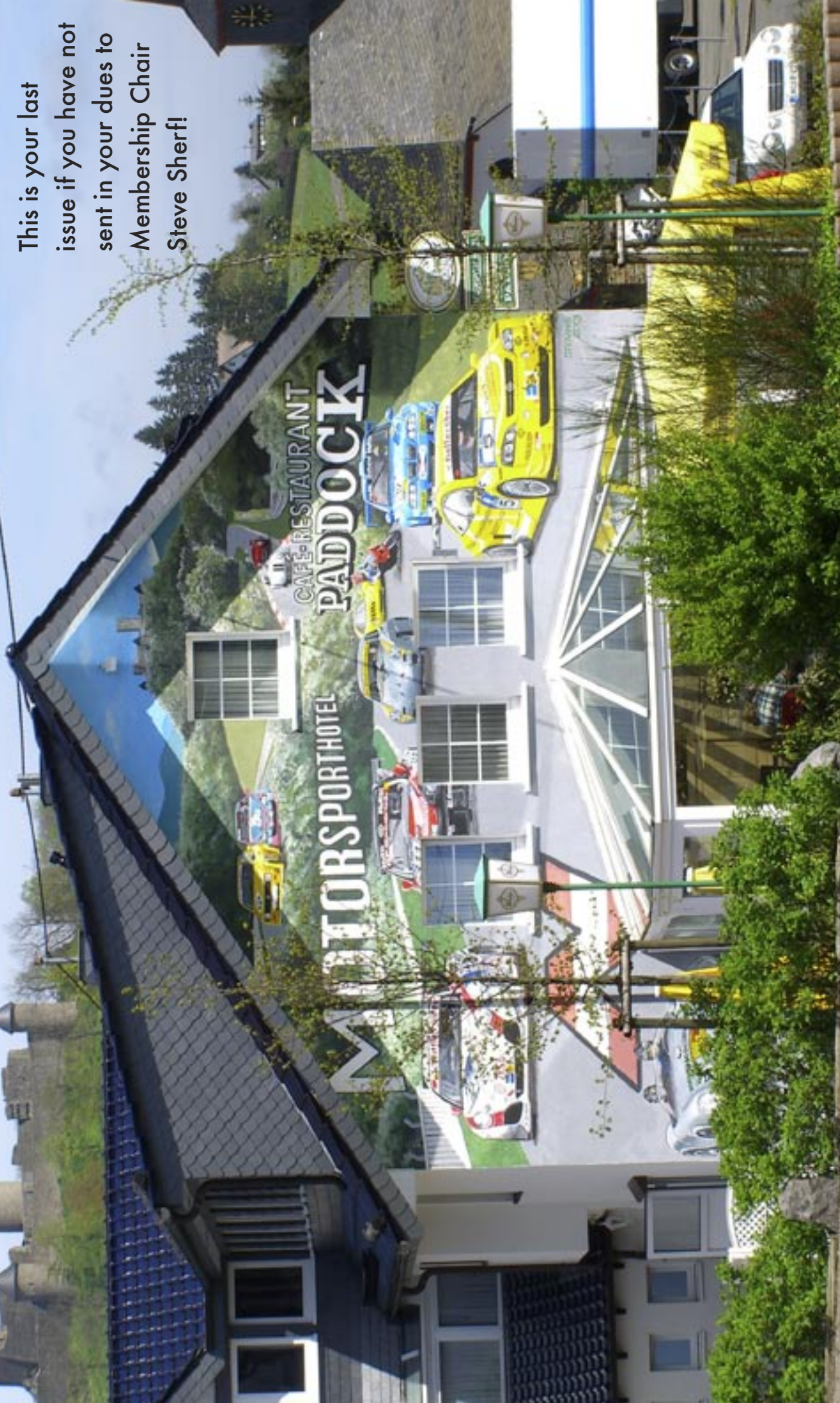


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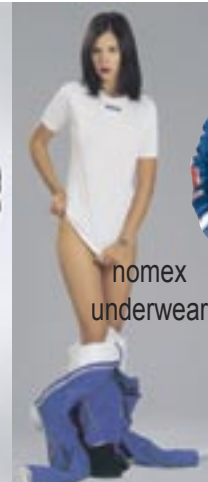
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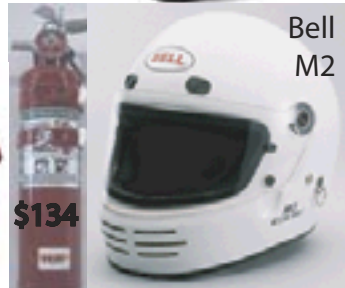
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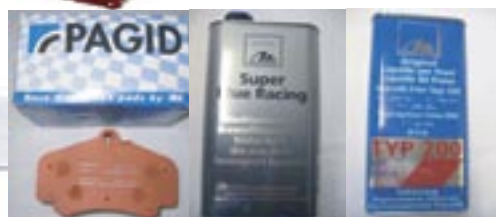


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**Front Cover: Another absolutely GORGEOUS photo by Bob Kosky at last year's Nurburgring. Note the castle in the background!!! That you don't see in the U.S. Do go online at <http://www.nordstern.org/Newsletters/index.html> for the download. Fabulous color!**

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# From the Editor. . .

Christie Boeder

There are a couple of things in this issue I want to point out. Our DE registration form is here, with 2006 pricing, the mandatory Tech Inspection form and the medical form is also available (they are online, too) as we enter our yearly DE season.

Also, there is a letter to the editor from a member registering his comments about the rules changes. He disagrees with the changes and disagrees with what he sees as a shift in the club's focus. We of course welcome member's comments and if anyone is interested in the discussion, I will publish commentary (assuming it is publishable!). The rules changes were discussed at earlier business meetings by those in attendance. Rick LaVerdiere, Nord Stern President, has commented *"As I mentioned at the business meeting, I have had only two comments opposing the new rules. My recommendation to the Board is that these comments do not justify a reconsideration of their earlier decision."*

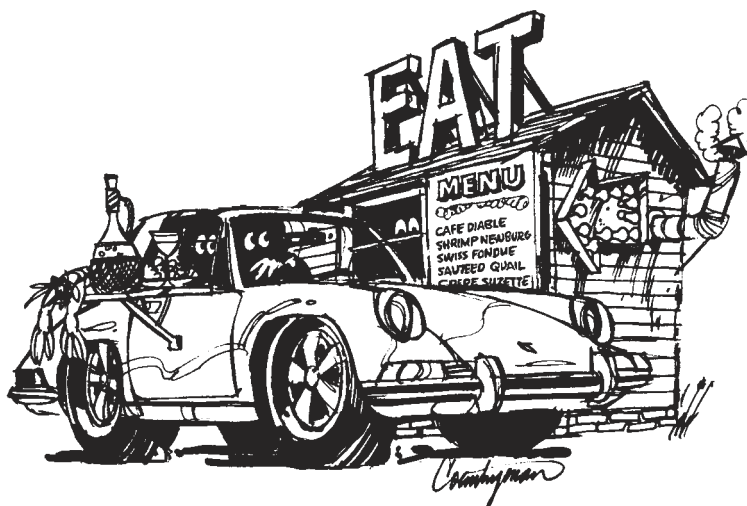
I would like to contribute a few comments of my own about the club. Our Club Race is NOT the biggest event we host, it does NOT detract from other club events, club racers regularly participate in DE – in fact a huge number do! Our DE participation is up in sheer numbers when viewed historically over the last 20+ years. The last couple of years has seen a decline in DE participation numbers, but so has club membership. Personally I feel that can be tied to the economy. This is not a cheap sport or a cheap car to own. To think otherwise is naive.

