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2006



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Okay, I am sitting here looking at about a foot of snow still laying over our backyard (well, it's actually shrunk down a bit in the past week, I will admit!) knowing this stuff isn't going to last long. However, it is beautiful and I do love it.

There just is something about the month of April. It's such a pivotal time. Winter is over, or at least most of those lovely late winter storms are now but a memory. The sun is working hard to warm the earth, drying us out from our mud season as buds start popping and the fresh green tips of perennials start poking up giving us a heady sense of renewal with the rebirth of spring. It's a great time of the year, there is such a feeling of optimism in the air.

So, too, with our cars. If you have not driven your 'P' during the winter - as some of us do - then it's that time when we give our cars their own particular 'rebirth!' Time to come out of storage, time for that first wash, time for that first drive. Such fun.

And with this issue of Nord Stern you will find here all the needed registration/informational forms for our upcoming driver education series, the necessary annual tech inspection form as well as the medical information form for DE participants. And we have the driver training registration form for the first school of the year at First Fling.

Plus there are a number of local non-Nord Stern events, or other region events of interest featured further back in the issue. Got a great poster for the June 9-11 Sommerfest extravaganza over in St. Paul highlighting all the things you can go to - including the ever-popular German Carfest in Rice Park. If you are in town that weekend this is a fun place to go and hang out Saturday. Lots of interesting cars are always on hand.

Not much to rant about with this issue although I do appreciate the feedback I have received about the color cover of March. It was a spectacular photo and it needed to be in color. Which is also true of this month's submission - an actual repeat of February's cover. Again, a fabulous photo and kudos to photographer Bob Kosky. Now I can't wait to dig out some of Ron Faust's previous

submissions as he (and others!) have sent in some excellent photos over the years. A number of them did deserve the color treatment. Technology is such now that we can do this at a reasonable cost. Stay tuned for more.

I also wanted to spend a moment talking about the listservs run by and for club members. The first one is called 'Clubtalk' and the other is called 'Techtalk.' Each has their specific focus - clubtalk to deal with matters of interest surrounding club events and activities and techtalk to ask specific tech questions.

These listservs have grown over the years and are well worth the little effort it takes to subscribe. Members are quite respectful of each others time; there is very little misuse/abuse. Clubtalk is particularly helpful for event organizers having an easy way to remind us of upcoming events, cajol us into attending, give us last minute news or details.

Subscribing is easy, visit our website: <http://www.nordstern.org/ClubInfo/MailingLists.html> and follow the directions. Here is what the website will tell you:

- E-Mail discussion lists allow Nord Stern members to send mail to a group of people using a single address.
- Everyone who is a member of the list receives E-Mail and can respond to the person who wrote the message or to the entire list.
- You must be a Nord Stern member to join the lists.
- There are two Nord Stern E-Mail discussion lists.
- The General list (clubtalk@NordStern.org) is for discussion of a general nature within the interests of the Nord Stern members.
- The Technical list (techtalk@NordStern.org) is for discussion of a technical nature.
- NOTE: You must subscribe to the list before sending E-mail to the list. And you must be using the e-mail address you are subscribed with to generate a ClubTalk or TechTech post.

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1989 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!).

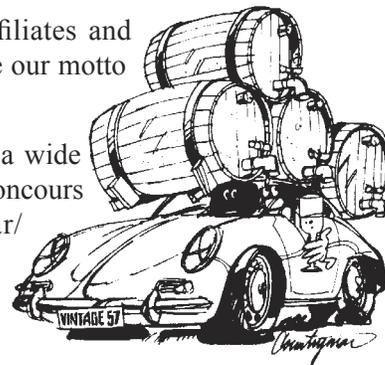
Time Trials: On course timed lap with controlled starts and exiting.

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 Prez Sez . . .

By Rick LaVerdiere

It all started in April 1998. I remember pulling into the BIR entrance in my Porsche 993 Coupe anxious about the Nord Stern Driver Training event and my first Driver's Education weekend. It was a cool, but sunny morning in Brainerd. As I passed through the gate, I began to wonder how I got to this point. Was this another mid-life crisis? As I strictly obeyed the 10-mph speed limit on the entrance road to the paddock area, I had time to reflect on what brought me there.

30 years earlier, I had just returned home from military service. That spring, I drove my 1970 Chevelle to checkout our local track. Weekend races at the 1/3-mile oval had been a popular event during my high school and college years. It was one of many tracks in New England that provided a venue for local racers to compete. One of my co-workers from a summer construction job had just started racing in the entry-level class. The "sport class" was a stock class for 1950s era cars. In return for a pass to the paddock on race night, I agreed to be his pit crew. It became a total immersion into auto racing at a primal level. Although I never drove, I experienced the highs and lows of the season long campaign. For all our efforts, we did have some success.

I had lost touch with my old teammate while in the service and hoped that perhaps the track would have some information on

where I could find him. As I pulled up to the track, I found that the office was closed and no one was around. I did note that the gate into the track and paddock area was open. The gate was flanked by large signs warning of the dire consequence to anyone who entered without authorization. I drove in looking for anyone who could give me some information. I pulled out onto the track and squeezed the power on and quickly shifted into 3rd gear as I entered turn one of the 1/3-mile paved oval. The street tires squealed in protest and the engine whined near redline as I worked my way through three laps, and then I left before being spotted.

As I drove into the paddock at BIR, I smiled remembering those three hurried laps 30 years earlier. I had attended the Novice Driver Education Tech Session a few weeks earlier and learned how to prepare and what to expect. I actually had met my instructor, Jim Potts, at the tech session. Overall, I felt I was ready to go. Thanks to the many Nord Stern members helping that weekend, and my instructor, I was hooked.

As it is every April, I have a renewed sense of excitement on the annual return to BIR for the beginning of the Nord Stern driving season. The track events have been a great past time, but more importantly Nord Stern and its members have become part of my life. I look forward to seeing you at the next club event.



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Letters to the Editor . . .

I read Kim Crumb's lengthy objection to the DE rules changes for 2006 and feel compelled to weigh in with a few brief observations.

First, the DE rule changes make sense for many reasons and I believe they are long overdue. As immediate past president, virtually all of the feedback I was positive and in agreement. Some members needed clarifications on a few points but I only know of two objecting to the rules changes and one hasn't attended a Nord Stern track event for 8-10 years. The PCA club race classifications are far better researched and more consistent than our old Nord Stern DE classifications. Pretty hard to argue otherwise. By adopting club race classes, a member preparing a car for DE is not going to find themselves unknowingly in a GT class if they decide to try club racing someday. If they elect to stick with DE only, the new rules level the playing field for all classes.

Requiring at least one low speed event for the DE points chase doesn't make sense anymore since we face the real possibility of not having a venue available for an autocross. Most are disappearing due to liability issues, and those remaining are getting very expensive. Even when we find a venue, many clubs are competing for the few dates available and we will likely find the club limited to one per year. So if you did well at all the high speed events in the year but had to miss the only low speed event, why should you be out of the DE points chase? You shouldn't.

