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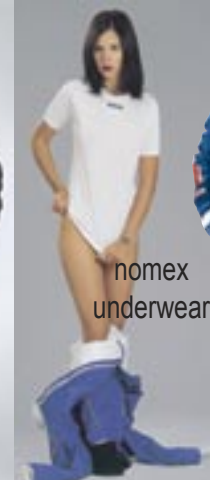
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By the time this issue is in your mailbox, our First Fling driving event will have occurred. So far, this spring is starting off with a bang. Lots of fairly warm weather, sun and greenery popping out all over. Hopefully First Fling will enjoy that kind of weather. This is about as early in the year as it ever has been scheduled and we all know what that can mean; from sunburn possibilities to 'snow turtles' mysteriously appearing on the track (someone had an 'interesting' sense of humor with that one!). Our engine is not ready but we are going to 'hang out' anyway!

It looks to be a fun year with many opportunities to participate in a variety of activities involving our cars. Coming up in May is the first tour of the year, 'Spring Tour' being organized by Mike Lancial and Sarah DeLong. Check that one out. Plus the Concours Tech session happens to get us ready for this year's Concours in June. Dale Trippler is working hard to make this the biggest and best ever! Who doesn't like coming and seeing some fabulous cars?! And really, go ahead, wash your car and enter the competition as it is actually rather fun. We have done it - and everyone knows the Boeders are not exactly clean freaks with their "P" cars.

Maplewood's annual AutoFair is scheduled soon: Saturday, May 7th and is a nice opportunity to gather with other German car owners. See page 29 for all the information. It is a fundraiser for the Children's Cancer Fund - a very worthy cause!

This issue I have several fun articles for your enjoyment. Jack Pierce, a newer Nord Stern member has submitted a recap of his recent participation in the driving school at Laguna Seca; a fun read and brings back wonderful memories for me of the opportunity I, along with a number of other Nord Sterners, had going through the driving school at Laguna Seca back in 1998 with the Jim Russell organization. It was a blast - despite the rain we had! Learned a ton and what a fabulous track that is. Gotta get back there!

Additionally there is info on the upcoming German Carfest over in St. Paul in June - this year it does NOT conflict with a BIR weekend so if you are in town do check it out!

As always, do send in your photos from events. They really are fun to get into the newsletter; truly a picture paints a thousand words! Hope to see you at the 'next event!'

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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!).

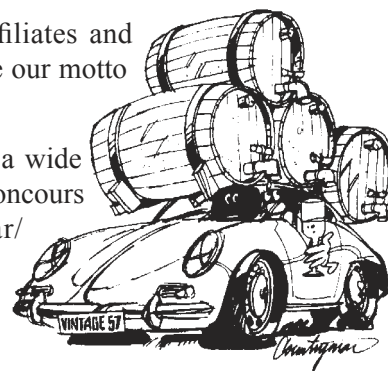
Time Trials: On course timed lap with controlled starts and exiting.

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

The sun is bright, the air is warm and the streets have been swept clean by the early spring rains. The time has come to pull out the Porsche to play. Our 993 Cabriolet is tucked away in a corner of the shop under its storage cover, exactly where I left it late last fall. The electrical umbilical cord that runs from under the cover has provided life support for the electronic system. Iris metallic blue in color with tan leather interiors, we fondly refer to “her” as “Iris.” At last, the time has come to awaken this Weisach wonder from its imposed winter hibernation.

I remove the storage cover and disconnect the battery maintainer, and lower air pressure in the tires from storage to driving levels. After confirming that there is no oil leak, I twist the left ignition switch and start the engine. Iris jumps to life with a wonderful throaty and raw rumble. The music orchestrated by the sport exhaust note and the whirling engine fan is a symphony that has not been heard in nearly six months. Although this 1996 model has seen over 42,000 miles, the radio/cd player has never been played.

With the top down, the tonneau in place, and the engine at operating temperature, I check the oil level. With all systems

checked out, I slide behind the wheel. The firm thump of the door closing acknowledges the solid and precise fit and finish of this Porsche. Lisa hops into the passenger seat, and with our sunglasses in place, we launch for the first cruise of the year.

The Nord Stern Spring Tour is May 13. I hope many of you get to attend this cruise event sponsored by Maplewood Imports. If you love Porsches, be sure to mark your calendar for the Annual Nord Stern Concourse on June 25 sponsored by Carousel Porsche. This is an opportunity to see new and vintage Porsches lined up for competition and public viewing in a beautiful park setting along the Minnesota River in Shakopee.

With only the sound of the wind and the Porsche flat six power plant in the background, Lisa and I head for the “less traveled” roads through western Wisconsin and southeast Minnesota. If your summer cruises take you out on these winding and twisting roads, and you happen spot “Iris,” be sure to wave or flash your headlights. We hope to see you out and about enjoying your Porsche as well. See you at the next Nord Stern event.