Time Trial participation is down, without a doubt, but should any one competition series be THE focal point for the club? I personally do NOT DE with the driving need to do the timing – in fact I am actually relieved (don't tell Bruce) to know that I don't have to and it greatly enhances my personal experience on the track. There is plenty to be said for driving at speed (high or low) with the goal of personal enjoyment and challenging oneself to improve one's skills. Measuring those skills can take place a number of ways - not just by participating in a yearly

points race. What is exciting and motivating for one, may not be for someone else.

And what about our rally, our tours, our dinners, the Concours, the winter tech sessions, the North Shore weekend at which we have close to 70 members committing to a full weekend of activities that take them a long way out of town? That is a huge event, enjoyed by a rotating group of members all of whom can attest to how much they enjoy it (there are many who have come up 2, 3, 4, 5, more times!). Why in the world everything has to revolve around competition (when you guys are already competitive enough as it is!) is beyond me as there is no doubt much of the club, it's activities, its importance for Bruce and me revolve around the people: the social interactions and the just plain ole' fun we have whether it is driving on the track, following each other through windy, twisty roads in the countryside, hiking along the North Shore, or attending a dinner with a fascinating speaker. There is sooo much more to this club than some points race...!

So that's my personal little rant.



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## 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!).

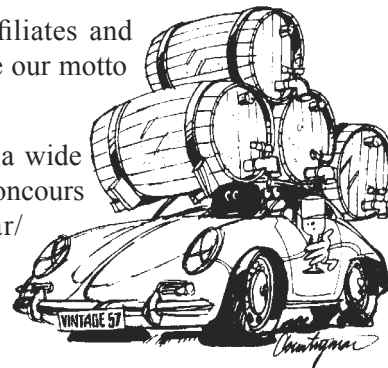
**Time Trials:** On course timed lap with controlled starts and exiting.

**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 Rick LaVerdiere

**M**arch Madness is here! No, not the annual television sports spectacle called the NCAA Basketball Tournament, but Porsche March Madness.

March Madness started in late February with the unveiling of the new Cayman S at Maplewood Imports. **Excellence** described the Cayman S as “stunning, powerful, and exotic.” After testing the car at Barber Motorsports Park they declared “the Cayman S is truly at home at a race track” and “will pass all but the fastest Porsches at club track-days.” I guess we will just have to wait and see about that.

March 1 is the annual New Member Social hosted by membership chair, Steve Sherf. A great opportunity for new members to learn about Nord Stern and all of the club’s car-related activities. New members have a chance to hear about slow and high speed track events, club racing, as well as touring, rally, and concourse events.

March 4 is the fourth annual swap meet sponsored by Carousel Porsche and hosted by Shop Relations Chair, Andy Busche and member Keith Jones. A great opportunity for Porsche freaks to buy or sell Porsche parts, equipment, or memorabilia. As a bonus, Nord Stern members get to support a great cause. The proceeds from the event will go to Courage Center as Nord Stern’s featured charity.

March Madness ends with the Novice Driver Education Tech Session on April 1. This is a wonderful opportunity for any member who has the slightest thought of driving a Porsche on the track. Members will hear what the Driver Education program is all about first hand from Driver Education Chair, Phil White and Safety Chair, Bob Barker. Veteran DE participants and instructors will be there to answer questions and offer advice to novices for this year’s first track event at BIR, April 21 – 23. (editor’s note: the Novice Driver Ed Tech Session is set for Johnson Autosport at 10:00 a.m., see calendar for further information!)

I remember my first novice DE tech session several years ago. I enjoyed meeting Nord Stern members who provided me information, help and encouragement to participate in the club DE events. For me, it was the first step to what has proved to be an exciting and rewarding past time. For anyone who has ever had the slightest interest about the Nord Stern Driver Education program, this tech session is a must. Who knows, it may open for you, as it did for me, a whole new world of fun and friendship.

I don’t know if March Madness is a recognized diagnosis for the panic I am feeling. There seems to be more items on my “to do list” than the number of weeks left before driving season and First Fling. Fortunately, the cure is to simply mix warm weather, good friends and the sound of Porsches at speed. I hope to see you there.



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photo by dahn murce

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

### Correction

Last month's issue of Nord Stern included a fun article from Kansas City Region, about English Driving and I credited it to the wrong individual. Or more accurately I typed in 'Michael' instead of 'Richard.' Correct name of the author is Richard Bennett.

—Christie Boeder

### Towing

I thought I'd share some ignorance with the Club.

I am looking for a replacement for our 1/2 ton 2001 Yukon XL. We have had 130,000 trouble free miles (except for the time I pushed the tongue of a trailer through the tailgate). I tow a 7,500 to 8,000 lbs. trailer 4-8 times per year and haul hockey bags, kids, more hockey bags, dogs...the other 350 days.

I have a few questions about the numbers the manufactures put up. The 2006 Yukon XL 1/2 ton with a 4.10 rear end can tow 8,200 lbs but the 3/4 ton with a 3.73 rear end and a larger engine can only tow 7,600 lbs. I would have thought the 3/4 ton could tow more than the 1/2 ton. Why is that? Does anyone have experience with the 1/2 and the 3/4 ton - how does the towing experience differ that the numbers don't tell me?

I have talked to several salespeople and unfortunately they know less than I. Thanks for your help.

—Phil White

I moved from a V8 half ton Dodge a few years ago to a 3/4 ton Ford with a V10. The more powerful motor certainly made towing easier, but the real differences were not in power. The 3/4 ton has stiffer suspension and handles the weight and drag of my enclosed trailer far better. With my old truck towing was a nerve-wracking affair, but with the 3/4 ton Ford towing is much more stable and once up to speed its easy to forget the trailer is there at all. The brakes are also better on the Ford than the Dodge which made a large difference . . . not sure if that's a 1/2 vs 3/4 difference or Dodge vs Ford.

—Nick Summers

Your solution is rather simple - Cayenne Turbo S. Towing capacity is = 7700 lbs. With 520 hp on tap the rest of this stuff just doesn't matter.

—Roger Johnson

I believe that a lot of it has to do with the rear axle ratios you've quoted. The 3/4 ton Yukon with the 3.73:1 ratio has the lower axle ratio of the two (lower number of drive shaft rotations for every axle rotation). This is better on the fuel efficiency, noise, and engine life aspects. The engine is running lower revs at speed. It's a trade off, though, on the snappy acceleration, pulling grades with a load, or pulling a heavier trailer.

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The 1/2 ton with the 4.10:1 gearing will run higher revs at speed and will be better able to handle a big load, grades, etc. It will be louder at speed, though, and deliver lower M.P.G. due to the higher revs. It seems like 4.10 or higher gears are usually part of a “trailer tow” or “heavy duty” package on light trucks.

I’d certainly expect a 3/4 ton with a larger engine to have a higher tow capacity than a 1/2 ton, as long as they have equal rear axle ratios. Maybe you can ask the dealer to “compare apples to apples” so you can get a better idea of what works for you. Of course, it’s all a balance. That’s why they offer so many combinations of truck, engine, and axle ratio. Does the 3/4 ton truck have other features that make them better for heavy use - i.e. more frame reinforcement, heavier shocks and springs, and a more sturdy hitch mount? Good luck in your search!

—Luke Ibis

I agree with Luke about comparing apples to apples. Find a sales person that knows what they are talking about. There used to be a clear delineation between 1/2 ton and 3/4 ton vehicles. The dividing line is now considerably blurred. You may be able to option a 1/2 ton pickup that will in fact have more capacity than a “3/4” ton. The combination of tires, suspension, transmission, engine and axle gearing can all affect the vehicles capacity.

Find a knowledgeable sales person.

—Harvey Robideau

### January 28th Holiday Party

Another great event by Kim and Keith Fritze. Thank you for your efforts. What a great way to spend a Saturday evening in January.