Lastly, the notion that club racing is the focus of the club and everything else takes a back seat is sheer nonsense. It's an old gripe we haven't heard since the club race series was started in the early 1990's. In 2005 Nord Stern experienced a significant boost in attendance across the board at all scheduled events which included: a rally, a cruise night, member socials, a number of tech sessions, a swap meet, concours, the fall color tour weekend, DE instructor certification, 2 high speed schools, one low speed school, autocrosses and several great dinner meetings. Anyone who attended an event last year would know this first hand. Non-club racers far outnumber club racers in Nord Stern and our programs reflect that. Many of the racers I know only run in our BIR race and maybe one other. Most are DE drivers trying a taste of wheel to wheel racing on a budget. I can hardly think of a single racer who doesn't do DE events also. In fact, most do far more DE events per year than club races.

The sky is not falling. The glass is half full, not half empty. Our club has never been in better shape. Spring is around the corner. See you at First Fling.

—Chip Smith

March 1st New Member Social

We had a wonderful turnout for the New Member Social last Wednesday at Davani's in Edina. A special thank you to Steve Sherf for putting together an entertaining and informative event. Thank you to all the NS Chairs who took the time to meet

and provide information to our guests. To all the new members who attended, we look forward to seeing at the next NS event.

—Rick LaVerdiere

A big hand has to go out to Steve Sherf for one of the best new member social events I've been to. What a great turnout! Also a thank you for all of the chairs that showed up to explain their areas.

—Jon Beatty

I'll 2nd that. Steve, you and your son did a great job. The turnout was excellent and it seemed that everyone had a good time. I have to add I was very jealous of all the Porsches that were in the parking lot. Mine won't be out until mid next month.

—Sarah DeLong

The Boeders would also like to thank Steve Sherf and son Jeff for all their efforts on behalf of this year's New Member Social. Attendance by new members was amazing and the enthusiasm was contagious. Steve had a full lineup of Chairs on hand to give overviews of the various events and activities that characterize and define the club and just 'what we do do!'

It really is fun to come and meet the newer members as we both remember how welcoming for us it was when someone from the club took the time to talk to us, explain a bit about the various activities available to us in the club and just extended that friendly welcome. How much easier it was to show up and participate in those first couple of events! Not that we are exactly shy, but it does make a difference.

So, if you are a long time member just remember how influential you really are and sure be to extend that welcome mat to someone new or unfamiliar to you!

Great Event!

—Christie and Bruce Boeder

Courage Center and the Swap Meet

I want to thank all the Nord Stern club members who donated or purchased items from the Courage Center swap meet tables today. With one check to come in, we are right at the \$600 mark! With the exception of two big items, most of the money we raised came from lots of purchases of \$1 to \$50.

Special thanks to Andy Busche for arranging, and to Mark Bouljon (and his Carousel Automobiles crew) for hosting such a great event.

As always, it was fun to chat with everyone including Holtie and Cindy who trekked down from Duluth and Loran Hall who streaked in from St Cloud.

—Thanks again, Keith Jones

The Trip Of A Lifetime (At Least For A Sports Car Nut)

by Wally Mahlum, *Corvettes of Minnesota Midwest Region*

With my career at Northwest Airlines coming to an end this summer (2005), I knew this would be my last chance to have a guaranteed free ride in the flight deck (we can't call them cockpits anymore—some sort of PC stuff) of an A330 to and from Paris. So, if I was ever going to see the Le Mans 24 hour race in person, this had to be the year. Additionally, I knew I could count on the assistance of my good friend Bob Kosky, a member of the Nord Stern chapter of the Porsche Club of America, for some significant help in making this trip a success. Bob has manned the flagging station at the end of

the famed Mulsanne straight for 10 straight years now. For this he receives no pay, but is given two free tickets to the race and a car pass that lets you go and park just about anywhere you want. Bob also was able to assist in finding a place to stay and gave me some of the best advice possible, come to France early and stay for the whole week leading up to the event. Boy, was he right on the money with that!

Now all I needed was a travel partner. Who should step up but that noted curmudgeon and Porsche driver, who never misses one of our events, Dick Beers. As some of you know Dick wears a ponytail. We made quite a pair, Dick with his ponytail and me with my bald head. Anyway, planning began in March and by early June we had a place to stay, train tickets, a rental car reserved at the Le Mans train station, and tickets and a guide waiting for us when we got there.

Dick and I met in Detroit on Sunday, June 12th. Our flight landed in Paris on Monday morning and we caught our train from the airport directly to Le Mans. After some language issues, we were able to find our rental car, a Peugeot C-4, (yup the French have a C-4 also) and then found our way through the narrow streets of Le Mans to the home where we would be staying. Driving in European cities can be a daunting experience at first. Very narrow streets and unfamiliar signage are just some of the challenges. I'm proud to say by the time our week in France was over I was doing a pretty

good job of keeping up with the locals. The French family we lived with for the week spoke very little English, but proved to be fantastic hosts.

Tuesday was spent scouting out our route to the track and gave us the opportunity to drive about 70% of the 8.3 mile Le Mans racecourse, since much of the course uses public roads that are closed only for practice and the race. We hit 102 (kilometers/hour) on the Mulsanne straight and practiced our downshifting techniques going into the Indianapolis curve. What a thrill. Tuesday afternoon was spent in a city park in the center of town where tech inspection takes place. Missed the Corvette team--they teched on Monday, but got to see the Audi A-8 and the Austin Martin DBR-9s up close and personal. Later we met

with Kosky and friends, got our tickets, and helped them set up their campground next to their flagging station. It rained all day Wednesday but this gave us an opportunity to scout out the inside of the track, including complete access to the pit area and the main straight since few people were out and about. That evening we watched evening and night practice from Kosky's flag station. Quite a site to see those rooster tails from cars streaking down to the end of the Mulsanne straight. Thursday included an emotional trip to Normandy, Omaha Beach, and the huge American cemetery located there. It was gratifying to see busloads of French school children visiting the site. That brings up a good point—we never encountered any hostility towards Americans on the whole trip.

Continued on page 16



Taste of the Track

Registration and Insurance Release

“Taste of the Track” is an opportunity for you to experience the excitement of a Nord Stern Drivers Education Track Event.

Fee: \$20

Participant _____

Phone (wk/hm) _____

Email _____

Street _____

City _____ State _____ Zip _____

Nord Stern Member Sponsor _____

In case of emergency, contact: Name _____

Relationship _____

Phone _____

You will be riding with an experienced Nord Stern instructor. Your instructor will explain the Nord Stern Driver Education event and safety rules that apply to your participation. As part of your tour, your instructor will outline for you participation in a Nord Stern Driver Education Event(DE) and what you must do to participate in the Nord Stern Driver Training Course which is a prerequisite to a DE. Your instructor will outline the DE safety rules that apply on and off track, and will take you out for a DE session on the track to demonstrate car control and safe driving techniques. As a participant you acknowledge that you are at least 18 years old and that you agree to follow all safety rules that apply to your participation. You acknowledge that there are risks inherent in your participation in this Driver Education Event, including the risk of serious bodily injury and death, and that you have read and signed the attached waiver.

Signed: _____ Date: _____

“Taste of the Track” . . .