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Letters to the Editor . . .

Brainerd Internation Raceway DE and Club Race News of note: Lodging

We have just made an arrangement with a new hotel which is just 3 miles south of BIR. The Lodge at Brainerd Lakes is brand new, a very nice hotel with a woodsy theme. They have a very interesting collection of vintage outboard motels placed around the hotel, Martins, Champions, Evinrudes, pretty cool stuff. They have a nice bar and restaurant with a great selection of draft beers. There is a very cool water park that I suspect some of us older kids may enjoy as much as the grade-schoolers. Suites come in a couple of configurations, like 2 story and 2 bedroom, so two couples could share a suite and not be on top of each other (various prices). The parking situation for Porsches is excellent.

Check out their website: <http://www.lodgehotelsbrainerd.com>

The best news is that they truly want our business, which as many of you have discovered is not always the case in the Brainerd area. They are actually offering a discount to Nord Sterners! The weekday rate for us is \$89 and the Friday, Saturday, rate is \$149. This is a \$20 discount. Compared to the rates at the more austere hotels in the area, this is a bargain. Call them at 877-THE-LODGE (877-843-5634). Just tell them you are with the Porsche Club and you will get fixed up. I have blocked a quantity of rooms for the

Club Race, but our other dates are on a first-come, first-served basis. I'd call soon before they fill up. I intend for this to be the "headquarters" hotel for the race.

If you need a sales contact call Lee Fundanet whose direct line is 218-822-5570.

In case you can't tell, I'm pretty enthused about this!

—Roger Johnson, Club Race Chair/Dealer Relations

Members in the News...

Appearing in the recent April issue of Rocky Mountain Region newsletter is upcoming information on the annual Gmund West event scheduled for Sunday, June 25 (meaning this member will miss our Concours yet he still was willing to design the poster and event advertisement to the right!) out in Colorado:

Officers and Trustees of the 356 Registry; Andreas Offermann, Director of Sales Porsche Ag; and others will be on hand to visit with you. World Renowned Porsche Artist, Mike Jekot will provide a showing in the Pfortnerhaus studio. We may have a few other surprises in store.

Mike, we will miss you at the Concours so we hope you will have a full report from Gmund West!

—Editor Christie

2006 Nord Stern Concours Tech Session

by Dale Trippler

Iwould like to remind all of the Nord Stern club members of the Concours Tech Session being held at Maplewood Imports on Saturday, May 20, 2006, starting at 10 AM. Maplewood Imports will be providing us with space in their facility for Concours judges to demonstrate to club members what they will be looking for when they judge, helpful hints on areas and places to work on, and be available to answer any questions the members might have as they go along.

Maplewood Imports and Carousel are sponsors for the Concours this year and they are being extremely helpful in putting this event together. I strongly encourage everyone to participate and join in the fun. If you can't enter the Concours for some reason, I hope you will plan on stopping by Memorial Park in Shakopee on Sunday, June 25, 2006, starting at 10:30 AM to see one of the largest displays of Porsches seen in the Twin Cities in

many years. We are planning to have a full range to look at, from the earliest 356's to Carrera GT's, from member's everyday family cars to race cars. Again, our sponsors Carousel and Maplewood Imports are working hard to insure a large turnout of every model of Porsche. You won't want to miss this one and the setting is right on the Minnesota River with plenty of green grass and room to view the cars. Bring your cameras, you won't see this many Porsches in one place unless you head to Portland, Oregon in August for the Parade.

Remember, Nord Stern will be donating the proceeds to the Courage Center, so bring the family, see a great array of Porsches, and donate to a wonderful and worthwhile cause, the Courage Center. Be a participant or a visitor, check out the cars, visits with other club members, and give to a great charity. What better way to spend a few hours.

***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

Presented by Porsche Cars North America
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June 25 Memorial Park Shakopee

Rubbing fenders never looked so good!

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



Skip Barber 3-Day Racing School

by Jack Pierce

It's hard to say that the Skip Barber Racing School was anything but fun. Yet in an unexpected way, it had nothing to do with fun.

The school is technical and demanding. While in the car, you have to concentrate and maintain focus 100% of the time, learning new skills...sometimes at 100 MPH! But to balance that out, you have the camaraderie of other drivers doing just what you are and the support of awesome instructors who are, or have been, winning race car drivers.