—Ed Vazquez

Just wanted to let you know how much we enjoyed the Holiday Party on Saturday evening. We know how much work it takes to host an event and for those of us who just show up and enjoy, let me say thanks for all your efforts. We met some wonderful new friends, enjoyed a great dinner and were fascinated by Col. Brown’s presentation.

Thanks for inviting us to your party -- we had a great time.

—John & Katrina Phillips

### Rule Changes 2006

Editor’s Note: Following letter was received concerning the 2006 rule changes and it’s too long to reprint in total but will excerpt here:

December 30, 2005

I read the Rules Proposal in the latest *Nord Stern*. I sure hope the ‘we welcome any comments from the membership’ invitation . . . is true.’ I am adamantly opposed to some of the specifics, and even more opposed to the direction of these proposed changes.

Let’s do the easy one first. I think that the ‘one low speed event’ should be kept. Why? I was very involved with the design of the current rules. This was written to reflect that when mixing Porsche models inside a class there is a mix of attributes. Some favor handling, some power in a straight line. This requirement

makes the necessary compromises involved inside a class more fair to all the competitors. Got a good handling car that’s got less in a straight line than other models in your class? Once a season you’ll get a chance to make it stick. It’s a fairness issue...not a ‘see how many trophies we can hand out’ issue.

Now we are up to the biggy. Switching our well-through-out and proven time-trial rules for PCA Club Racing rules. The big reason given is ‘will result in more club racers...participating in the time trails and autocross.’ Do you genuinely believe that? Given the current emphasis in our region, that isn’t going to happen. The majority of Nord Stern members, for which Club Racing is an economically unsustainable activity, should have their activity re-arranged to suit the Club Racers? (who show little interest in consistently attending...I dare you to look at the event statistics and prove otherwise). Doing this will only diminish these programs further...the ones that the regular members can afford. If you want to restore participation in these programs I can tell you how. You make them of ‘destination quality.’ Our region has allowed its best resources to be poured into our one club race. Care to argue with that? I’ll give you a quick example. Did our region leadership insist that other programs also get a poster from Porsche’s Ad Agency? No. And that’s the tone everywhere. So many resources poured into an event that so few of our members can realistically participate in...look no further than making all these other events great again...this specific rules proposal is a powerful signal that we’re continuing even further on the path of diminishing the ‘everyman’ events of our region. Looking at the consistent falloff in our event participation, which has NOT been accompanied by a similar drop in our total membership, there is a valid reason for concern.

This wasn’t supposed to happen. Who am I to say that? I can prove it...November 1991 Pano announcing the launch of PCA Club Racing stated: *The goal in all cases must be to add this attractive new part to the PCA catalog without detracting in any way from the already fine spectrum of events which are the true value added to the active PCA member...* That it was surely NOT to damage/ dominate all the other programs.

And who was charged with making sure this was how it worked out? ‘The Club Racing committee will work closely with each region during the planning phases of this goal...’ Care to show me that work, at our region level? Or? If you can show me where this effective promise to all the members...that all the other events wouldn’t end up being dominated by PCA Club Racing...has been revoked in writing, I’ll be more agreeable. If not? I’ll expect the leadership of Nord Stern recognize that the promises made to members have been broken...and the subsequent losses in event participation are directly related to that loss of integrity. It’s time to be our word, before there is even further damage to the very social fabric of our club.

—Sincerely, Kim John Crumb

*Continued on page 20*

# North American International Auto Show, Detroit (MI) January 8, 2006 . . . What a Show!

*Text and Photos by Kim Crumb*

Porsche had a fantastic display at the NAIAS car show in Cobo Hall. Not surprising, worldwide marketing and technical partner Michelin had their booth 'next door.'

There was the LMP-2 race car, looking fresh from its winning Laguna Seca debut. The factory still stresses that it's for 'customer motorsports,' which is a cautionary warning not to read too much into this effort in terms of further motorsports participation by Porsche AG itself. My prediction? It's a fine machine . . . the only threat is if another factory sees the same easier opportunity in LMP-2 that some privateers did . . . and then funds a professional team. The competitive skies should be rosy for this effort, at least for a while.

There was a worldwide introduction of the Cayenne Turbo S. 520 hp should keep the Cayenne as the kid of the Hill in the luxury SUV class, just besting the horsepower rating on the also new AMG ML-63 Mercedes-Benz SUV. 520 lb.-ft of torque, too. I'd love to put a set of track tires on this new Turbo S and see if I can

best two minutes a lap at Brainerd. Now that would add another dimension to 'hauling . . .'

There was the North American introduction for the Cayman S. I like it. The pricing doesn't make sense in terms of what's possible though . . . usually the coupe is less than the convertible version. They must be worried about the impact on 911 sales to price it above? Maybe says a lot about how fast it is! As the 911 continues to get more luxurious, with more driver 'aids,' (except the GT-3) perhaps the Cayman will be allowed to fill that niche of being the unfettered driver's car? The new BMW Z4 Coupe Concept was also next door . . . with 330 hp and priced at a five figure 'discount'

to the Cayman . . . there will be more market competition soon, mostly that's a good thing for enthusiasts! They had many clever full-scale cutaways, you could see elements of motors, suspensions, brakes - indeed whole cars. That's *what's new* from the car show circuit!



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







# Johnson Autosport

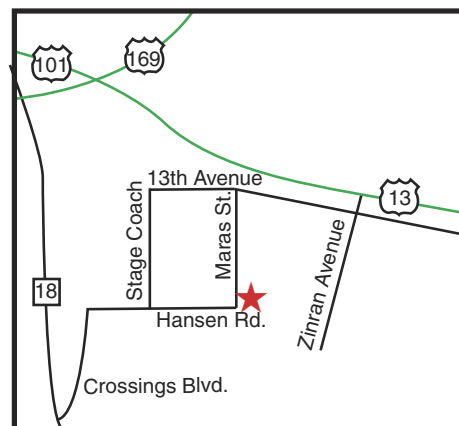
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# CARMUDGEON CHRONICLES . . . What to Do While Your Toys Sit Idle

By Ken Kamstra

It's that time again; time to ponder what to do until spring finally arrives. By now, if you have been auto addicted for any period of time, you have your routine down pat. Or maybe you don't. Some options:

## Go South

Let's get real here. Just how much am I willing to put up with just to warm My butt. Tried it once. The whole bit, overpriced hotel and all. Then off for some sunshine cruising on the highway. We hit the road. Then hit the brakes! Florida, it's full of old people and every one of them driving campers. Thousands and thousands of campers. And behind the wheel of every one, a driver grumbling, "Why is everyone in such an all fired hurry!

"Shopping might be fun", chirped my bride and co-pilot.

So we did. I took a seat outside each store. It's what hubbys do when wives shop in Florida. Another snow bird settled in next to me.

"Nice day," he said, I wasn't listening. I missed my garage back home.

## Go North

Skiing can be fun if you have the skills and a body that is up to it. Mine isn't. I tried, Lord knows. But my first hint that skiing wasn't my thing came when I fell off the ski lift on day one. If I'm going to risk injury to my magnificent body let it be at the wheel of my aging, cantankerous Ferrari. A better way to leave this world than skiing into oblivion.

## Party

Partying does brighten up a dreary winter especially if you are with fellow addicts and Carmudgeons. We took in the annual Porsche bash at the poshy Interlachen Country Club no less. Food and fellowship was great, but I was intimidated by guest speaker, Col. Curt Brown. His presentation was truly riveting as he and his films took us into his adventures in outer space. Then to his air racing hobby at the controls of WWII fighter planes. At 100 feet altitude! How could I ever again brag about my Porsche autocrossing?

