museum and Factory in Zuffenhausen
- Hot Laps at the Weissach test track, if available
- 2-3 day Porsche rental including taxes, maps, gasoline, roadbook, and insurance
- Driving on the no-speed-limit Autobahn
- 4-5 nights accommodations in 5-star hotels
- All meals, beer, wine & champagne
- All taxes, transfers and gratuities

Spring Treffen, May 10-16, 2006

Fall Treffen, Sept. 27-Oct 2, 2006

For more information or to register for Treffen, contact:

Fast Lane Travel, Inc., 877-959-3278, info@fastlanetravel.com or Bob Miller, 918-369-0453, rmillerpca@aol.com.

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

PCA ZONE 10 CALENDAR

FEB

4	Executive Council Meeting	Phoenix, AZ
15	Social/Meeting	Nord Stern
18	Winter Tech Session: Cayman S	Nord Stern
25	Out of the Corkscrew Social	Great Plains
25	Sears Imported Autos Open House	Nord Stern

MAR

1	New Member Social	Nord Stern
4	Annual Swap Meet	Nord Stern
14	Social/Meeting	Nord Stern
18	Tech Session: European Motors	Central Iowa
31	DE @ Gateway	St. Louis

APR

1-2	DE @ Gateway	St. Louis
1	Novice DE Tech Session	Nord Stern
11	Social/Meeting	Nord Stern
21-23	DE @ Brainerd	Nord Stern
22	Garage Tours	Central Iowa
28-30	Club Race & DE @ HPT	Kansas City
29	Twin City Tire Open House	Nord Stern

MAY

7	Spring Drive	Central Iowa
7	Maplewood Imports Auto Fair	Nord Stern
9	Social/Meeting	Nord Stern
12-14	40th Annual Ozark Weekend Tan-Tar-A Resort, Lake of the Ozarks	Kansas City
13-14	DE @ MAM	Great Plains
26	Bierstube Social	Central Iowa

JUN

24	Club Race & DE @ MAM	Great Plains
24	DE @ HPT	Kansas City
9-11	Annual German CarFest	Nord Stern

JUL

10-11	DE @ Road America	Nord Stern
19	Sutliff Social	Central Iowa

AUG

4-6	Club Race & DE @ Brainerd	Nord Stern
5-6	Summer Drive to LaCrosse, WI	Central Iowa
13	Autocross	Nord Stern
27	Sertoma Fly-In Breakfast	Central Iowa
6-11	PCA PARADE	Portland, OR
12-13	DE @ MAM	Great Plains
24-27	Run For the Hills, Black Hills	Dakotas

SEP

4	Labor Day Picnic in Rochester	Nord Stern
7-10	Escape to the Finger Lakes, NY	PCA
10	Ice Cream Social	Central Iowa
10	Autocross	Nord Stern
14-15	DE @ Blackhawk	Nord Stern
22-24	North Shore Fall Color Tour	Nord Stern
22-24	DE @ Gateway	St. Louis
24	Autocross	Central Iowa
29-Oct1	DE @ Brainerd	Nord Stern

For More Information

Central Iowa Region	www.ciapca.org
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MULTI-REGION WEEKEND EVENTS

May 12-14, 2006

40th Annual Ozark Weekend
Tan-Tar-A Resort, Lake of the Ozarks
Kansas City Region

August 24-27, 2006

Run For the Hills, Black Hills
Dakotas Region

Details TBA

2006 ZONE 10 DRIVER'S EDUCATION DATES

Mar 31-Apr 1-2	St. Louis	GIR	DE
Apr 21-23	Nord Stern	BIR	DE
Apr 28-30	Kansas City	HPT	DE/Club Race
May 13-14	Great Plains	MAM	DE
Jun 2-4	Great Plains	MAM	DE/Club Race
Jun 2-4	Kansas City	HPT	DE
Jul 10-11	Nord Stern	RD AM	DE
Aug 4-6	Nord Stern	BIR	DE/Club Race
Aug 12-13	Great Plains	MAM	DE
Sep 14-15	Nord Stern	BLKHK	DE
Sep 22-24	St. Louis	GIR	DE
Sep 23-24	Great Plains	MAM	DE
Sep 29-Oct 1	Nord Stern	BIR	DE
Oct 20-22	Kansas City	HPT	DE