The Track

Our three day school was at the Mazda Raceway, Laguna Seca facility in Monterey, California. Up in the foothills, this 2.24 mile track offers 11 turns and lots of changes in elevation. If you think of a race track as essentially flat with some banked curves you'll have to recalibrate, here. There are actually three places on the track where a crest in the road literally hides what's coming next. The first time the track drops out from under you is on the longest straight away, just before turn 1 (which is a kink, or a bend, more than a turn). By the way, just below that, as you hit your highest speed on the track, is the braking zone for the Andretti Hairpin. The second time, you are heading uphill on the straight towards turn 7. You are looking up into sky, but you know just on the other side you have to brake hard and downshift to second gear to get ready for the Corkscrew, turns 8 and 8A...a sharp left and right. This is immediately after you have turned right through turn 7. The third time you lose sight of terra firma is right in the middle of the Corkscrew. This is the turn that Laguna Seca is famous for. Because of the sudden elevation drop you essentially launch you car blindly down a twisting hill. Set up wrong, or make a mistake and you quickly leave the asphalt behind.



Assembling for the morning chalk talk, we talk informally about the day past, and what lies ahead.

At the beginning of the first day, our instructors assured us that it was good that we had chosen one of the most difficult tracks because, if we survived, we would come out better drivers for our efforts. Some of us laughed, while others just twitched nervously in their seats. After all, the challenge wasn't just the track; we would be getting into Skip Barber's Formula Dodge race cars, too. These cars are about one-third the weight of your typical street car, with 150 HP that will get you zero to 60 in about five seconds. Top speed is maybe 110.

Exhilaration. Excitement.

Those words don't cut it when it comes to describing the Skip Barber 3-Day Racing School. The track, the instructors, the lessons; learn what it's like to drive open-wheeled race cars at speeds up to 100 MPH on the Mazda Raceway at Laguna Seca.

The Cars

All cars are identical, built with a tube chassis and skinned in fiberglass. You wiggle down into your seat with about as much room for your legs as a kayak. But you don't actually sit in these cars; it's more like being propped up while lying down. Your butt is just above the asphalt, and your chin is just below the top of the tires that frame up your view sitting in the pit, as you're waiting to go. Out on the track you rarely notice the tires as you look up the track for the next turn that will demand all of your concentration, and all of the new skills you can muster.

The Instructors

If you were to go to a three day astronaut school, you'd expect to be instructed by astronauts. So at Skip Barber Racing School you expect race car drivers. That's what you get, but these guys do things with a car you would never guess could be done. The explanations are way too technical for this article, but our instructors actually helped us learn to steer using the pedals. Almost like an airplane with pedals for the rudder, only with the same pedals you have in your car. Again, the technical explanation would be too long, here, but during our training we learned that steering with the pedals is an essential component of getting around the track fast. By the way, when it's done, you'll find an online course on the performanceINSIDER site that does go into depth on these techniques.

Our instructors had a lot of fun with us. Their jokes and easy, but firm, manner made learning new skills enjoyable and memorable. Their own experience not only made them more creditable, but allows them to break apart really complex concepts into digestible chunks. Not only could they do what they were teaching us, but they could explain it in such a way that we learned to do it. These guys were the most important part of the whole experience.

Learning at the school comes in five basic modes: chalkboard talks first thing each morning and afternoon, track time,



demonstration, observation, and feedback. It's a time-tested, successful method where there are no dumb questions and an abundance of helpful answers.

Our group of 10 students was matched up in buddy pairs. After chalk talks we hit pit lane, where half of us got in the cars while our buddies helped us strap into our five-point harnesses and don helmets and gloves before the call came to "fire 'em up!" Racers went out on the track for the exercises we had just been prepped for, while most everyone else got in a van or Dodge Neon to observe from trackside. Instructors are everywhere on the track, and every one of them has a radio. So whenever you need it, you're pulled over for correction, advice, and support. Immediate feedback means you can go about fixing what you're doing right away...before you create bad habits. Back in the pits, as drivers change, you get more feedback and head out onto the track to watch your buddy, all the while thinking about what you will do different next time.

Days always end with an extra dose of feedback, and a bit of discussion on what lies ahead for the next day. That gives you a chance to think, plan, and prepare overnight. You're tired at the end of the day, as you should be; it's been a rush of new information and new experiences.

The Driving

Even on the first morning of the first day we got into our cars

for something new. If you are familiar with an autocross, you'll understand that we were working in a big parking lot with a lot of orange cones that mapped out a twisting and demanding course. Most of this was done in first gear, but that goes up to 60 MPH in the spirited little Formula Dodge cars. It was a good time to make mistakes and get the feel of more power and maneuverability than most have ever experienced. There were a few spinouts...enough to find the limits and put some learning behind us, anyway.

The afternoon of Day 1 was out on the track, upping it a few notches from the autocross. Our main task was to work on the racing line (as it was demonstrated by the instructors while we all rode around the track in a van), entering and exiting each corner in a prescribed fashion, in order to maximize our speed. A second skill to master was heel and toe downshifting. Tough to get the hang of, but essential to high-performance car control.