An Introduction to Driver Education

by Pam Viau

Have you ever wondered what all the talk is about Driver Training, Driver Education, Autocross? First Fling, Last Fling? We have come up with a program to introduce you to what all this is about. Starting at this year’s driver education events at Brainerd International Raceway, we will be including a special session for those of you, or someone you know, who are curious and/or have been thinking about trying a track event.

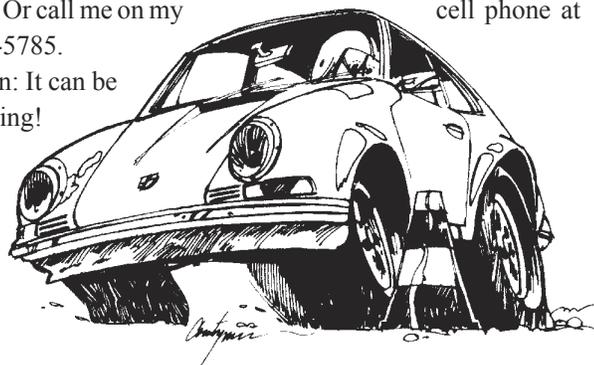
During a DE event we will offer a special session to introduce people to the experience of Driver Education. The session will include a classroom-type session on how to participate in Driver Training, Driver Education and an outline of the safety rules. The session will then progress to an on-track experience, demonstrating car control and safe driving techniques.

These sessions *will* require helmets, they are *not* parade laps. This program has proven to be a great opportunity to experience an event with a qualified instructor before committing to participation in an event on your own, or an enticement to purchase a car and join in on the fun your friends or family are having.

This is also a great opportunity to enjoy the social side of a Nord Stern event. Availability is limited and is subject to change by Nord Stern Safety on the date of the event. This program requires filling out a registration form (see form to left), signing of waivers, a fee of \$20, and the desire to see what all the buzz is about.

Pre-registration is encouraged; you can do so by sending an e-mail with your intent to participate to me at pkviau@auto-edge.com. Or call me on my cell phone at (651) 324-5785.

Caution: It can be habit forming!



Driver Ed Safety Update . . .

Things You Need to Know!

by Bob Barker, Safety

For those of you that plan on taking part in our Autocross or Drivers Education / Drivers Training events this season, you should be aware of some recent changes.

First of all, be aware that beginning this year you will need to have a SNELL 2000 or 2005 rated helmet. SA2000 or SA2005 are recommended but our rules allow the use of either SA or M helmets. Drivers of open cars must use full-face style.

Older SNELL ‘95 helmets will be allowed until June 1, 2006 to allow a grace period to be sure the manufacturers have had time to meet demand for the new helmets and to be sure you’ve had a chance to get one if you need it. Jim Bryant at Apex SPG tells me he’s got a good stock of new helmets, but given the likely demand it would be a good thing to act sooner than later. Proper fit in a helmet is critical, and it’s not just a matter of the size of your head but its shape as well. Different brands are better fits for different shaped heads. Rather than trying to describe the process for properly fitting a helmet, I’d encourage you to get the help of an expert like Jim to find the best helmet for you.

Because of this change, we will be having a careful inspection of all helmets at event registrations this year. Without the proper helmet, you won’t be allowed to participate in the event.

New drivers should be aware that again this year fire extinguishers are optional. If you have one, a 5 b-c is recommended and it must be securely mounted.

And finally, if any of your winter projects include changes to seats, belts or other parts of your restraint systems, remember that our rules call for “equivalent restraints”. Not only must you have properly installed lap and shoulder restraint systems, but they must be equivalent between the driver and passenger seats if you plan on having a passenger. So, if you’re upgrading from a stock 3-point system to a 5 or 6-point harness, do it for both driver and passenger sides. That way both you and an instructor can enjoy the added benefit of your new restraints!

Cayman Introduction Winter Tech Session at Maplewood Imports . . . What a Gorgeous Vehicle

photos by Roger Johnson

There was a great turnout of members at the recent Winter Tech Session at Maplewood Imports which featured the new Cayman model



George Andeweg of Maplewoods Imports guides the Cayman (or is that a little love pat!)



First Fling Driver Training

Friday, April 21, 2006

at Brainerd International Raceway

■ **Eventmaster Jon Beatty at jon@minnetonkasoftware.com (or 952 449-0187 day)**

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

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

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

Requirements: Car must have passed a Nord Stern annual Tech inspection in 2006. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age. Non-PCA members may participate for an additional \$50 non-member fee.

REGISTRATION AND PAYMENT MUST BE RECEIVED BY APRIL 12TH, A LATE FEE OF \$25 WILL BE CHARGED ON ALL FEES PAID AT THE TRACK. REGISTER FOR BOTH DRIVER TRAINING (NOVICE ONLY) AND STAY FOR DRIVER EDUCATION - COST \$300 PER PERSON

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

Jon Beatty
17113 Mtka. Blvd. Suite 300
Minnetonka, MN 55345

Driver _____

Phone(Wk/Hm)_____ email:_____

Street _____

City_____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice _____ Intermediate _____ Advanced lapping _____

Class, if known _____ Prior high speed school _____

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

Driver: _____

Co-Driver _____

Nord Stern Porsche Club will be holding its annual Concours at Memorial Park in Shakopee, Minnesota, on Sunday, June 25, 2006. Car prep starts at 9 AM and judging starts at 10:30 AM. This year, the Concours proceeds will benefit the Courage Center. All Nord Stern members are encouraged to participate, show your pride and joy to others, enjoy a morning and afternoon with other Porsche owners and friends, and help raise money for a wonderful cause, the Courage Center.

We will be holding a Concours Tech Session on Saturday, May 20, 2006, from 10 AM until noon at Maplewood Imports in Maplewood, Minnesota. Judges will explain how and what they will be judging, and provide helpful hints on how to get your car ready. We will have a number of different types of Porsches there so everyone's type of car will be discussed, with the possible exception of the Carrera GT.

For those who don't know what a Concours is or aren't sure, it is an event where Porsche owners gather to show their cars and have them judged. The cars are judged on their cleanliness and originality. How much work you want to put into cleaning your car, is up to you. There will be three separate categories, Full Concours, Street and Race.

In the Full Concours group the judges will be looking at the exterior and interior of the car, the trunk, the engine compartment, and wheel wells. The judges won't ask you to take your car apart, but if they can reach it or touch it, it might be judged.

The Street group is for people like me who love their car and are proud to show it to others. But are far too lazy to actually spend a lot of time getting the car totally clean. In Street group the exterior and interior of the car will be judged, but nothing else. The judges will not look in the trunk, engine compartment, under the car or in the wheel wells. The Street group is for people who actually drive their cars regularly and like to wash and wax them once or twice a year.

The Race group is for cars that are really used on the track for racing. The judges will take into consideration those things that race cars often suffer from, like the sand blast look on the front end. If your race car is clean and in reasonably good condition, that is what counts.