## Politics

While our shining, slumbering steeds are resting, evil political forces are plotting to contaminate our fuel supply with additives made from corn, beets, wheat and whatever, Great for the farm lobby but pure gunk for your engine. Maybe you read about Minnesota truckers pleading for relief as their engines stalled with mandatory "Biodiesel". Did you know that if every acre of America were planted with "fuel crops", it would only supply

about 1% of our fuel. Between that and "Windmill Farms", where would we drive our cars? And would we have to fight the ethanol plants for crops to feed our families? Maybe it's just a nightmare that will never happen.

## All season fun

Garages are for push-the-envelope dreaming. Never mind logic. Right now I'm drooling over full color magazine features on the coming Porsche 911 Turbo. They show it bombing through snow with its all wheel drive; not failing to simultaneously remind the reader how much fun it would be to have 480 horsepower to play with any time of the year.

And I am reminded of one of my favorite ads showing the rear end of a Porsche in a garage. The great headline says:

***The hours a Porsche spends parked.  
You don't get those back.***

Sure, it will set you back about 130 grand but isn't that what second mortgages are for? Or maybe a ten year loan with balloon or some such thing. Never again will winter mean life's on hold.

Editor's Note: I really enjoy Ken's writings and thoughts and hope other members do, too. He is a delightful guy and even has entered the digital world (and yahoo, he is a Mac guy!) navigating the e-mail world to send me attachments even. No re-typing of faxed articles, that's heaven to me.

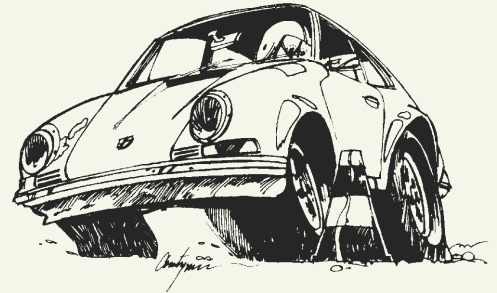
Of course his 15-year-old next door neighbor is indispensable. A genius in fact - but isn't that so true, it's the kids who can do all this stuff with their eyes closed. No Fear, is how I put it! My thanks go to Ken for keeping us well-supplied with his particular vision of 'the life of car-nuts'!

**Saturday, April 1, 2006 (and April Fool's it is NOT)**

**Novice Driver Ed Tech Intro  
Johnson Autosport  
1511 Maras St. Shakopee, MN  
952.233.2752**

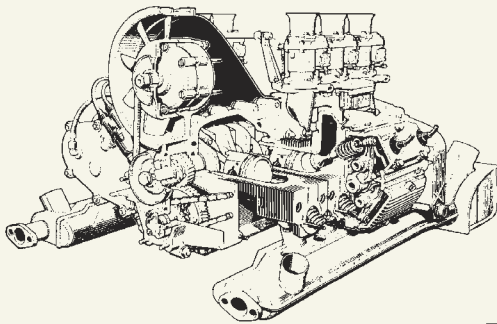
**10:00 am to Noon**

**Interested in Taking Your Car on 'the Track?'**



This is the Tech Session for you! Attendees will learn what is needed to get yourself and your car ready for the track, what the DE Rules are, the prerequisites for you and your car for DE participation, more info that you thought possible...

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 Session 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

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## Holiday Dinner Recap: An 'Out of this World Experience!

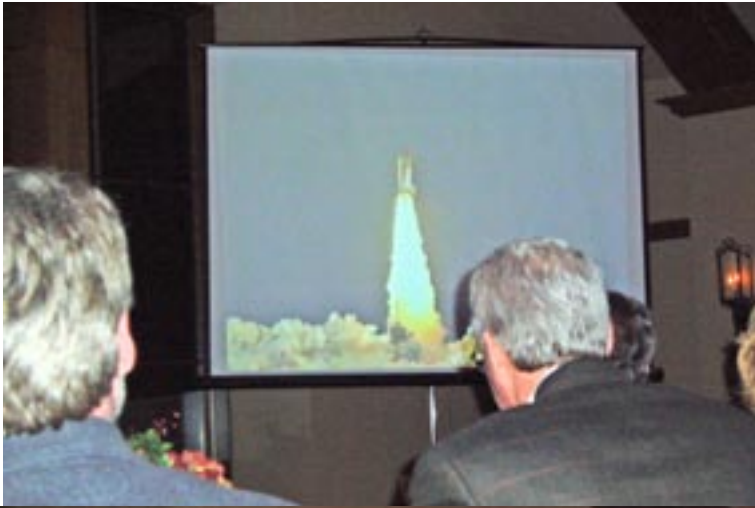
*photos by Sarah DeLong (unless noted otherwise)*

**E**ditor's Note: From all reports this year's Holiday Dinner was a very unique experience, to say the least. The evening's speaker was unique with a background a tad different than the usual retired race car driver - a former U.S. Air Force A-9 and F-16 test pilot chosen for the NASA shuttle space missions in 1988. As a veteran of six missions, he has logged over 1,383 hours in space and continues to pursue serious speed-related activities. Racing WWII jets tends to lend a new meaning to the phrase: speed freak, I think he qualifies! Makes our driving on the track seem a bit tame in comparison.

Sarah DeLong took the photos of the slides Col. Brown showed. Fun to see the space shots and fun to see members dressed up for a lovely dinner in the beautiful setting Interlachen provides.

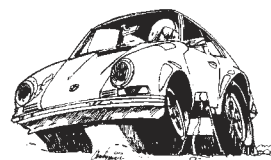






# Nord Stern

## 2006 Driver Ed Event Registration



- **Eventmaster/s:** TBA each event
- **Cost:** BIR \$195 driver; \$170 2nd driver, same car  
car: and Limited non-PCA registration available: \$245 per person  
Road America: PCA Members \$255 1st driver/\$235 2nd person, same car  
Non-PCA Member: \$295 1st driver/\$255 2nd driver, same car
- **Requirements:** Snell 2000 or newer helmet, 96 db noise limit, PCA Membership Card & valid driver's license and current Nord Stern Tech Inspection Form (see below)
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in completed form with registration: form available in *Nord Stern* or downloadable from Nord Stern website (PDF format) [www.nordstern.org](http://www.nordstern.org)
- **Refund Policy:** **FULL refund if you cancel by calling at least one day before scheduled event.**  
**Dave Anderson: 763 479-8231**  
☐ **First Fling April 22/23** ☐ **Club Race Aug 4/6**  
☐ **Last Fling Sept.30-Oct.1** ☐ **Road America July 10/11**

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

David Anderson, Registrar, 7965 Egret Drive, Independence, MN 55359

Driver \_\_\_\_\_ Car #: \_\_\_\_\_

Co-Driver \_\_\_\_\_ Car #: \_\_\_\_\_

Has car passed Tech Inspection? \_\_\_\_\_

List last 3 high speed events attended (w/dates) \_\_\_\_\_

Do both drivers have previous high speed experience with Nord Stern? \_\_\_\_\_ Yes \_\_\_\_\_ No

If no, will driver attend Nord Stern DT school prior to this event? \_\_\_\_\_ Yes \_\_\_\_\_ No

If no, do you have approval from head driving instructor to attend this event? \_\_\_\_\_ Yes \_\_\_\_\_ No

Phone(Wk/Hm) \_\_\_\_\_ Cell: \_\_\_\_\_

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ email: \_\_\_\_\_

PCA Card # and expiration date: \_\_\_\_\_

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Best Time BIR/RA \_\_\_\_\_ Best time co-driver BIR/RA \_\_\_\_\_

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

Driver: \_\_\_\_\_

Co:Driver \_\_\_\_\_

# 2006 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector.



Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 2000/Better	_____
Brake Lights	_____	Brake Lines	_____	Helmet required after 6/1/2006	_____

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required \_\_\_\_\_ Yes No  
Items to be corrected \_\_\_\_\_