No matter what the Craftsman folks at Sears may tell you, below are the true uses for tools:

Courtesy the Internet

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the

workbench at the speed of light. Also removes fingerprint whorls and hard-earned calluses in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age. **PLIERS:** Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub that you want the bearing out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2 X 4: Used for levering an automobile upward off a hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog **** or horse **** off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times

harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over-tightened 58 years ago and neatly rounds off their heads.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50" part.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

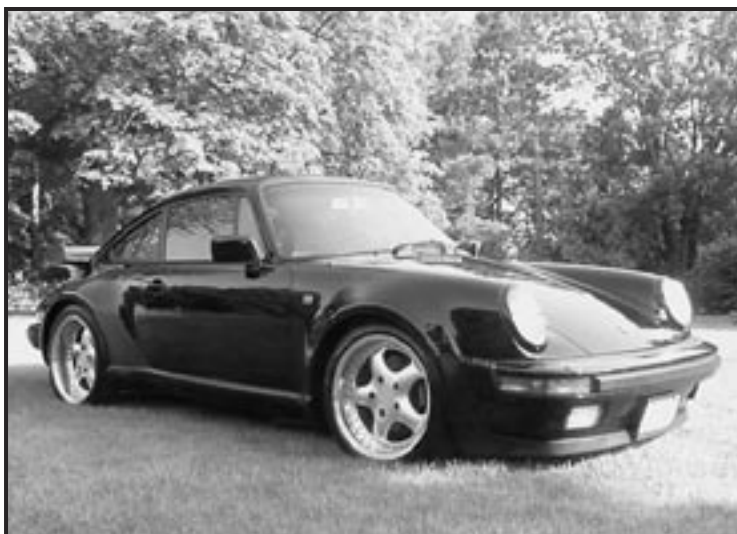
MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles,

DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

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Please Join Us for Saint Paul Sommerfest June 9, 10 and 11, 2006

Benefiting the Sommerfest Performing Arts Fund which assists small to medium sized performing arts groups to foster diverse, vibrant and accessible cultural arts programs that enrich our community

- **Sommerfest River Cruise, Friday, June 9th
6-10 pm, Harriet Island**

"The best happy-hour in town!" A fun-filled evening of dining and dancing on the Mississippi River with jazz, polka and choral music. Casual dress, \$50 per ticket.

- **12th Annual German Carfest, Saturday, June 10
9 am-2 pm, Rice Park, downtown St. Paul.**

A European square is recreated, lined with Mercedes-Benz, Porsche, Audi, BMW and Volkswagen automobiles. Music & food. Free for attendees, fee to exhibit 952.937.1822.

- **The Fourth Annual Emperor's Ball, Saturday, June 10
6 pm-midnight, Landmark Center, St. Paul.**

Romance and pageantry of a Viennese Ball is recreated with performances by the Saint Paul City Ballet, a 5-course Imperial Banquet, exquisite wines, a 50-piece orchestra, jazz & swing, a Torten Café for the finest of pastries, and a Beer Hall with polka & pretzels, plus carriage rides in Rice Park. Black-tie. \$150 per ticket. 9 PM – midnight, dinner excluded, \$75 per ticket. Corporate table purchase available 651-489-9623.

- **Concours d'Elégance, Sunday, June 11: 9 am-4 pm, Rice Park,**

Elegant and exclusive vintage cars take center stage in Rice Park for a juried car show organized by the Mercedes-Benz Club of America. Music and food. Free to attendees, fee to exhibit 952.942.7352.

- **Sommerfest Promenade & Picnic, Sunday, June 11: 11-2 pm**

Horse drawn wagons and carriages parade to the top of Summit Avenue for music, food and fun at the German American Institute's Duetsche Tage Picnic.