On the track, heel and toe downshifting is important because you have to be able to both brake hard, downshift, and still carry speed into the corners. However, at high speeds, as engine revs go down with the clutch in, just letting out the clutch in a lower gear can make the engine act like an additional brake and lock up the rear tires, creating a spin. So, before letting the clutch back out, and while still braking, you have to "blip" the gas with the

Continued on page 12



Cars gridded up in the pits, waiting to get out on the track.

Laguna Seca . . .

. . . continued from page 11

other half of your braking foot, to get the engine revs back up to the same relative speed as the tires. It's really left-side, right-side, rather than heel and toe.

On Day 2 we started out working on driving the rain line on the track. You have to learn to find the areas that are less slick in the rain, and we were lucky enough to have rain all morning. It wasn't just an academic exercise, it was real practice. The thing about a wet track is, all your mistakes are magnified by the slick surfaces...all the better for learning! Next we worked on threshold braking.

No ABS in a race car, so you have to learn to brake as hard as possible, without locking

up the tires. Locked up and skidding, a car will actually travel 30% faster than braking at the threshold just before skidding. Of course, the very next exercise was threshold braking while heel and toe downshifting...just before you enter the Andretti Hairpin. In the afternoon we just concentrated on getting as many laps in as possible, working on whatever we needed the most work on, and getting more great feedback from the instructors.

Day 3 was for passing techniques and taking a different line through the corners where we were allowed to pass. We also did two-by-two race starts, so that we had a chance to experience this incredibly important part of racing. After all, a wreck on the first turn can end your day. Beyond that, we again worked in as many laps as possible, to build our new skills.

The Take Away

What impressed me most all during the entire program were the instructors. They were professional, stayed on top of everything, covered a lot of information, and still managed to make it fun.

My favorite experience from the three days was on day 3 when, as per our instructions, I was heading down the front straight and approaching turn 2 at nearly 100 MPH. We were to accelerate up to a green cone and immediately implement threshold braking as we then downshifted to enter the Andretti Hairpin. On one of my passes at this, just as I got to the braking cone, the corner flagman began frantically waving the yellow flag. Bam! The car ahead of me had spun out in the middle of the hairpin! According to my instructor, that was the fastest and hardest I had gotten on the brakes, yet. I

entered the hairpin without incident, and no worries of spinning out myself. What a rush...getting that right...but then, that's what they were training us for.

So what did we get out of the Skip Barber School? For one thing, we learned more technical information that I had counted on.

New knowledge and skills allowed us to replace old goals with new ones. Perhaps the most satisfying gain was replacing doubts with a new confidence that stoked our passions for performance. And yeah, we had a lot of fun, but it was much more than just fun. Sharing this experience, words like incredible, exciting, and exhilarating don't even come close. I guess you just have to go there.



The mechanics always make a double check of cars and drivers before you leave the pits.

Editor's note from the author: This article is courtesy of performanceINSIDER. More articles like it can be seen at www.performanceINSIDER.com. During the summer of 2006 performanceINSIDER will feature an online course called winning in the corners. In that course we will share detailed information to explain some of the basic techniques of high-performance driving. It won't be a substitute for a school like Skip Barber, but it can sure help you get ready for one, and get more out of it.



This chalk talk was the first preparation for the passing drills that would happen out on the track.



Above: The Dodge Neon cars are quick and nimble, adding to the excitement of the famed Laguna Seca track.



Above: Day 3 included practice starts; getting us used to yet another aspect of racing on the track.



Right: Gravel traps at the corners add safety to the inevitable spinouts that come from pushing a bit too hard.



Above: In the nose of the car, you can see the clutch pedal to the left, and the brake and gas to the right, of the gold steering column. Not much for extra room.

"928s on the Autobahn"

National 928 Performance Driving School and Car Show sponsored by 928 Motorsports (www.928motorsports.com)

CAR SHOW INFO: This is a car show with the emphasis on fun. Our focus is to "keep it light" and friendly, a simple car show for patrons and fans of the Porsche 928. Participant judging, with multiple classes and trophies. For more information about the car show, visit: <http://www.928motorsports.com/parts/carshow.php>

DRIVERS SCHOOL INFO: We have 5 hours of track-time for you at the Autobahn Race Track and Country Club to practice and experience all you can from your Porsche 928. PLUS: Two instruction sessions that will be held at the track, and a number of experienced Porsche 928 Race Drivers to hop in your car with you and ride-along to provide the utmost in hands-on instruction!

We are flying in Mark Anderson (from the Speed GT series) to give a 1-hour talk on "Performance Driving the 928" after which you would be able to go back out on the track and try out some of his ideas. Carl Fausett (from 928 Motorsports LLC) will also hold a separate drivers ed session about how to choose the right line in a corner.

Experienced 928 racers Mark Anderson, Carl Fausett, David Lloyd and Randy Faunce will be on hand to do ride-alongs in your 928 during your track time.