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Regions reserves the right to exclude any individual.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_



# 2006 Kalender

## 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: Johnson Autosport  
1511 Maras St., Shakopee 763.233.2752
- 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
- 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**  
**12479 Plaza Dr. Eden Prairie**  
**Questions: Jim Miller 952 829-8000**  
The Porsche Club and other car clubs are invited  
to an open house showcasing this new facility  
10:00 am

## May

- 7 Annual Maplewood Imports AutoFair**  
Maplewood Imports  
2873 Hwy 61 N. 651 483-2681  
Eventmaster: George Andeweg  
Details To Follows

2006 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

**13\* 2006 Spring Tour and Lunch**  
Start Maplewood Imports 9:00 a.m. See Ad Pg. 21  
Eventmasters: Sarah DeLong, 612 866-7490,  
sdelong@ald-mpls.com or Mike Lancial 952 929-2762  
,thelancials@msn.com

**20 Concours Tech Session**  
Maplewood Imports at 10:00 a.m.  
Eventmaster: Dale Trippler dtripp@usfamily.net  
651-490-1485

## 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
- 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  
Registration 8:30 a.m. to 3:00 p.m.  
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

\*\*\*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!**

- 25 Nord Stern Annual Concours**  
Shakopee Memorial Park, west side  
Car prep is from 9-10:30 a.m. Judging begins at 10:30  
Eventmaster: Dale Trippler dtripp@usfamily.net  
651-490-1485

**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

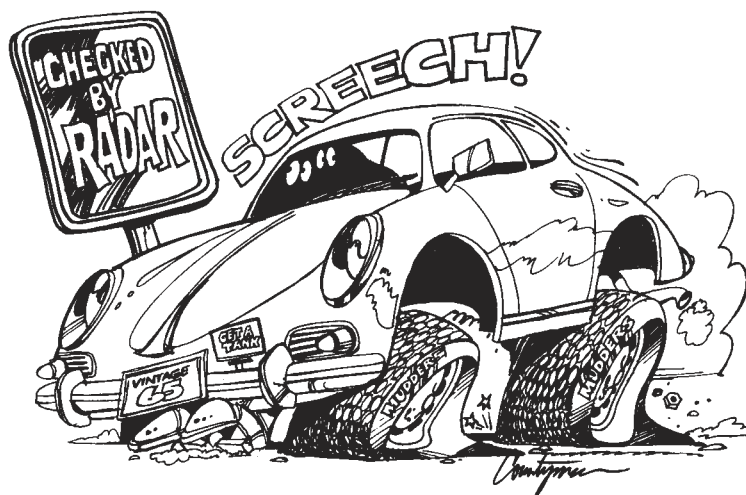
**September 2006**

- 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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**NORD STERN**  
**Emergency Contact Information**

**Date** \_\_\_\_\_

**Driver Information**

Name \_\_\_\_\_ Telephone \_\_\_\_\_

Street Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

**Contact Information**

Name \_\_\_\_\_ Telephone/Cell \_\_\_\_\_

Street Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_

Is the contact person at the track? Yes \_\_\_\_\_ No \_\_\_\_\_

Are there any exiting medical problems that should be noted?

**Have you been treated for any of the following medical conditions?**

**YES NO**

- \_\_\_\_\_ Frequent or severe headaches
- \_\_\_\_\_ Dizziness or fainting spells
- \_\_\_\_\_ Unconsciousness for any reason
- \_\_\_\_\_ Eye trouble except for glasses
- \_\_\_\_\_ Hay Fever
- \_\_\_\_\_ Asthma
- \_\_\_\_\_ Allergy to any medications
- \_\_\_\_\_ Insulin dependent diabetic
- \_\_\_\_\_ High or low blood pressure
- \_\_\_\_\_ Stomach problems

**List any medications currently used** \_\_\_\_\_

**To be submitted with your registration form**

**Letters to the Editor . .**

*. . . continued from page 9*

**Car Blogs of Note**

**I**n the spirit of an email that was sent out earlier this week singing the praises of Jalopnik, I thought I'd highlight a couple other automotive blogs that I enjoy reading while I probably should be working!

**Autoblog - [www.autoblog.com](http://www.autoblog.com)**

Essentially a clearinghouse of automotive news, rumors, and the like. They also do very nice reviews of new cars. Updated often.

**The Truth About Cars - [www.thetruthaboutcars.com](http://www.thetruthaboutcars.com)**

An ascerbic blog featuring news, reviews, rumors, and an ongoing, viciously anti-GM editorial called "General Motors Death Watch".

**Inside Line - [www.edmunds.com/insideline](http://www.edmunds.com/insideline)**

Written by the well-respected folks at Edmunds. More of a traditional website than a blog, it features great videos, reviews, news/rumors, and very good long-term tests.

Enjoy, but don't blame me if your boss notices a drop-off in productivity!

—Luke Ibis





# 2006 NORD STERN

Saturday  
May 13th  
9:00 a.m.

## Spring Tour

We will be driving roads in Eastern Minnesota and Western Wisconsin stopping for lunch at a restaurant along the route. Maplewood Imports has been kind enough to provide a continental breakfast prior to the drive.



The starting point will be Maplewood Imports. We will leave their lot promptly at 10:00 a.m. Please make your gas stops prior to the start. Once the tour gets moving it is too difficult to stop for one or two cars.

**ALL DRIVERS MUST BE 18 YEARS OF AGE OR OLDER TO PARTICIPATE IN THIS TOUR.**

As an added bonus Maplewood Imports will be offering a new Porsche for participants to share while on the drive. HOWEVER, you must be 21 years of age or older, licensed and insured to drive this car and be willing to provide feedback to Maplewood Imports. The lucky drivers will be selected the morning of the drive.

**For additional information and to pre-register for both the drive and lunch please visit [www.911t.org](http://www.911t.org) and click on:**

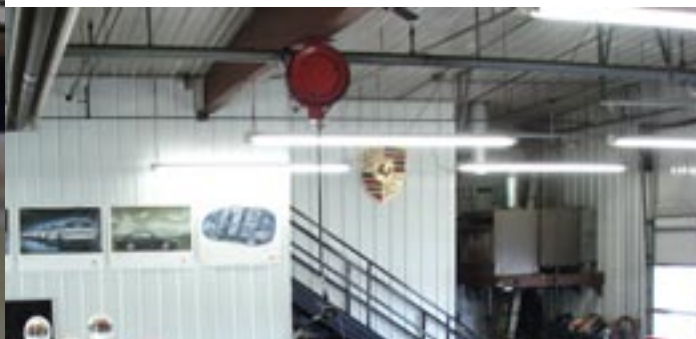


This is a one day drive so there is no need to tie up an entire weekend.

Sarah  
[sdelong@ald-mpls.com](mailto:sdelong@ald-mpls.com)

**MAPLEWOOD  
IMPORTS**

Mike  
[thelancials@msn.com](mailto:thelancials@msn.com)



As seen by the crowds gathered this past January 7th at Auto Edge's shop up in Maplewood it was a great turnout of members interested in learning a bit more about PCA's club racing program. On hand were a number of experienced club racers making presentations about the ins and outs of the program. There were plenty of questions and I am sure plenty of souls just in need of gathering on a cold day to talk all things 'Porsche!'



## Out and About at January 7th Tech Session on Club Racing . . .

*photos by Pam Viau*





# Fun Photo Gallery - Submissions Welcome!

---



Hmmmmmm, an on course Cayman introduction in Texas recently produced quite the reaction for this passenger! Photo is courtesy Bryan Henderson, one of Club Racing's Stewards and very experienced driver (do you think that knowledge gave this passenger any consolation?!).