For reservations and information see www.saintpaulsommerfest.org or 651-489-9623

The St. Paul Hotel has extended a discount rate to guests, contact them at 651-292-9292

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March 2006 for 10 weeks, Tuesdays 7 – 9 PM, Klub Haus 1079 Rice Street, St. Paul,

Call Dick Kedrowski if interested. 651.430.0003

Changes at RA are now official

Courtesy Bob Kosky

The Road America board of directors and staff announced a three-year, five million dollar facility enhancement plan Monday. Significant in scope and investment, the new three-year plan will allow for additional track and facility opportunities, and dramatically affect paddock operations.

Expanded in 1990, the main paddock is being enlarged by 3.5 paved acres.

The increase will provide additional space for race teams, transporters, vendors and two new skid pad areas. The hill behind the current medical center will be excavated and graded to the west to gain paddock space. A larger medical center will be constructed in a new paddock location that will allow better access for racers, spectators and emergency medical personnel.

In addition, several track alterations will be made to the track without changing the original track design. Turns 3, 5, 6, 8 and 12 will be resurfaced with a high-wearing asphalt compound to improve wear and maintain the track's smooth, consistent asphalt surface. Modifications will also be made to the run-off area at

turn 5 to make recovery faster and easier. Another notable safety change will be a re-configuration of the Bill Mitchell bridge at turn 13 to accommodate a greater run-off area.

The expansion plans also include the development of Paddock Village, a 35-acre garage/workshop business park targeted toward small business owners and motorsports enthusiasts. The 2700 square foot units have an open, clear span and are expandable to 16,000 square feet. Tall entry clearance is accessed through 14-foot garage doors. Paddock Village membership will include Road America track and facility privileges.

Road America celebrated its 50th year in 2005, and its 2006 schedule is as follows: April 21-23, Championship Cup Series (CCS), May 19-21, SVRA Spring Vintage Weekend, June 1-4, Suzuki Superbike Doubleheader (AMA), June 22-25, Kohler / SCCA Chicago Region June Sprints, July 7-9, Ferrari Challenge, July 13-16, International Challenge with Brian Redman (Vintage), August 17-20, Generac 500 at Road America (ALMS), September 15-17, VSCDA Elkhart Lake Vintage Festival.



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The Low Tech Review: Porsche Gifts for the New Year

by Michael Dolphin, Courtesy January 2006 Circuit, Grand Prix Region



For many of us, our family and close friends willingly tolerate our obsession with Porsche – both the life style and the automobile. But even those closest to us would wag their heads in tacit disapproval of the practice of buying Christmas gifts for the car. So instead, I propose that you consider the following list as New

Year's gifts to begin a year of good car care.

Following is a list of items that I highly recommend as minimal purchases for the New Year. Each of them has good cost-effect use, purpose and with some equal value to the care and operation of your beloved automobile:

1. Microfiber towels (approx. \$10.00 per dozen). These are the miracle towels of the day, and they do exactly what they promise (no need to borrow diapers from the baby or terry cloth towels from the kitchen). These towels are excellent in leaving streak-free shines with virtually no lint residue. They can be used for drying after a wash, removing polish and wax and for window cleaning with absolutely great results. Buy at least two sets of different colors so that you can consistently use each group for specific purpose (i.e., blue towels for exterior and yellow for interior and glass). You'll find a product description on the label (including that they are made from a polyester blend of materials). However, be mindful of the notation NOT to use fabric softeners for washing or drying the towels and use MEDIUM heat for drying them. I usually just save a large load of dirty towels and wash them separately from anything else.

By the way, you can also find microfiber cleaning gloves (try for example www.autogeek.net/pairglov.html). They are quite good for detail work when you can just get your fingers into tight places. The Low Tech Review: Porsche Gifts for the New Year by Michael Dolphin.