In addition to the three groupings, the cars will be further divided by model and by year. There will be eight separate classes within the three groupings. The classes this year are a little different from past years. The classes are:

- A. All 356's.
- B. Early air cooled: 911 up to 1989; all 912's; all 914's.
- C. Late air cooled: 911's from 1990-1998.
- D. Early liquid cooled: all 924's; all 928's; all 944's; all 968's.
- E. Late liquid cooled: all Boxsters (986/987); all Caymans; all 996/997.
- F. SUV Class: all Cayenne's.
- G. Super Car: all Carrera GT's.
- H. Race Class: all Race Cars.

There will be trophies for class winners, certificates for second and third place winners, and a prize for the People's Choice winner. So take a day or two before the Concours to cleanup your Porsche, put a picnic lunch together and bring your family and friends down to Memorial Park and be a part of this year's Concours. You will be helping out a wonderful charity, the Courage Center, be able to see a lot of really great Porsches all cleaned up and shiny, enjoy visiting with your Nord Stern friends, and have a great time with our family and friends.

If you have any questions, look on the Nord Stern web site for Concours materials. You will be able to find several papers explaining judging, scoring, and other useful Concours information. If you can't find the answer to your question, call Dale Trippler, Concours Chair at 651-490-1485 or send me an email at: dtripp@usfamily.net. If I don't know the answer to your question, I will find out the right answer and get back to you.

We will be holding a Concours Tech Session on Saturday, May 20, 2006, from 10 AM until noon at Maplewood Imports in Maplewood, Minnesota.



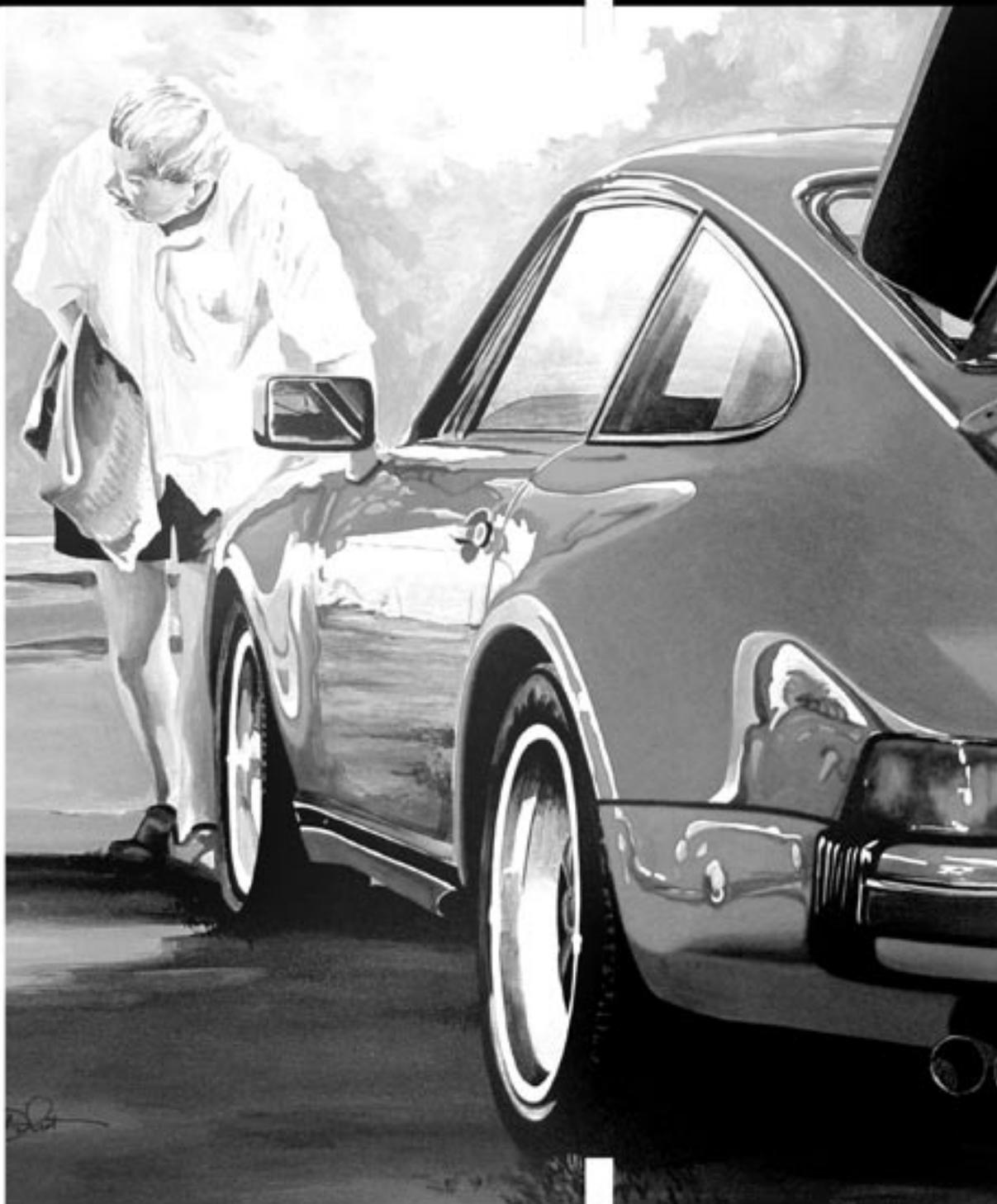
C o n c o u r s Nord Stern

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June 25 Memorial Park Shakopee

Rubbing fenders never looked so good! Judging starts at 10:30 AM

Bring the whole family to this beautiful setting. Enjoy the cars
and help support **courage** Center.



LeMans. . .

... continued from page 9

Maybe they thought we were Brits, which the French aren't suppose to like very much either. Thursday night, more viewing of practice from the flag station. On both nights, after it got dark, we were allowed to go right up to the Armco next to the track, which is a rush to say the least!!

The highlight of Friday was the "Parade des Pilots" where all the drivers participate in a huge parade in downtown Le Mans by riding in the back of antique cars. One of the hits was the privately owned Corvettes that were allowed to be part of the parade. I counted 16 C-6s, all of which sported European plates. The French crowd ate this up. GM's efforts to expose and market the Corvette in Europe appear to be wildly successful, from what I saw. The 24 hour race on Saturday and Sunday is what we came for and we were not disappointed. The weather was very hot and the crowds were huge, but we were able to view the race from several



Harley

... continued from page 29



different venues thanks to our tickets and car pass. Watching the start from the Dunlop grandstand and the Corvettes performing their pit stops at night were highlights for me. We watched the end of the race with all our new friends at the flag station, which made for an easier departure when the race was over. As I hope most of you know, the new Corvette C6R's triumphed over the wickedly fast Austin Martins in a race that was a nail biter well into the 23rd hour. The top Corvette also finished 5th overall—the best Corvette finish in history at the Le Mans 24.