Left, we have published photos of this very 'distinctive' 928 before. Recently sighted and photographed at a car show in Minneapolis by Steve Sherf's son, the question Steve has is for Harvey Robideau: Okay, what Nord Stern class is this?!!  
Editor's Note: I am willing to publish all suggestions (assuming they don't make me blush!).



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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 9<sup>th</sup>  
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.

- **12<sup>th</sup> 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](http://www.saintpaulsommerfest.org) or 651-489-9623

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

FREE dance lessons (waltz, swing, fox trot, Latin)  
March 2006 for 10 weeks, Tuesdays 7 – 9 PM, Klub Haus 1079 Rice Street, St. Paul,  
Call Dick Kedrowski if interested. 651.430.0003

Not a pretty sight: spotted  
by Keith Jones in Phoenix,  
AZ on his way to a meeting.  
He dubbed his photo:  
murderwe's row!



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# Zone 10



March 2006

## Around the Zone

Katrina and I had the good fortune to attend five Region Holiday and Post-Holiday parties the past couple of months. Good weather prevailed and Great Plains, Dakotas, Central Iowa, Schönesland and Nord Stern Regions all hosted wonderful events.

We were impressed with the enthusiasm from all the members we spoke with. I wish there was a big event that would draw members from each Region because everyone has so much fun, it would be a blast to get the whole group together.

Each Region will be receiving their Region Procedure manual soon and as driving season approaches, I encourage each Region to review the event guidelines. They will assist you in hosting fun, safe events in 2006.



*President Rick LaVerdiere and me  
at the Nord Stern Region annual  
Holiday Party.*

## You Should Know

The new *Autocross and Off-Road Guidelines* have been published and are available on the PCA webpage at <http://www.pca.org/members/extranet/>

The *Newsletter Contest Rules* have been posted in the Admin section of Member Services on the PCA webpage. Deadline for submission is April 21st.

The 2006 *Website Competition Rules* have been posted on the PCA website at <http://www.pca.org/members/extranet/>.

The 2006 version of the *Club Racing Procedure Manual* is available in pdf format at [www.pca.org/pca/clubrace/crpm.pdf](http://www.pca.org/pca/clubrace/crpm.pdf).

PCA will continue to support the very popular PCNA and IMSA sponsored *Porscheplatz* in 2006. The American Le Mans Series race at Road America will be August 20th.

## Toot Your Horn

Betty Jo Turner, Editor of *Panorama* is looking for feature articles from Region events. She would like to focus attention on events throughout PCA and is asking Regions to provide her with articles and pictures that can be used in the magazine. With a little advance planning, your Region might be the next feature story.

## Zone 10 Best Practice

When I attended the Central Iowa Region Holiday Party, I was impressed with one of the awards they presented. It gave me the idea to include a short note about best practices in each Zone Bulletin.

My first Best Practice goes to Central Iowa who initiated a "Sponsor of the Year" award to recognize a sponsor who significantly contributed to Region activities beyond financial.

## PCA Porsche Parade

The 51st annual PCA Porsche Parade will be held in Portland, OR from August 6-11, 2006. Registration will begin at **8 a.m. EST on March 10th**. Last year I received calls from members who tried to register after the opening date and were disappointed. If you plan to attend the Portland Parade, please be certain to mark March 10th on your calendar. You can find more information on the [www.pca.org/parade/2006/](http://www.pca.org/parade/2006/).

*John Phillips  
PCA Zone 10 Rep  
402-333-7245  
[pcazone10rep@cox.net](mailto:pcazone10rep@cox.net)*



## PCA ZONE 10 CALENDAR

### MAR

1	New Member Social	Nord Stern
1	Social/Meeting	Red River
4	Annual Swap Meet	Nord Stern
8	Social/Meeting	Dakotas
8	Member Appreciation Night	St. Louis
<b>10</b>	<b>Registration for Portland Parade</b>	
11	Tech Session: European Motors	Central Iowa
11	Brake Bleeding Party	St. Louis
12	Wine Tasting	Kansas City
12	Dinner Tour	St. Louis
14	Social/Meeting	Nord Stern
25	The Denny Show	Great Plains
31	DE @ Gateway	St. Louis

### APR

1	New Member Orientation	Kansas City
1-2	DE @ Gateway	St. Louis
1	Novice DE Tech Session	Nord Stern
5	Social/Meeting	Red River
9	Spring Tour	Schönesland
11	Social/Meeting	Nord Stern
12	Social/Meeting	Dakotas
21-23	DE @ Brainerd	Nord Stern
22	Garage Tours	Central Iowa
22	Progressive Dinner	Schönesland
28-30	DE/Club Race Heartland Park	Kansas City
29	Dawn Patrol	Dakotas
29	Twin City Tire Open House	Nord Stern

### MAY

3	Social/Meeting	Red River
6	Spring Drive Tour	St. Louis
7	Spring Drive	Central Iowa
7	Maplewood Imports Auto Fair	Nord Stern
9	Social/Meeting	Nord Stern
10	Social/Meeting	Dakotas
12-14	40th Annual Ozark Weekend Tan-Tar-A Resort, Lake of the Ozarks	Kansas City
13	Tech Day at Tranbys	Dakotas
13	Touring Drive	Nord Stern
13-14	Joint DE/Time Trial @ MAM	GPR & NSR
21	A Gathering of Friends	Dakotas
21	Poker Run Tour	St. Louis
26	Bierstube Social	Central Iowa
26	Sonic Show-N-Shine	Great Plains
27	Tour and Lunch	Nord Stern

### JUN

2-4	Club Race & DE @ MAM	Great Plains
2-4	DE @ HPT	Kansas City
4	European Car Show	St. Louis
9-11	Annual German CarFest	Nord Stern
16	Sonic Show-N-Shine	Great Plains
17	Dawn Patrol	Dakotas
21	Social/Meeting	Dakotas

### For More Information

Central Iowa Region	<a href="http://www.ciapca.org">www.ciapca.org</a>
Dakotas Region	<a href="http://http://dak.pca.org">http://dak.pca.org</a>
Great Plains Region	<a href="http://www.pca.org/gpl">www.pca.org/gpl</a>
Kansas City Region	<a href="http://www.kcrpca.org">www.kcrpca.org</a>
Nord Stern Region	<a href="http://www.nordstern.org">www.nordstern.org</a>
Ozark Lakes Region	<a href="http://www.pca.org/olk">www.pca.org/olk</a>
Red River Region	<a href="http://www.pca.org/rev">www.pca.org/rev</a>
Schönesland Region	<a href="http://www.schonesland.org">www.schonesland.org</a>
St. Louis Region	<a href="http://www.pca.org/stl">www.pca.org/stl</a>
Wichita Region	<a href="http://www.pca.org/wic">www.pca.org/wic</a>

### 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	GPR & NSR	MAM	DE/Time Trial
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 23-24	Great Plains	MAM	DE
Sep 29-Oct 1	Nord Stern	BIR	DE
Oct 7-8	St. Louis	GIR	DE
Oct 20-22	Kansas City	HPT	DE

# Dear Hanzy, Mien Hanzy

by John Killion (Car 168)

**E**ditor's Note: With this issue we are introducing an out of region columnist contributing humorous musings with a wide range of views on our mutual addiction. I enjoyed his first submission and hope readers will, too. John is a member of North Country PCA in New Hampshire (although he says he actually falls geographically into the Northeast Region but finds the 'pinky-pointing and wine tasting' orientation not his 'cup of tea!') I think he would like our region!

When requesting some bio info here is what he said: "*John R. Killion, an Adonis-like man, hails from The Land of Ice and Snow, and when he's not busy splitting oak logs with his bare hands, he can generally be found slumped over his keyboard with a hefty case of alcohol poisoning, or ranting about some perceived slight inflicted by the powers that be...*"

Or you could just say: "*He joined PCA in 1998 and is currently a member of North Country Region. He drives a lightened and lowered 944 on the track, and a 1987 928S4 when he feels the need for real speed, or to simply outrun the local cops and a field sobriety test....*"

Or any combination thereof.