2. Detailer sprays (approx. \$7.00 per bottle). Between waxing, and right after a car wash (or several days in the garage), there is nothing that brings out the shine of your car (and removes the dust and fingerprints) like a quick wipe over with a detailer spray (particularly using those microfiber towels that you also just purchased. I regularly use either Meguiars Quick Detailer or Griot's Garage Speed Shine. It will take less than ten minutes to completely spray and wipe the car just before you head out with

a great shine like you have finished a great wax.

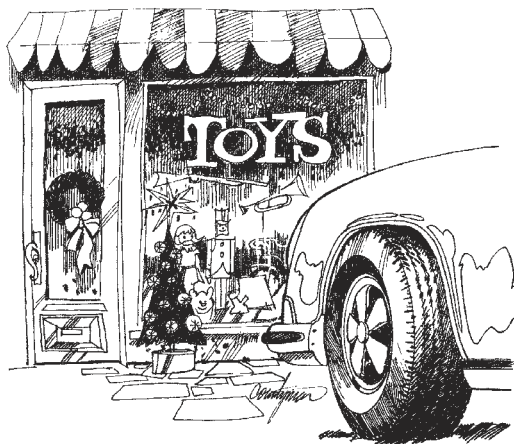
3. Hood liner (approx. \$160.00). Do you like to actually use the trunk of your 911-996-Boxster for luggage and other indelicate items? Then you might feel better not fearing that inevitable ding-from-the-inside that has happened to a large number of us over the years (I no longer worry 'cause I have one of these items in my car). See our advertiser Das Schild (www.dasschild.com) about their hood liner. Be sure to tell Ron Walsh that you are a Grand Prix Region member for a special price.

4. Tire pressure gauge (between \$40.00 and \$50.00). You have often been reminded of the need to frequently check your tire pressures for good performance and tire wear. At some tire shops they have even given you a shiny plastic tire gauge with your \$1,000 set of tires. However, I suggest that a good professional gauge is worth every penny in even time and effort to you. Buy yourself a good tire gauge that has a "bleeder valve" function. The bleeder valve works this way – you can over inflate the tire a little bit and then use the valve to reduce the pressure to what you want. That function is quicker and much more accurate than the repeated "add air and then check" process that you use with other gauges. Both Pelican Parts and Performance Products stock very suitable gauges.

By the way, I do also strongly suggest that you buy your own air compressor (of any size). If you use a gas station air supply you may already have noticed that there is a great deal of moisture in the air from those hoses. With that air in your tires and wheels, that moisture introduces some degrees of rust in your wheels as well as your metal-corded tires. The effect is debatable, but altogether avoidable if you use your own standalone compressor which does not store moisture. There are small air compressors of either 12-volt and household variety for less than \$50.00 at Sears or other tool suppliers.

5. Battery trickle charger (less than \$50.00). Many of you sometimes do not drive your cars for several weeks. During that time your car battery continues to power a great deal of electronics that are always on in your car. As a result of sitting without a charge, your battery discharges more deeply than in normal use. It is those deep-discharges that ultimately affect the long term life of your battery, and thus require replacement of a battery long before its warranty life.

In addition, you do want the car to start whenever it is that you get into it, even after a week or two or three. Trickle chargers



are small and can be connected in a number of easy ways. You'll appreciate having one. Be certain to get one that has the function to protect and monitor for over-charging. Circle Porsche can sell you one that plugs right into the cigarette lighter.

6. Satellite Radio (between \$35 and \$100 for the hardware, \$10.00 per month for subscription). Satellite radio has finally become a real bargain in the marketplace. Ever been able to listen to your favorite radio station all the way across the country without ever changing the dial? Both XM and Sirius now offer entry-level receivers that require no actual installation beyond a cigarette lighter plug and an antenna in your rear deck (despite their insistence, you do not have to install the antenna on the roof). I can listen to Miles Davis, Muddy Waters or Jimi Hendrix on command. As the year passes, I'm likely to have other suggestions. Maybe you'd like to e-mail me for recommendations or opinions. Please feel free to do so – 'cause opinions I've got a lot of...