For more information about the drivers school, visit: <http://www.928motorsports.com/parts/drivingschool.php>

REGISTRATION - FEES - SCHEDULE - HOTEL INFO

Registration here: <http://www.928motorsports.com/showhome.html>

Fees: Car show = \$10 per car now, \$15 day of the event. Driver's School = \$160 per driver now, \$175 day of the event. FREE ADMISSION to all others.

Schedule: Car show Schedule <http://www.928motorsports.com/parts/carshow.php>

Driver's School Schedule <http://www.928motorsports.com/parts/drivingschool.php>

Hotel Information: The Holiday Inn Hotel and Convention Center, Joliet, IL 815-729-2000

The Holiday Inn has blocked us off a wing of rooms under the name "928 Motorsports" and is selling Kings or Doubles to Participants for only \$89.99 a night. The Hotel has a pool, a restaurant, and is only 3 minutes from Harrah's Casino, and 3 miles from the Autobahn Race Track for the Driver's School.

We also have one end of the Parking Lot reserved just for 928 Parking. Register early! I hope to see you there!

Carl/928 Motorsports

Should you have any questions, we can be reached TOLL FREE at 877-FOR-928M (877-367-9286)

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Carmudgeon Chronicles . . . On Reaching Carmudgeonhood

by Ken Kamstra

Yes, auto addiction is one helluva' lot of fun. Perpetual fun. Probably the most fun you can have with your clothes on. Even better – and unlike that other kind of fun – there is no age limit. No little blue pills needed.

My auto addiction began at age seven. Long before I wrote a book on the subject of “Auto Erotic Dependency” (AED). Before I could even spell “addiction” or had the foggiest idea of what “erotic” was all about. It was many, many decades before I evolved into a dyed-in-the-wool, hopelessly opinionated “Carmudgeon”.

But there is a major catch to reaching “Carmudgeonhood” as I have. First, you must survive. As I look back, it is nothing short of a miracle that I made it.

It could have ended on those dusty roads around our farm in southwest Minnesota. That's where big brother, Hank, would terrorize and thrill me in his Model-T Ford “hot rod”. Actually, it was just a car skeleton salvaged from our family's tornado-flattened barn. No sissy brakes and the likes, just hang on for dear life and hope for the best. At seven, what did I know or care. Even when we occasionally went airborne. I trusted Hank at the controls. And I was getting hooked on car fun.

Later, with World War II upon us, Hank became an officer in General George Patton's famous tank forces. I suspect that Hank's hot rodding youth made him right comfortable with tanks.

At seventeen, I joined the Navy's Amphibious forces, certain I could single handedly avenge the Japanese sneak attack on Pearl Harbor.

Dumb farm kids like me were thrown together with street smart big city smart alecs to become crews of sea-going landing craft. One thing we all had in common: none of us had seen a real ocean.

Our first run to the open sea, we hit a freighter just out of Houston's port. Back to base for repairs. I was surviving.

My yen for cars still festered. On occasion and fortified with strong drink, I would “borrow” a military Jeep for an hour or two. My ship mates would lie for me if I was apprehended.

Finally, Norfolk, VA where sailors outnumbered girls 10,000 to one. “Shit City” was the unkind term used by most of us. But what did I care. Soon I would be off to fight a war.

Nor so fast said the Navy brass. It seemed — however incomprehensible — that our crew's amphibious skills were so outstanding that we would be kept behind. Our assignment: train Navy officers on the fine art of hitting the beach.

Ken Kamstra survives again.

I was devastated and demoralized. I sought out the help of the base psychiatrist.

“Please,” I begged, “I must get in the fight!”

Somewhere in the yellowing files of a long ago retired Navy psychiatrist there is a note that reads:

“Don't ever let this crazy bastard anywhere near combat!”

And so it went. I was not to be a hero. Eventually, I became a civilian. A civilian more addicted to cars than ever. Car production was halted during the war, so used ones were at a premium. I didn't have “premium” but found a \$100 junker '38 Chevy to rebuild, I was a Navy machinist after all.

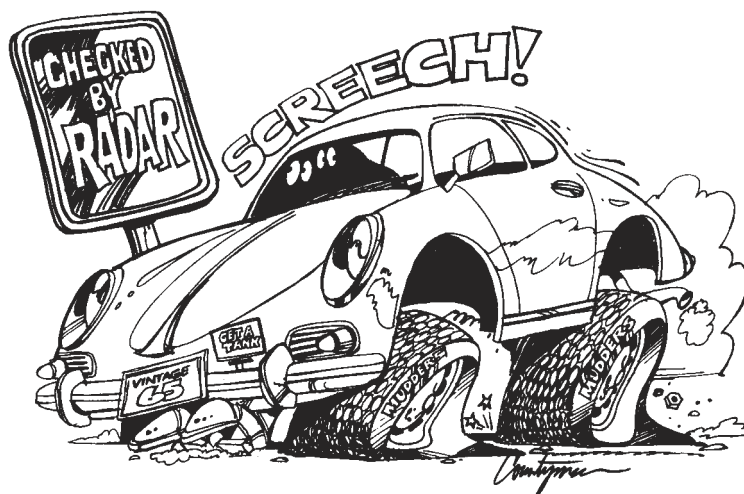
My electrical skills were limited, not unlike the Brits and their Jaguars of that era. All too often, my lights would go out during night driving and I would find myself plowing in and out of ditches trying to regain control. Sometimes, I would lurk at roadside waiting until I could roar into action, tailgating some unsuspecting passing motorist who enjoyed the luxury of working headlights.