In summary, Bob Kosky's advice and assistance proved to be invaluable and Dick Beers proved to be the perfect travel partner. If you ever consider making the trip please look me up—I've got all the maps and a lot of first hand information which will make your experience as enjoyable as mine was. Wally Mahlum



Nord Stern Annual Concours D'Elegance Porsche Club of America

Date: Sunday, June 25, 2006

Place: Memorial Park, Shakopee

Registration Form (Please PRINT all information)

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone #: _____ **Email:** _____

Car Model: _____ **Year:** _____ **Color:** _____

Class (Check One):

Full Concours Group **Street Group** **Race Car Group**

A- All 356's;

B- Early Air Cooled: all 911's (Up to 1989); all 912's; all 914's;

C- Late Air Cooled: all 911's (1990 to 1998);

D- Early Liquid Cooled: all 924's; all 928's; all 944's; all 968's;

E- Late Liquid Cooled: all Boxsters/Caymans, all 996's, all 997's;

F- SUV Class: all Cayennes;

G- Super Car: Carrera GT's;

R- Race Class: all Race Cars.

Cost: \$20 per car, payable to Nord Stern

Send to: Dale Tripler

1201 Junction Ave.

Maplewood, MN 55109-3433

Payment:

Cash__ Check__

RELEASE: The undersigned, on behalf of himself and all those participants and guests, does hereby release The Nord Stern, Porsche Club of America, Nord Stern Concours d'Elegance committee, staff & sponsors, The City of Shakopee, and any and all facilities used by this events, their owners, employees and representatives from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

Name Printed: _____

Signed: _____

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
- **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

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
- 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

2006

June

- 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
- 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

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

August

- 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

***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!

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



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Bloomington MN 55420

Emergency Contact Form for DE Participation

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

BIR GARAGE STALLS AVAILABLE FOR RENT
Call Garfield Clark 612.333.6688


autobahn
L T D

Nord Stern Spring Tour Info and Registration . . .

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 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

**MAPLEWOOD
IMPORTS**

Mike
thelancials@msn.com

Zone 10



April 2006

Around the Zone

On our monthly Zone Rep. conference call with PCA President Tom Bobbitt, there was a lengthy discussion about the safety and risk management aspects of two activities often associated with PCA Driver's Education events. A Taste of the Track and Parade Laps for charity have become fairly common activities at Region DE events. In 2005, there were several incidents that compelled PCA to take a closer look at how these popular activities are managed. There was agreement that these are popular with the members and serve as a method to attract new participants to the DE program.

Pete Tremper, National Driver Education Chairman will be drafting guidelines, in the near future, for the Regions to assure that these activities remain safe and well managed.



We didn't attend any Zone 10 events in March, but this very nice 2005 Midnight Blue Boxster S arrived in our driveway for upcoming Zone travel

You Should Know

The PCA National Office has moved with a new address and telephone number. Please take note:

PCA National Office

P.O. Box 1347

Springfield, VA 22151-0347

Voice: (703) 321-2111

FAX: (703) 321-2110

admin@pcanational

PCA has added two new Registers for the 911SC and Cayman. The PCA Register program was established in 1995 to encourage closer relationships within register groups in PCA. The program allows PCA members to network with others in their specific area of interest. Sharing of information fosters restoration and maintenance of member's automobiles. A register can potentially provide a new resource for historical displays at Parades and other PCA events.

Congratulations

The Great Plains Region in Zone 10 won the Factored Growth Membership Award for 2005. Upper Canada Region won the Actual Growth Membership Award. PCA announced the national award winners and they will be formally recognized in a special ceremony at the Porsche Parade in Portland in August.

Zone 10 Best Practice

This month's best practice is from the Nord Stern Region. Each year their Rules and Safety Chairmen review events from the past year and make recommendations for changes to the President and Board. Once approved, the changes are published in their newsletter prior to the start of the new driving season. This is a great way to stay on top of the safety issues and convey them to the members. Good job, Nord Stern.

PCA Event Guidelines

As the driving season is now upon us, a reminder that you should consult the current version of the PCA Event Guidelines online at www.pca.org, click on Member Services and under Admin go to the PCA Event Guidelines. There are guidelines issued for Autocross, Rally, Driver's Education, Time Trials, Tours, and Off-Road events.

Also, PCA publishes a *Best Practices Handbook* for Driver's Education Programs which is full of examples from around the country. Ask for a copy from Diana in the National Office.

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

Slowpokes Inc.

Open Track Event

Brainerd International Raceway

Cost: \$250 per car, per event

(number of drivers per car unlimited)

Open track May 8 & July 4, 2006

Get as much seat time as you can handle!

Participants: 40 cars (maximum registration)

Requirements: Prior High Speed School
Snell 95 or newer helmet
Tech: Nord Stern certification or equivalent (inquire if in doubt)

ContactsL Fred Jacobberger – 952-948-0600
Linda Olson – 952-888-0613 or 952-221-6720
Jim Bahner – e-mail jbahner2@tela.com or 651.492.9459

Website: <http://www.slowpokes.org>

Each driver must have completed a training event at BIR or have prior driver education events at BIR.
Please call if you are a new to Slowpokes to get any additional information.

*** Please note this is not a Nord Stern/PCA sanctioned event ***

.....
Fill out this form and mail with a check payable (or enter on-line with Paypal) to Slowpokes, Inc. to:
Linda Olson
8835 Penn Lake Circle
Bloomington, MN 55431

Driver: _____ Co-driver: _____

Phone(work): _____ Home: _____

E-mail _____ May 8, 2006 _____ July 4, 2006 _____

Address: _____ Make: _____

Model: _____ Year: _____ Color _____ Number _____

BIR or equivalent experience: _____

Emergency Contact: _____ Emergency Contact Number: _____

Each driver will sign a waiver at the day of the event.

Driver: _____ Co-Driver: _____

il Rally della Primavera

Saturday, April 22nd, 2006

Treat your favorite car to a spring warm-up drive in the country. Now just in case you don't happen to have ready access to an Alfa GTV 1750, we welcome all sorts of vehicles - the more interesting the better. We've had everything from Morgans to Citroën 2CV's to Austin Americas to Subaru WRX STi's. This will be an excellent event for beginners. Easy to follow written instructions. Excellent roads, some of the best scenery close to the Twin Cities, good food and an eclectic variety of vehicles. The first half will be non-timed with a dozen or so questions to answer just to help you hone your powers of observation. After the break, we'll throw in a some Monte-Carlo style timed legs to get you acquainted with timed rallies. We'll end up at the Pickle Factory in Pepin for a post rally beer, scoring, and awards. Dinner options include the Harbor View in Pepin and the Gypsy Grill in Maiden Rock.

Registration: 12:00 noon to 12:45pm First Car Out: 1:01pm

Meet at: Smokey Row Cafe, 1926 Old West Main, Red Wing, MN

Ends at: The Pickle Factory in Pepin, WI.

Cost: \$15/car members of clubs that list this event, \$20/car all others.