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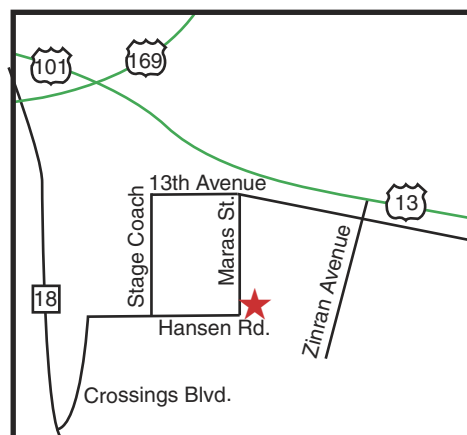
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Q and A . . . 924/944 (through 1986) Engine Questions Courtesy PCA Website Tech Section

by George Beuselinck - PCA WebSite

Q: I'm replacing my O2 sensor. Can you tell me what the thread pitch or tap size the O2 sensor is? Thanks.

A: The O2 sensor is the same thread and pitch as a large spark plug tap, 18mm x 1.50

Q: Can I swap my eight valve heads with 16 valve heads? If so, is there any specific year that I must purchase?

A: Sure, you can do anything you want, if you have enough time and money. Come to think of it, you could put a man on the moon with that kind of approach. In terms of practicality, the cost of a 944S head plus the additional parts that are different between an 8V engine and a 16V engine indicates that you should consider buying a whole car with the work already done. (You should reference my previous replies regarding turbocharging a 944 NA.) Despite the misinformation you read on some of the Internet Porsche forums, this is not a good idea.

Q: When I crank my car in the morning there is "clatter" that stops after a few minutes. It seems to come from near the distributor. Any thoughts? Also my oil pressure gauge stays pegged at max.

A: You may have a lifter that is not pumping up very quickly, causing a harmless clatter. If it bothers you, you can either replace the lifters or turn up the radio when you start the car. Your oil pressure gauge relentlessly being pegged at 5 bar is a symptom of a bad oil pressure sender. Replacement is an easy affair.

Q: I have black residue in my tailpipe and my exhaust is darker than normal which I believe means I am running a little too rich on my fuel/air mixture. The boost is set to max. At 14 psi, stage 2 chips installed, 3 bar fuel pressure regulator, and upgraded blow off valve installed. I don't seem to be burning much if any oil from what I can tell as I am only down a 1/2 qt. or so between changes. □□My questions are: 1) should I or can I run a hotter plug and would that help? 2) Should I adjust the fuel/air ratio and if yes, what should it be set at? 3) Is there another problem that I should check out first?

A: I don't believe that I have ever seen a 944 turbo with a clean exhaust. The black residue is a normal byproduct of the fuel enrichment which keeps the engine from self-destructing when under boost. I doubt that a hotter plug will make it better. In fact, it might reduce the power since it will be a bit more likely to detonate. I adjust the air/fuel ratio according to the factory manual for the best combination of performance and emissions control.

Q: Is it possible to take an engine out of a 1983 Porsche 944 and put it into a 1987 Porsche 944 and what modifications would have to be made and what would the side effects and drawback be?

A: Yes, it's possible. No modifications are necessary, but there are a couple of considerations: 1) the threads for the temperature gauge sensor are different. You may have to drill and tap the hole

for the 87 sensor, or use a timesert. 2) the timing belt tensioned setup is different. 3) If the replacement engine is from a very early engine, the crankshaft may be shorter by about 1/4 inch. This might mean that you cannot use power steering with that motor. 4) You will have to use the mounting brackets from the 1987 motor to work with the AC and Alternator and the power steering pump (if you can make it work).

Q: I'm looking to get a little more out of my stock 944, I have been told that a Bursch header, Nology wires. and more air intake with a cone filter may give 12-18 hp, I already have a K@N stock air filter. will going with a complete exhaust front to back make more power than just a header? is the stock cat too restrictive? will it have to be upgraded as well? and with what kind? Also the stock 21-year-old ignition coil, does this give enough spark? or can it be replaced with a newer more powerful one? I run Bosch platinum-quad electrode plugs, are these the best I can run or is there plug that will give me more.