Plus he commented: "*I have to admit that I've never met a Porsche I couldn't love.*" Now **that** definitely qualifies him for honorary Nord Stern membership!

**A**s you should know by now, my old, venerable and beloved 944 fatally chomped its factory-installed, rubber-nucleus clutch while hopelessly peddling its way around NHIS (editor's note: New Hampshire International Speedway is located in Loudon NH) last fall, much to amusement of the far too haughty 911 crowd, whose obvious delight with my resulting straits would've embarrassed an adolescent male monkey. Feeling so much shame floating around, sticking to everything and insoluble to no known solvent, I had no choice but to park the car for the winter and bolt the garage door shut. This plan, though clearly and obviously flawed, worked well for several quite blissful and otherwise delirious winter months, until the empty bottles began piling up and the lengthening days betrayed my true undertakings and pursuits, so, in a typically half-baked effort at self-redemption, I've been spending a lot of time holding cold steel tools in my hand while loudly and creatively cursing in the garage.

Ever unbolt a 944 transmission before? Ever conjugate a nasty word at the top of your lungs in all its possible and erudite forms? It's only the first step in a long, Nordic-Think clutch replacement process and it is not an undertaking for the fainthearted or even the right-minded.. There are BIG bolts holding that monster in place, intimidating bolts, and after pumping my car into the springtime air, its lovely and familiar butt raised oh-so-carefully-high, I began to contemplate the magnitude of my intended and consequential

mission. Fortunately, not all of those bottles were actually empty, and my resulting joy associated with that discovery clearly clouded my otherwise impeccable judgment and temperance while I was strutting and fluttering around my work bench, when, all of a sudden, there was the ghost of none other than Dr. Porsche, resplendent in his white techno-geek apron with the obligatory blue pen stain spreading across his chest pocket.

"So," he says to me. "You sink you can fix zat heap vis your hammer und Craftsman locking wrench?" He snickered.

"Hey," I cleverly responded. "How did *you* get in here?"

His eyes were quickly and efficiently scanning the walls at my assortment of tooling implements and nudie girls and he was making sounds which I interpreted to be noises of disapproval more clearly focused on my mechanical weaponry than my choice of pictorial art. Then he said, "Never mind zat, Knucklehead, vee have more important sings to consider here."

Feeling briefly offended by his unkind characterization while privately admitting to myself that he was probably correct in his observation, I proudly and brazenly offered, "I think I have everything under control here. Ohhh, yeaaaa," as I tossed something amber colored down my throat and warily thought about those big bolts.

He mumbled something under his breathe in German and reached up to turn the volume down on my CD player, which was blaring some hillbilly rant about some dirt poor slob losing his truck, his dog and his wife -- in that descending order of importance -- and apparently that was just too much for Dr. Porsche to bear in ease. Immediately frustrated by the dozens of tiny buttons and complete lack of intuitive dial knobs littering the facade of my player, he seized the power cord and yanked it from the wall socket with a violent tug while saying, "Zees audio machine is from zee end of zee dog you do not pat."

Now Hanzy, I know you and I go back a long way and we've sought to puzzle out many deep and enigmatic mysteries along the path, and I'm fully aware that you have many, many valid and fundamentally correct reasons for questioning the, ha, say... portability of my table saw, but there I was, more or less sober, standing in my cold garage late at night, talking with the ghost of Dr. Porsche and all I could think of to say to him was, "Hey, do you think I can jam this 11/16 inch socket onto those 17 millimeter bolts?"

He groaned loudly, and turned to face my 944's stable mate, a bright, arrest-me-red 928 S4 date-car and said, "Zat car nearly cost me my house." He walked over to my work bench and picked



*Continued on page 33*

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Contact your salesperson or George Andeweg at 651.483.2681 or [gandeweg@hotmail.com](mailto:gandeweg@hotmail.com). We'll see you and your car on May 7th!



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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

## 911 (1989 C4, C2 through 1998 993) QUESTIONS

1. Which of these Type 964 variants was not available in 1994?

- a. RS America
- b. America Roadster
- c. Turbo
- d. Speedster

The Porsche Family Tree, PCA, page 18

2. Which of these aerodynamic features was first introduced on the Type 964 series:

- a. Turbo wing
- b. Diffuser
- c. Automatic retracting spoiler
- d. Recessed windshield wipers

Porsche 911 Story, page 208

3. In 1990, the Carrera 2 introduced which new option to the Type 964 series?

- a. ABS
- b. All wheel drive
- c. Supercharging
- d. Tiptronic

The Porsche Family Tree, PCA, page 16

4. When initially introduced in 1989, the first production models of the Type 964 (911) were designated as the:

- a. Carrera 4
- b. Carrera 6
- c. SC
- d. None of the above

The Porsche Family Tree, PCA page 16

5. The 1994 C4 "Turbo look" coupe and Speedster were completely different than the 1993 models.

True or False

The Porsche Family Tree, PCA, page 18

6. The 993 engine displacement for the U.S. models was:

- a. 3.0-liter
- b. 4.5-liter
- c. 3.6-liter
- d. 3.8-liter

The Porsche Family Tree, PCA, page 18

87. The brake discs on the Type 993 were the first to

offer this performance enhancing feature on all road cars:

- a. ABS
- b. Mono-block piston calipers
- c. Ceramic construction
- d. Cross-drilled rotors front/rear

The Porsche Family Tree, PCA, page 18

8. The Type 993 all wheel drive version differed from the Type 964 C4 version primarily due to:

- a. Viscous coupling versus computer DME controlled all wheel drive system
- b. Four inch longer wheelbase than the comparable C2 version
- c. Carbon fiber aerodynamic underbody panels to protect the AWD system
- d. None of the above

The Porsche Family Tree, PCA, page 19

89. The 993 did not have a new four-spoke steering wheel.

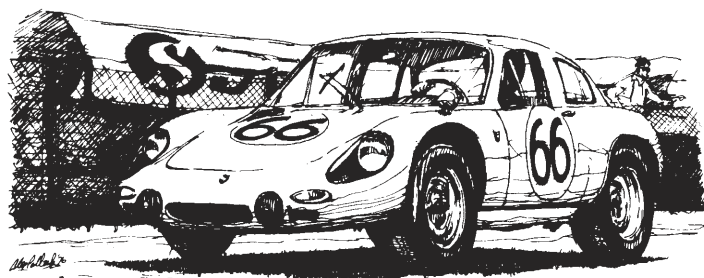
True or False

Excellence Was Expected, Vol. 3, page 1265

10. The millionth Porsche was made in 1996, which model was it?

- a. 964
- b. 996
- c. 993 Police car
- d. 954

Excellence, Vol. 3, page 1265



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

# For Sale . . .

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

Christie Boeder - NORD STERN  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
952 593-5544 or email ad to:  
editor@nordstern.org

## Want Ads

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### 1998 Porsche 993RSR

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### 1989 911 Carrera 4

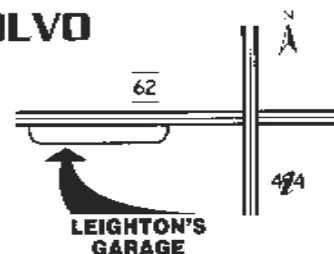
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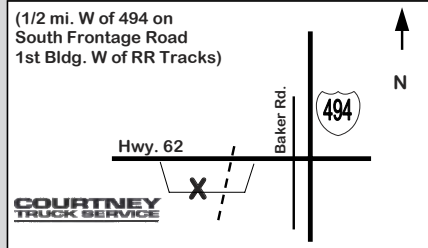