Rallymaster: Ed Solstad (612) 822-0569 or esolstad@presenter.com

A beginners guide to rallying will be available via email from Ed

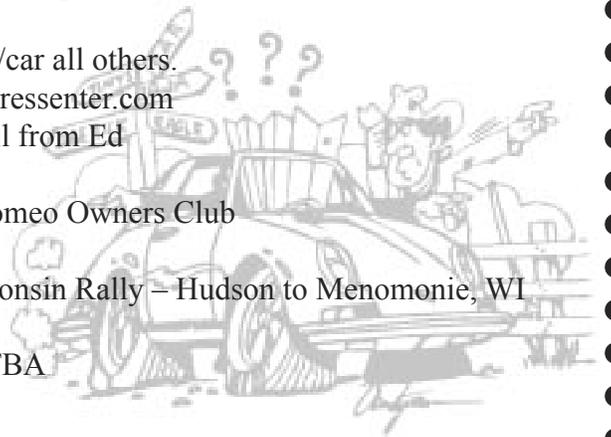
Please RSVP by Wednesday, April 19th

Presented by the Stella del Nord Chapter of the Alfa Romeo Owners Club
in conjunction with the Intermarque Council

Upcoming Rallys: Saturday, Jun. 10th: Escape to Wisconsin Rally - Hudson to Menomonie, WI

Saturday, Aug. 5th: Coulee Classic Rally - TBA

Saturday, Oct. 14th: il Rally dei Colori del'Autunno - TBA



Rick Moe's

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experience :	32 years as a professional Porsche mechanic
experience :	28 years nord stern membership
experience :	33 years of Porsche ownership
experience :	national involvement in racing imsa-scca
experience :	nord stern open class autocross champion
experience :	nord stern concours winner
experience :	nord stern technical editor
experience :	factory training school graduate
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Registration Info: www.porschepark.org

JUNE 9-11, 2006



photo by dan mace



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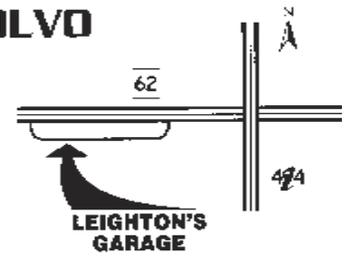


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TWIN CITIES AUTOCROSS CALENDAR 2006



<u>DATE</u>	<u>EVENT</u>	<u>HOST CLUB</u>	<u>LOCATION</u>
APRIL 22	NOVICE SCHOOL (CLASSROOM)	MAC	DUNWOODY INSTITUTE
APRIL 23	DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
MAY 6 [SAT]	AUTOCROSS (MOWOG I) {MCAS}	MAC	VALLEY FAIR AMUSEMENT PARK
MAY 7	AUTOCROSS (MOWOG II) {MCAS}	MAC	VALLEY FAIR AMUSEMENT PARK
JUNE 4	AUTOCROSS (MOWOG III)	MAC	CENTRAL PARKING
JUNE 9-11	CORVETTES DO BRAINERD	SCCM	BRAINERD RACEWAY
JUNE 18	EVOLUTION DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
JUNE 24	AUTOCROSS (MEMBERS ONLY)	MAC	CENTRAL PARKING
JUNE 25	AUTOCROSS (MOWOG IV) {MCAS}	MAC	CENTRAL PARKING
JULY 15 [SAT]	AUTOCROSS (MOWOG V)	MAC	DAKOTA COUNTY TECH
JULY 23	AUTOCROSS {MCAS}	CVSCC	MASON SHOE
JULY 30	AUTOCROSS (MEMBERS ONLY)	MAC	CENTRAL PARKING
AUGUST 13	AUTOCROSS {MCAS}	PCA & COM	DAKOTA COUNTY TECH
AUGUST 20	AUTOCROSS (MOWOG VI)	MAC	DAKOTA COUNTY TECH
AUGUST 27	NCCC SUPER SUNDAY	COM/SCCM	DAKOTA COUNTY TECH
SEPTEMBER 10	AUTOCROSS {MCAS}	PCA & COM	DAKOTA COUNTY TECH
SEPT 16 [SAT]	AUTOCROSS (MEMBERS ONLY)	MAC & VOLKSPORT	CENTRAL PARKING
SEPTEMBER 17	NCCC SUPER SUNDAY II	COM/SCCM	DAKOTA COUNTY TECH
OCTOBER 1	AUTOCROSS (MOWOG VII) {MCAS}	MAC	DAKOTA COUNTY TECH
OCTOBER 15	AUTOCROSS (MOWOG VIII)	MAC	MIDWAY STADIUM

SCCM PRACTICE DAYS AT BRAINERD RACEWAY: MAY 25, AUG 24 & SEP 13

MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 6, MAY 7, JUN 25, JUL 23, AUG 13, SEP 10, OCT 1

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT:WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: BOB DRUSCHEL 715-552-0266

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT:JOHN PARIZEK 952-496-1919

SCCM = SUBURBAN CORVETTE CLUB of MINNESOTA--www.suburbancorvettesofminnesota.com--CONTACT: LAURIE STONE 763-560-9449

VOLKSPORT = VOLKSPORT--www.volkspport.org--CONTACT:AARON JONGBLOEDT 952-270-3349

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD MN

CENTRAL PARKING = CENTRAL PARKING LOT LOCATED IN DOWNTOWN ST PAUL, MN

DAKOTA COUNTY TECH = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

MASON SHOE = MASON SHOE CO. PARKING LOT, EAU CLAIRE, WI

MIDWAY STADIUM = MIDWAY STADIUM PARKING LOT, ST. PAUL MN

NCCC SUPER SUNDAYS ARE OPEN AUTOCROSSES -- MULTIPLE EVENTS PER DAY -- NON CORVETTES are WELCOME



Nord Stern Business Meeting Minutes . . . February 15, 2006

Submitted by Eleanor Renwick, Secretary

The meeting was brought to order by President, Rick LaVerdiere.

Social: Comments from those attending indicate the holiday party was a huge success.

Zone 10: Inquiry was made about having a Dunlop tire program at our location. Given the pros and cons of the program, it was determined not to participate.

Touring: events are scheduled in May and in the fall. Details will be announced in Nord Stern.

Shop Relations: Events are scheduled through early April. Members are encouraged to participate. The swap meet next month will need lots of support from the membership. A novice tech is on April 1.

Membership: New member social is on March 1. The support of all committee chairs (or a delegate) would be appreciated, with a short speech from each. Steve is contacting as many new members as he can reach to personally invite them to the event.

Insurance: there are some new guidelines for this year, which relate to minor participants. Waivers must be signed by the minor and one parent. There was further discussion about adding a distinctive wristband to be worn by drivers only. It was determined that this would burden the many for the few who do not comply with club policy. Events to be covered by insurance should have details to Michelle 4 weeks before an event. Most concours events do not require PCA insurance, although the hosting site may require it. An observer report must be completed by a participant other than the eventmaster, for each event except those which are social in nature.

Concours: plans are coming together beautifully this far in advance.

Driver Ed: pricing has been set for this year's events, with no early discounts. See the new form on line. Ambulances are ready for each event. Don't forget new rules changes which include new helmets by 6/1, and a fire extinguisher is no loner required. The same medical and tech forms will be used.

Safety: met with corner workers; feedback indicates one more worker is needed for Friday, that person has been approved. Red Light Rescue will return at the same fee.

Newsletter: editor needs lots of digital photos; less Internet material will be used due to copyright issues.