A: My experience with bolt on horsepower for normally aspirated 944 cars is to take it with a grain of salt. That said, I would be happy to hear from any vendor who can provide apples to apples dyno tests showing a significant improvement when their product is bolted on. The factory recommendations on plugs and coils should be adequate until they start giving you problems.

Q: I asked some questions earlier above clutch replacement. I removed the flywheel and found the main seal had been installed at an angle. Oil is beginning to seep out around the seal. How can I replace this seal.

A: If the seal must be replaced, you may be able to install it without removing the oil pan or bearing girdle, but the difficult part will be removing the old seal without damaging any of the sealing surfaces on the crankshaft, the block or the girdle. If the engine is in the process of having the main bearings replaced, I would recommend installing the seal prior to the bearing girdle being tightened down.

Q: I am replacing the clutch. Rubber failed. Do you still like the factory clutch disk? How do you know when the flywheel needs to be resurfaced? If I have no leaks, is it a good idea to replace the seals in the transmission and the rear engine seals while I have the transmission and clutch out?

A: 1) I do still use the factory rubber center clutch in my car. 2) While there is no published spec on the flywheel surface, I look for signs of burning or scoring, otherwise reuse it. 3) If your seals are not leaking, my advice is to leave them alone.

Q: When do the radiator fans get activated? Do they always run concurrently or does one get activated before another? Does operating the air conditioning affect the fans being activated?

Is there a simple way to test the fan relay switch? (I have the factory workshop manuals and a tester but was unsuccessful in determining how to correctly test the relay.)

A: There is no easy way to test the radiator fan relay. It is a combination of contacts and a solid-state component which the factory-wiring diagram treats as a black box. Also, keep in mind that there are several different versions of the relay, and some that look alike have different operating characteristics. The best test for a rad fan relay is to install it in an otherwise working car and see if it works properly. That said, the rad fans for a 1986 944 seem to operate in four modes:

- 1) Low speed cooling - when the radiator temp reaches 92 degrees Celsius. This turns on Radiator Fan 1 at slow speed.
- 2) High speed cooling - when the radiator temp reaches 102 degrees Celsius. This turns on Radiator Fan 1 at high speed.
- 3) Low speed AC - If the AC is on and the radiator temp is below 102 degrees Celsius. This turns on both radiator fans at low speed.
- 4) High speed AC - If the AC is on and the radiator temp is above 102 C or if the AC refrigerant is above 52 degrees C. This turns on both radiator fans at high speed.

Q: Engine starts and idles fine. Any revs above 1500 RPM causes it to cut out as if no fuel. If you hold half throttle it will oscillate between 600 and 1500 RPM. So far I have checked for any vacuum leaks with no obvious defects. It appears it's starving for fuel

because it has a very smooth idle and recovery (no sputtering or backfiring). It also does not smell like fuel. I have swapped DME from another stock '86 951 and the problem has persisted.

A: Based on your symptoms, I would think that you have a bad throttle position switch.

Q: I noticed for the past several weeks a bit of hesitation prior to engine warm up. The engine will idle fine when started. But will stumble a bit at lower rpms until warm. Also I am noticing a bit of black residue on the back of my white 944. It appears to be exhaust related as if the engine is running too rich. Also I think my mileage is down. A recent compression test showed 170-165-165-170. A recent DE put quite a bit of "soot" on the back of the car.

A: While running rich can get to be a bit expensive these days, it's not altogether a bad thing. The best way to check for rich running is with a CO tester. If your car still has the sniffer pipe attached to the downpipe (before the catalytic converter) you should have that checked. There is an adjustment for CO that any good mechanic with a CO meter can make. If you can't make the adjustment, you may need a new airflow meter. Soot on the back bumper of a 944 is not an unusual thing, especially after a day of driving at the track. The 944 tends to collect things on the back bumper, due to the low pressure area there caused by the rear spoiler.