14205 62nd Street West  
Eden Prairie, MN 55346

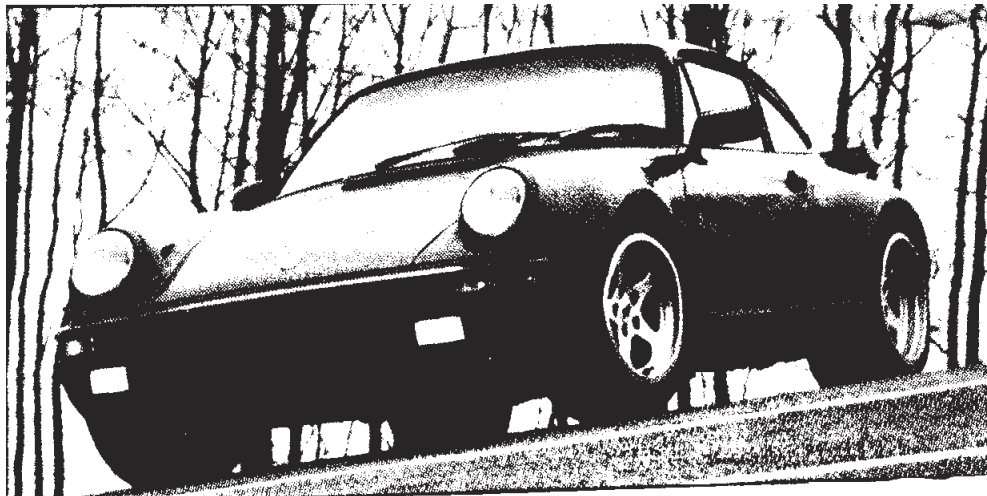
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L T D



Hanzy. . .

. . . continued from page 29

up the bottle I'd been working on and carefully wiped off the end before taking a long, slow pull on its nipple and said, "Schnapps it isn't. But Saint Peter is pretty tight about what gets past zee gates zees days." He took another swig.

"You know," he slyly asked, "Vat does zee designation S4 mean to you?"

"Four thousand pound Sweathog?," I suggested.

For the first time since I met him, he actually smiled. It wasn't a big ole American toothy smile, and was more like a tight and carefully controlled Germanic grin, or perhaps even a sneer, but considering that I wasn't sure if he'd even get the cultural reference, it was more than I expected, but, apparently, he's a long-time Travolta fan. Anyway, he took another swallow from my bottle and I could see a warm and fuzzy glow beginning to envelope his otherwise austere and composed persona as I tried to fit some extension pieces onto my rusted ratchet wrench. "So," I said. "Security is tough even in Heaven?"

"Ja," he lamented.

"Too many heathens trying to sneak in?"

"Nien," he exclaimed. "Too many of us trying to sneak out!"

I was shocked. "Trying to sneak out? Why would anyone want to sneak out of Heaven?"

"Sink about it, Knucklehead. Vat is there to do for a fellow like me? Everysing vorks perfectly in Heaven. Zee car, it always starts und runs well. Zee oil never gets dirty und zee gas gauge is

always on full. If I sink zee tires need an extra pound of pressure, zay already have it before I even finish my thought. I feel useless there."

I considered his problem for a moment, and the *seriousness* of his terrible and peculiar situation, and as it percolated in my mind I suggested, "Well, perhaps you should import an early Boxster."

"I thought of zat too," he said, clearly defeated. "But I can drill holes in zee crankcases all day long and it still won't leak. In fact, I can run zem without any oil at all und zay still run fine. Nothing wears out in Heaven. Ever." He took another long pull from my bottle and I astutely recognized that he was indeed very troubled by his current condition. I warily looked over at my partly dismantled car, dangerously teetering in the air on mismatched jack stands, and discovered that I was having a difficult time working up any real sympathy for him, considering the earthy nightmare I had in front of me. But, smartly and quickly sensing a rare opportunity, I handed him a wrench and invited him to join me under my car. Now, Hanzy, let me tell you, he scampered like an elf under my 944 with an agility I never would've expected from a dead guy, and his hands moved so fast I could hardly even *see* them! Within moments, my transmission hit the floor with a heavy thump and I felt a strong wave of satisfaction crest and roll over me, which immediately inspired me to let loose a whooping victory cheer which I knew would annoy him greatly. As my joyful WooHoo vaporized into the same chilly air as all my previous and quite hideous obscenities had, I looked around the garage but Dr. Porsche was nowhere to be seen, and, sadly, neither was my bottle.

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# 13<sup>th</sup> Annual INTER-MARQUE

## May 21, 2006

### 1. Vintage Foreign Car Show (11:00 a.m. - 3:00 p.m.)

The famous spring kick-off show returns to its pastoral setting on the walking path surrounding the Radisson Plymouth, at the north-west corner of I-494 and Hwy 55. As always, the show is **FREE** for both participants and spectators. This year's theme is "Of Mice and Mooses," and a special invitation is extended to our petite brethren (under 1,000 cc's) and our well-endowed compatriots (over 5,000 cc's). (No RSVP is required for the show, but it'd be nice if you did so anyhow.)

### 2. Awards Banquet & Get-Together (3:00 p.m. - 5:00 p.m.)

Following the show, at 3:00 p.m., there will be an awards banquet and intermarque get-together at the Radisson. The price is only \$16 per person. *Please RSVP if you wish to attend the banquet as the Radisson needs an estimate of how many people will attend.*

RSVP form:

Name(s): \_\_\_\_\_

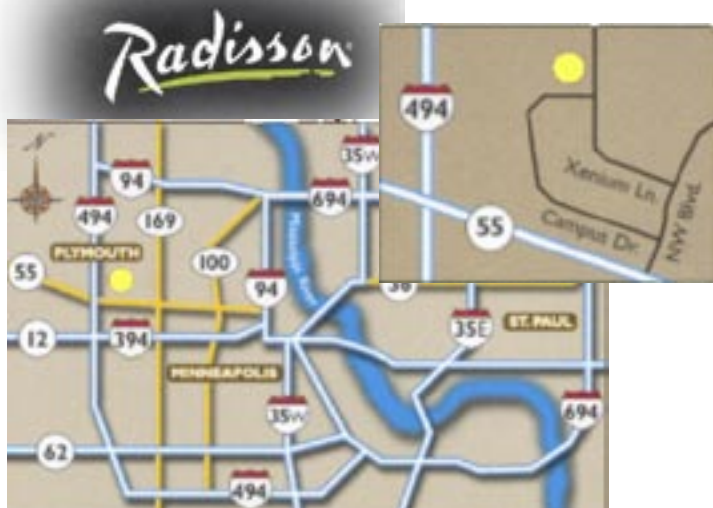
Car(s): \_\_\_\_\_

Club (if any): \_\_\_\_\_

# Banquet Attendees: \_\_\_\_\_

Please send to Phyllis Galberth  
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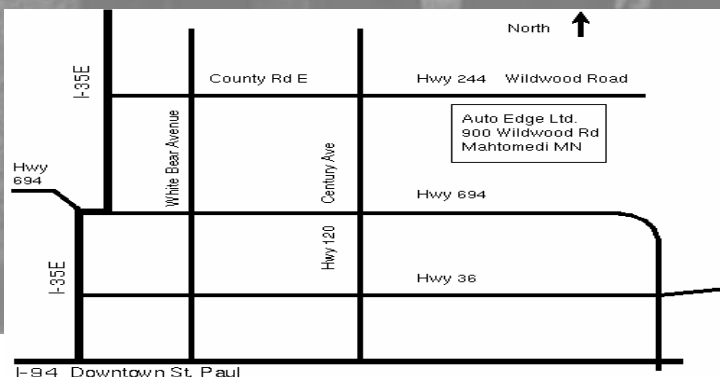
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