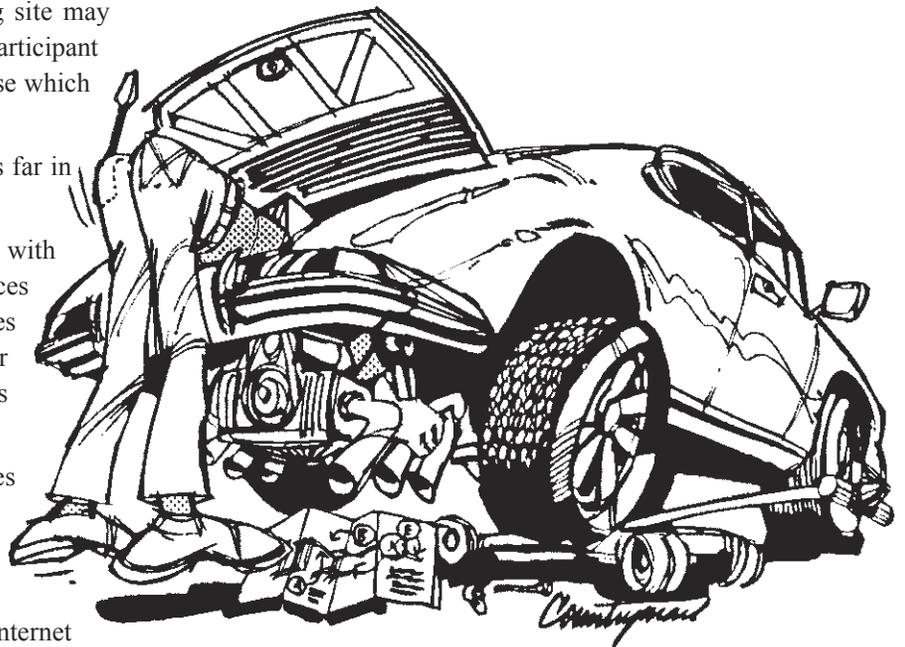
Rules: Two members have voiced objection to the new rules for the Nord Stern Autocross series. The concern relates to "pure" street stock cars competing in the same class with race prepared cars termed "stock" under the club racing classification. Both expressed a need to provide competition outside of club racing. Neither member believed that any more club racers would participate in the series because of the class changes. President LaVerdiere stated he would recommend to the Board that the comments received do not warrant a reconsideration of the Board's adoption of the club racing classes for the NS Autocross series, at this time.

Met Council: Valley Fair is not available for autocross because they will remain open through October this year. SCCALOL plans to adopt a lapping event this year; details given out as known.

Timing/Scoring: plans for 4 events this year: 2 BIR, 1 MAM, and 1 Blackhawk. Assistance at trackside will be much appreciated. Classification of cars is the most time consuming – need help there especially with new rules.

Taste of the Track: will be run the same as at the last event in 2005. An article is being prepared for the newsletter.

Rally: look for a series of articles in the newsletter for event highlights.



Dear Hanzy, Mien Hanzy

by John Killion (Car 168)

First thing off, I want to thank you for that wonderful and generous gift of yummy mushrooms from your “aunt’s” garden, and I am happy to report that they arrived in my mailbox as fresh and pristine as they possibly could have. I immediately added them to a red sauce I’d been simmering and eventually sat down to enjoy a delightful Italian meal in the company of my wife’s African Gray parrot. His name is Merlin, but I’ve always thought that Lucifer would’ve been a far more fitting name for him considering his habits and personality. And so it was that he and I sat down to eat and review the tapes from my last miserable performance at New Hampshire International Speedway.

About halfway through my meal, as I was blissfully twirling my fork through thin spaghetti and puddles of dark, red and very sinister-looking sauce, I began to get the strange sensation that the room was becoming smaller, as if the walls were closing in on us, and I also began to irrationally suspect that someone had removed, or possibly stolen, all the glass panes from the windows in my room, and I suddenly felt strangely exposed and privately vulnerable to the raw elements of the outside and hostile world.

As I was trying to comprehend these sudden and curious developments, Merlin turned to me and said, “You call that driving? My Grandmother could do better than that.”

Now, a prudent person would be justifiably alarmed to be directly addressed by a creature not of his species, but over the years I’ve actually become quite used to Merlin’s smart mouth and perpetual criticism concerning my grooming habits, guitar playing and cooking, but I honestly felt he went a bit too far this time with his petulant ridicule, so I bravely asked, “What do you know about your Grandmother? You were hatched in an incubator, like a chicken egg.”

Nothing ruffles that big bird’s feathers, at least nothing I’ve ever thrown at him. Pound for pound he’s the toughest, meanest and most arrogant animal I’ve ever lived with, and many is the time I’ve considered showing the open door to him. But so far I’ve yet to hand him his freedom. Not that I’d miss him all that much, I’m just terrified that he’ll immediately teach all the local crows, blue jays and various other winged miscreants how to speak *in my language*, then organize them and station them in the trees above where I park my car. So for the most part I just leave him alone in his cage, peacefully, where he spends most of his time quietly lifting free weights, writing cheeseball legalese appeals, and figuring out how to get under my otherwise acceptably thick skin.

“You missed that apex by a mile,” he said while casually stretching his large gray wings. “And your hand work is awful. Just look at that!” he added with a distinct and deliberate snicker, suggesting that he could somehow do better if given a chance.

Occasionally, I consider myself to be a reasonably patient man but this bird was really beginning to annoy me, and the steady and unexplained condensing of the room was generating a growing sense of alarm for me when I said to him with contrived and shaky confidence, “Like to see you do better.”

His only response was to squawk, “Okay,” and he flew straight from his perch right into the TV screen I was watching. He didn’t hit it, he flew *into* it, and the next thing I saw was Merlin in my 944, driving with one foot on the wheel and the other on the shifter.

Now Hanzy, I know you may find this hard to believe but that crazy bird can drive! He was diving into the carousel like a fighter pilot and passing cars like they were sitting on jack stands, better than I could ever do on my best day. I’m still not entirely sure how he was working the peddles, but with results like that why quibble with silly things like methods. I watched as he drove the same precise line each time, around and around in utter perfection, whacking apexes left and right, hitting all the braking points at just the right time, and carrying some *serious* speed around the track in *my* car, and I silently felt my blood beginning to boil with extreme and unwarranted jealousy towards my formerly fine feathered friend. Eventually, he was black flagged by a sharp-eyed corner worker for driving without a helmet and had to pull into the pits, and I felt my dangerously elevated blood pressure return to a more sustainable level.

But the damage was done for Merlin and his day at the track was over. He briefly argued with the Track Master, claiming his scull was constructed in a superior manner to that of Humans, thus negating the need for a helmet, but the Track Master wasn’t buying it. At that point, Merlin selected one of his more colorful curses and delivered it with precision to the stunned crowd who had gathered around my car, calling them all, “Blouse-wearing, poodle-walking, pinkie-pointers,” as he flew from the TV screen back to his foul perch in my shrinking living room.

“Told ya,” he said to me with his usual smugness. “Imagine what I could’ve done if you’d sprung for the turbo model instead of the kiddy car.”

That was the last straw for me, and through the fog of my increasing paranoia and disorientation I said to him, “Yea, but I bet you don’t know how to turn on the *drizzen flippers*,” hoping to confuse him with the one word I think I know in German.