Q: Smoke and oil is coming out of the exhaust during WOT. Is that typically piston rings or turbo seals. How do you tell the

Continued on page 33

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Tech Quiz . . . General ?s

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

1. The 2004 Porsche Rennsport Reunion II took place at which racetrack?

- a. Sebring
- b. Daytona
- c. Laguna Seca
- d. Watkins Glen

Panorama, 6/04, pages 2-3-b

2. Dan Gurney drove under contract for Porsche during its two years in Formula One in 1961/1962. In 1962, won the French Grand Prix at Rouen and the non-championship F1 race at Solitude in Germany.

True or False

Panorama, 6/04, page 23-T

3. Porsche's competition victories date back to what year?

- a. 1951
- b. 1960
- c. 1955
- d. 1948

Excellence, Vol. 3, page 1464-d

4. The Porsche Club of America is the largest non-factory-supported single marque sports car club in the world.

True or False

RPM 2004, page 7-T

5. There are 13 geographic areas in PCA, what are they called?

- a. Territories
- b. Boundaries
- c. Zones
- d. None of the above

RPM 2004, page 7-c

6. Which one is not a general objective of the Porsche Club of America?

- a. The highest standards of courtesy and safety on the roads.
- b. The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- c. The expansion of PCA regions abroad, especially in South America.
- d. The enjoyment and sharing of good will and fellowship engendered by owning a Porsche.

RPM 2004, page 7-c

7. The most recent PCA region chartered is:

- a. Potomac
- b. Gold Coast
- c. Chicago
- d. Olympic Peninsula

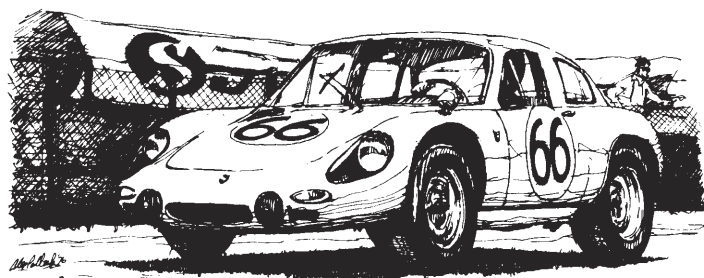
RPM 2004, page 12-d

8. The theme for PCA's 50th Anniversary is:

- a. Fifty Years of Fellowship
- b. Fifty Years of Porsches
- c. PCA turns 50
- d. None of the above

Panorama 1/05, page 37-a

911 (1989 C4, C2 through 1998 993) QUESTIONS
Start Next Week



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

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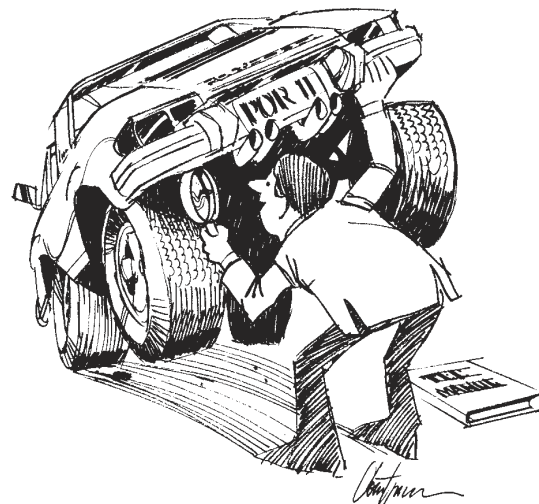
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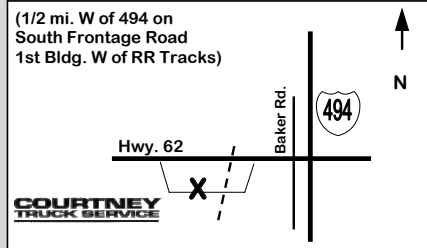


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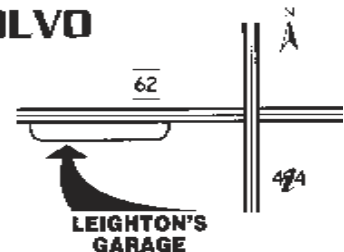
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924 Engine Q & A . . .