Seems it was my destiny to survive another day. I impressed my girlfriend with my spiffy Chevy. Deviously, I convinced her that parking was safer than night driving. She bought it.

We got married. But, sadly, had to sell the Chevy to set up housekeeping and all. Soon, we had a car again. Then another and another and another.

“Carmudgeonhood”. It's a wonderful stage of senior addiction...

But first you have to survive.



Confessions of a Porsche Home Mechanic

by Steve Wilwerding, *Der Skooner, Great Plains Region*

Any Porsche home mechanic knows that moment of sheer terror when you've just broken a part on your old Porsche, a part that hasn't been produced for 25 years, and it briefly flashes across your mind that you will never get to drive your pride and joy again.

As a Porsche home mechanic myself, I am intimately familiar with that feeling. I started my Porsche ownership with a 1981 911SC, and very shortly after buying it, I made the brave (or stupid, depending on who you ask) decision to do as much of the work as possible on it myself. I started with what I thought would be simple things, like changing the oil. Of course, for those of you who have ever tried to catch 10 quarts of hot oil with a 4 quart catch pan and had to find something, anything to soak up the oil before it stained the driveway and burned all your fingers off, know that oil changes aren't necessarily simple.

The next wild idea I had was to change the bushings in the pedal cluster. For those of you who don't own old 911s, the gas, brake, and clutch pedals are all held by a rod to a cradle that is bolted to the floor pan of the car. It seemed like a simple job - just unscrew a few bolts, pull out the cradle, slide out the rod and install new bushings. As is the case with most projects, it was the first step that got me. It turns out you have to wriggle underneath the car to undo two unseen bolts holding the cradle in the car. I just dove right in and turned those nuts as hard as I could, and inevitably broke one of the studs on the mounting cradle.

Now, when you're as frustrated as I was, working underneath the car on bolts you can't see, all the while having twenty-year-old rust and other accumulated gunk falling into your mouth and eyes, it takes a second for that moment of clarity, that moment when you realize just how badly you've screwed up, to sink in. It happened a few seconds later, when I was holding that broken cradle in my hands, pedals still attached, and realized that it would be awfully tough to drive the car with no pedals.

At the time, I thought it would be a simple matter of ordering a new cradle. But lo and behold, nobody produced the cradle anymore. Luckily, I stumbled upon a Porsche junk yard that, through I can only believe the intercessions of some higher power, just happened to have a cradle for \$25. When that cradle came, and the pedals were back in the car, I felt that everything was right with the world, and that I would never touch anything on the car again. That

feeling only lasted for about two weeks, before I got the urge to replace the bushings in the shifter coupling. You probably know where this is headed, and I don't have nearly enough space to detail all of my mishaps with the 911, so suffice it to say that I experienced those moments of terror I discussed at the beginning of this article about as often as I paid rent. The rent, consequently, was much cheaper.

I sold the 911 a couple years ago to someone who now uses it as a Club Racer. I have to say, for all the angst I suffered over that car, for all the times I worried that it would never see the open road again, and for all the bruised knuckles and scraped forearms, I miss it once in awhile. I guess maybe those brief moments when you don't think the car will ever run again make those times when the car does run all the sweeter.

But don't take my word for it. If you've never worked on your Porsche, maybe this is the week to start - Sears has 4 quart oil catch pans on sale, while supplies last.

Below: At the Minneapolis Auto Show, an interesting reflection of the Porsche crest was captured by Mark Pladson's camera!