“Piece of cake,” he hollered, and flew back through the screen into my car. I watched as he tripped the lever through all of its functions, smugly demonstrating his erudite knowledge of its workings. He turned to face me and started to say, “See? I



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10 am - 1pm



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don't know what makes you think you're higher than I am on the evolutionary ladder, but... HEY! Don't touch that..."

I immediately grabbed the remote and paused the tape, freezing his well-honed beak in mid-insult and chuckling to myself over the panicked look in his eyes. I slurped the last of my now-suspect spaghetti and reached over to turn off the TV. "That's what makes me the superior being," I said to his glacial form. "Technology."

There is no substitute.

Author's note: Merlin is a smart, seven year old, male African Gray Parrot. While his vocabulary has clearly been exaggerated for my silly literary purposes, his personality has not. In fact, he uses nearly 200 words and phrases on a daily basis, most of which I am fully convinced he actually comprehends. It's like having a dolphin in your livingroom, without the smell of fish.

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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. What was successfully introduced in the 993's 3.6-liter engine?

- a. Supercharging
- b. Cast iron block
- c. Motronic engine control
- d. Hydraulic valve-clearance adjustment

Excellence, Vol. 3, page 1273

2. The 993 had a new Type 950 transaxle with a sixth gear.

True or False

Excellence, Vol. 3, page 1275

3. The steering geometry of the 993 was the same as for the 964.

True or False

Excellence, Vol. 3, page 1276

4. Porsche's engineers introduced many new features for the 993, one was:

- a. Water cooling for the engine
- b. A V8 engine option
- c. A new parallel-wishbone rear suspension
- d. Hybrid engine technology

Excellence, Vol. 3, page 1277

5. The Type 993 Cabriolet was how much stiffer in torsion than its Type 964 counterpart?

- a. 100%
- b. No difference
- c. 85%
- d. 10%

Excellence, Vol. 3, page 1279

6. The 30th Anniversary of the 911 took place in the penultimate model year of the Type 964 version of the 911.

True or False

Excellence, Vol. 3, page 1125

7. The underbody cladding of the 911 Carrera 4 (964) had an effect on its:

- a. Ability to drive on snow
- b. Drag coefficient
- c. Longevity
- d. None of the above

Excellence, Vol. 3, page 1129

8. A new feature of the Type 964 was a rear spoiler that deployed electrically at speeds above _____ to neutralize rear aerodynamic lift.

- a. 80 mph
- b. 60 mph
- c. 50 mph
- d. None of the above

Excellence, Vol. 3, page 1130

9. Well encapsulated to reduce its noise emissions, the Type 964 engine also had which other feature:

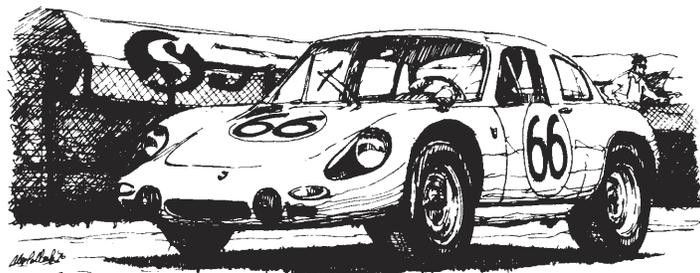
- a. Multi-valve heads
- b. Six cams
- c. Hydraulic valve lifters
- d. Dual distributors

Excellence, Vol. 3, page 1134

10. The 1990 Carreras both C2 and C4 were available with all body styles including the Targa.

True or False

Excellence, Vol. 3, page 1139



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

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Fall North Shore Color GOLF Outing!

By Dale Trippler

John Dixon has given his blessing to an added Fall Color Tour attraction, golf on Friday afternoon. The Daneu's and I played 18 holes last year at the fabulous Superior National Golf Course, located a few miles up Hwy 61 from Bluefin Bay. The weather was sunny and warm, the scenery is breathtaking, and the company was what made it truly special. Look at the December 2005 issue of the newsletter, page 27 for a few pictures taken at the golf course.

I contacted Superior National and they are willing to block out some tee times for the Nord Stern party this year if we have more than 8 players. They are offering a reduced rate (\$52), carts (and clubs if you need them) included at no extra cost. They know enough about Porsches to know storage space is not one of the reasons we drive them. So if you don't have room for both luggage and golf clubs, Superior National will supply you with a set, no charge.

I need to know how many people are interested in joining us for a golfing outing on Friday, September 22, 2006. The first tee time will be between noon and 1 PM. We teed off at 2 PM last year and just got in 18 holes before dark. But we did get back to Bluefin Bay in plenty of time to shower and join everyone at the reception.

If you are interested in playing 18 holes of golf at Superior National with your friends from Nord Stern, please send me an email at dtripp@usfamily.net. Once I know how many foursomes we have, I can arrange with Superior National for tee times and let you know what time you need to be at the first tee.

Come on join us. If you can get over having to leave the Twin Cities early, I know you will be glad you did. The views are unbelievable!

Dale Trippler,
Concours Chair,
Mediocre Golfer



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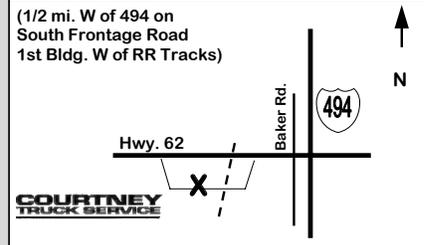
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Out and About at Phoenix Club Race

Two Nord Stern members, Keith Jones and Dave Roberts happened to be in Phoenix, AZ and caught the action at the local region's DE and Club Race event. Top left is 'racing in the desert' by Keith Jones. Love that backdrop and top right is another photo by Keith of an historic Jaguar (love those lines). Dave Roberts took this aerial view of a race participant. Keith also has a couple views of the 997 Cup Car in attendance (editor's note: didn't have room for that one, future issue perhaps!)



13th 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): _____

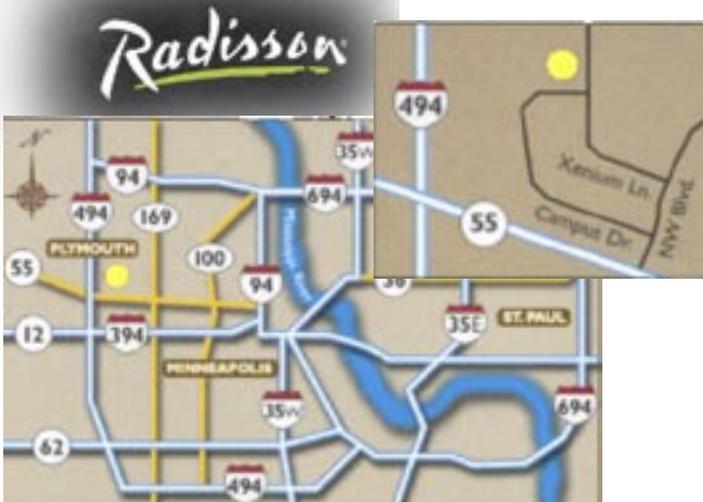
Car(s): _____

Club (if any): _____

Banquet Attendees: _____

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Hours: M-F 7:30 am—6:00 pm

Email: autoedge@auto-edge.com

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