. . . continued from page 29

difference and/or troubleshoot?

A: It could be either or both. A leakdown test by a competent mechanic will give you an indication of the condition of your cylinder walls, rings and valves. The condition of your turbocharger can be gauged by removing the J-tube which connects the turbo and the airflow sensor and measuring the endplay and the radial play of the impeller.

Q: Currently have an '86 944 Turbo (2.5 liter) that needs significant \$ spent to make it track worthy. Considering buying another vehicle that is in better condition and using the above-mentioned vehicle for parts. One option is a '87 944 Turbo (2.5 liter). Q1: Can the '86 engine easily fit the '87? Are there any significant parts that are not interchangeable between the cars? Any other words of wisdom?

A: While the 86 engine will easily fit the 87 chassis, don't plan on using much of the 86 suspension as spares for the 87, since the wheel offset change (to accomodate ABS made available in 87) means that quite a few parts (control arms, hubs, tie rods, wheels, steering knuckles, etc.) are not interchangeable.

You might consider getting a nicer example of the 86 T, or consider selling your 86 turbo and getting an 87 turbo for a parts car.

Q: I recently had my head gasket replaced, and the normal water pump, belts and such. When the mechanics had the car going, they said it was overheating, they said they bled the system, and they think its the radiator, they mentioned flushing it but I don't know

if that happened or not. They think its the radiator but I'm not sure if this is the case. Will the cap on the tank have to do with it? they never have it on when they are testing, and the water just bubbles out of the tank.. any ideas on any possible solutions?

A: There are a couple of reasons for a car overheating, including a bad radiator, bad waterpump, bad thermostat, bad headgasket, and bad cap.

If you have the original 19 year old radiator installed in the car, it is possible that it is not working well. A good mechanic will know what to look for to determine if it is the radiator. My own test is to (carefully) put my hand between the radiator fans and the engine and feel for very hot air being pulled through the radiator and pushed into the engine compartment. If this air is not hot, then the heat from the engine is not being transferred to the ambient air. I also check the temperature of the hoses going to the radiator. Oney should be quite hot (the upper hose) and one should be significantly cooler (the lower hose). I use an infrared thermometer to check for the different temperatures.

Of course, if you don't have a cap in the system, the boiling point of the system is lower, so water bubbling out of the tank might also indicate that you have a bad cap. I use a Stant pressure tester to check the condition of the cap and the cooling system pressure.

Lastly, you mentioned that you recently had the head gasket replaced. It could be that the head gasket needed replacing due to overheating caused by the cooling system problems in the first place. Of course, it could also be the case that the head gasket replacement was not done properly and is now the cause of your overheating.

Rick Moe's

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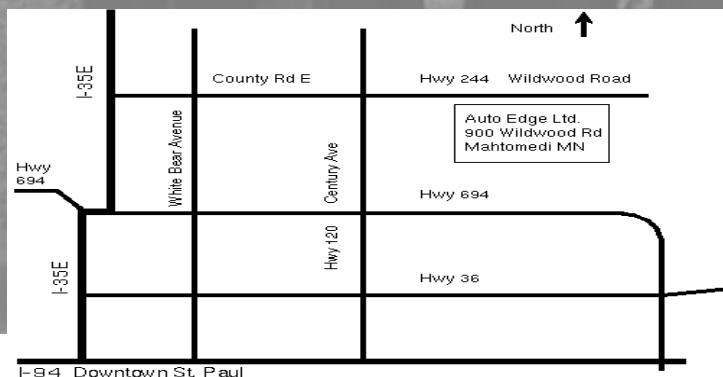
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