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 Trippler

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Maplewood, MN 55109-3433

Payment:

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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: _____

2006 Kalender

May	2006	4-6	Nord Stern Annual Club Race and Driver Education Brainerd International Raceway Eventmaster: TBA
7	Annual Maplewood Imports AutoFair Maplewood Imports 2873 Hwy 61 N. 651 483-2681 Eventmaster: George Andeweg Details To Follows	13	Sunday Autocross at Dakota County Tech Center Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net
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	September	2006
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	4	Labor Day BYOB Picnic in Rochester! 1:00 pm to 5:00 Location: TBA Contact: Jeff Boehm, email: jbandbj@chartermi.net
20	Concours Tech Session Maplewood Imports at 10:00 a.m. Eventmaster: Dale Trippler dtripp@usfamily.net 651-490-1485	10	Sunday Autocross at Dakota County Tech Center Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net
June	2006	14-15	Blackhawk Farms DE - tentative date Eventmaster: Ron Lewis 952-932-0505 or email: lewis_re@earthlink.net
2-4	Great Plains Region Driver Education and Club Race Mid-America Motorplex Contact: John Krecek 402.505.9911 or krecek@cox.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
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	29	Nord Stern Driver Training Brainerd International Raceway Eventmaster: Jon Beatty 952 449-0187 or email: jon@minnetonkasoftware.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	30--	First Fling Driver Education
25	Nord Stern Annual Concours . . . Sponsored by Maplewood Imports/Carousel Porsche 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	Oct 1	Brainerd International Raceway Eventmaster: TBA DE Chair: Phil White at rs_america@comcast.net or 612.418.9319
July	2006	10	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: Axel's Restaurant in Roseville*** Eventmaster: Rick LaVerdiere 651 998-1511 ricklav968@hotmail.com
10-11	Road America Driver Ed Monday and Tuesday Elkhart Lake, WI - Eventmaster: TBA Contact Phil White rs_america@comcast.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!	
August	2006		

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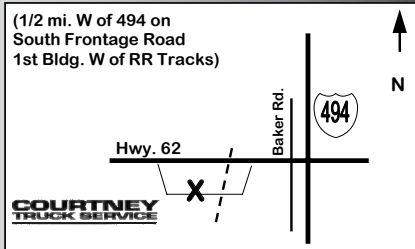


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A Dream Come True . . . PORSCHING

by Chris Welty, Hudson-Valley Region, PCA

Granted, it is the dream of many people. People who like to go fast. People who know what trail braking and late-apexing mean. People who attend track events at Lime Rock sponsored by the Hudson-Valley Region, per capita the most enthusiastic region of the PCA when it comes to driver's ed.

I stand there, by my car, the heat from the pavement rising up in palpable waves. I remember my first time ever at the track, standing in the very same posture, sweating the very same sweat. That time, however, I was nauseous and trembling with fear as I stood there waiting for my instructor. Not this time. I may be trembling, just a little, but not with fear. This time it is anticipation and maybe a little nervousness. I'm not worthy...

A car pulls into the pits, depositing someone in full driving regalia. He unfastens his helmet and removes it for a breath of fresh air. His hair, matted, his face, covered with sweat, he saunters over to me, taking a swig from a water bottle.

“You next?”

“Uhhh....yeah.” There goes thirty years of education right down the drain. It’s probably one of the few things I’ll ever say to this guy and I manage something that profound? Why couldn’t I have said, “It is a tale, full of sound and fury, signifying nothing.”

“OK, just give me a second and we can go. You want me to drive it?”

“Sure, suffer the slings and arrows of outrageous fortune if you must.” Yes! I got something in.

“You have heatstroke or something?”

“Errr....no. You can drive, sure. I’m Chris.”

"Derek Bell, pleased to meet you."

When it broke into the drivers ed arena a few years ago, the Hudson-Valley Region of the PCA (known fondly as HVR) immediately distinguished itself with the “drive until your arms fall off” day, as then organizer Jeff Harrison described it - three run groups and over two and a half hours of track time each.

Over time, this event had become something of a legend, but to further distinguish itself, HVR track chairman Henk Westerduin began something unprecedented - sort of a “make a wish” foundation. It is “sort of” a make a wish foundation because it isn’t for children, it’s for adults. It also isn’t for terminally ill or even mildly ill adults, it’s for healthy ones. It also doesn’t grant just any wish, in fact it grants only one: healthy adults who are experienced drivers can have a celebrity driver for an instructor. For a modest additional fee, which simply covers the driver’s expenses to be there, anyone could make their dreams come true and get advice from such drivers as David Murray, Hurley Haywood, Price Cobb, or Derek Bell.

I try not to look like an idiot as I circle around to the passenger seat and strap myself in. Derek adjusts his mirrors, blips the throttle, and within a heartbeat we are off. We tear out of the pits and immediately into Big Bend, a decreasing radius turn of

which most drivers agree, “there are a thousand ways to drive it and they’re all wrong.”

“Hmmm....tires a bit over-inflated.” Derek murmurs.

I pull out my note pad and scribble down the comment. “I hope you don’t mind if I take a few notes. I’d like to put this experience into my column.”

“Right...bit of understeer here...” We are coming out of Big Bend into the short straight that is the entrance to the Esses. I scribble.

“Come on...come on...there we go...point the car, eh?” The car begins to rotate.

“Point the car.” I mumble, jotting some more. Through the left hander and into the right hander.

“Important turn here,” Derek’s voice begins to rise. He swoops thru the turn, overtaking a turbo. We dive underneath and he shifts into fourth. “Keep your speed and momentum up for the uphill turn. Don’t back away from it.”

"I usually brake about here," I comment, perhaps anxiously.

Derek says nothing, does nothing. “Seems a slightly skittish.” He says carelessly as we fly into the uphill turn.

"It does that when it's sideways," I comment between clenched teeth.

We pass a few cars and head for West Bend. “Coming up is the downhill turn,” he lectures, taking the racing line past one last car and rotating the car into the apex. “Most important turn on the track. You’ve got to carry your momentum through that turn.” My car is four wheel drifting to the track-out point. “When the car hits the bottom of the hill, it will get heavy. You’ve got to apply the most cornering force there. Then the car will lighten up, as the suspension recovers. You must be ready to reduce the steering input at that point. And of course...”

“Don’t lift,” I finish. We tear under the bridge, careening downhill recklessly towards the final turn. The holy grail of all racetracks - the turn before the main straight.

I'm quite sure this experienced race driver would not wreck my car, but my mind and my senses are not in agreement. If Derek could see my face, he would recognize a suppressed scream. "We're not going to make it," is the best I can muster, summoning images of the sinking Titanic.

"You're right. Damn," he replies calmly, shaking his head.

"I'M RIGHT? WHAT DO YOU MEAN I'M RIIIIIIIIIIIIII
IIIIIIIIIIIAAAAAAAAAAAAAA...." Through the downhill and onto the main straight, the full power of my recently, lovingly, rebuilt engine going thru the rubber and onto the asphalt as we track all the way out.

"I thought for sure we'd catch that Carrera," he finishes.

“Catch Carrera....” I return quickly to my mumbling/jotting behavior.

Continued on page 34

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

Powdercoating for a Durable Automotive Finish

by Jack Bishop, Kansas City Region, *der Sportwagen* April 2006

The last several years have brought some notable advances in automotive finishing techniques. Porsche owners have seen the benefits of acrylic enamels and clearcoats that beautify the styling and enhance the value of our proud investments.

Take a second look at those rocker panels on the newer models. No more stone pits, thanks to the special tough coating protecting that high gloss enamel. Yes, it has a characteristic orange peel texture, but isn't that a reasonable trade-off for rust spots?

That heavy, and dare I say, ugly, cloth/vinyl bra is no longer the only cure for frontal gravel nicks and stone bruises. Urethane films provide long life abrasion resistance that allow observers to appreciate the classic lines and quality finish. Then, there are the wheels. Porsche transitioned from pressed steel wheels and chrome hubcaps to a cast alloy design with the early 911/914 models. These allowed lighter weight and greater strength as tires widened. No longer are they just a functional necessity. Now they are a significant design element.

But, wait a minute! Take a closer look at that Turbo Twist or Carrera Classic wheel. Are those cracks where the spokes join between the hub and rim? No, not really. They are flaws that develop in the clear coat as the result of wheel flexing during cornering and braking. Have you been driving exuberantly? Maybe autocrossing, or putting the car on the track now and then? Is this the price you pay for enjoying your Porsche?

A year ago, I was asking myself this question. I had my 18-inch stock Turbo Twists refinished the previous year, and now they looked worse than before. There had to be a better answer than acrylic enamel and clearcoat. I decided to try a powdercoat finish. This is how it was done, and what I've learned.

The process involves removing the old paint, cleaning and refinishing the bare castings, electrostatic deposition and baking of the color and finish coatings. It's a complex operation requiring the skills and experience of professionals. I chose to work with Custom Coaters in North Kansas City.

Plant Manager Jesse Church explained the process and guided me on a tour of his plant. It works this way: Powdercoat is composed of tiny spheres of dry pigment and resin. When heated, the spheres melt into tiny droplets that flow over the metal surface and into its pores. Baking cures the paint to a hardened finish without the need for evaporation of esters or "carrier fluids." The resulting finished surface is as close to being molecular bonded to the target metal surface as technology permits. This accounts for its inherent toughness and abrasion resistance. The down side is slight orange-peeling of the surface finish. Proper coating and baking by an experienced professional can minimize the texture, but it is there. It may not look good on the hood or body panels, but on a cast aluminum alloy wheel, it is almost unnoticeable. Let's look at the process in closer detail:

Step 1: Remove the old Paint The wheels are baked to a temperature just high enough to craze the paint. They are then cooled and bead-blasted to remove the paint. They are not sand blasted. Bead blasting uses miniature glass spheres, reducing scratching and abrasion of the base metal. It's a dry process, and relieves the need to clean away any chemical strippers. The wheel is then inspected. This is where a good coater becomes important. Jesse called me regarding a deep scrape on one of my wheels. I picked the wheel up and, at his recommendation, took it to Don's Mobile Welding on 40 Highway near Manchester. The scrape was welded and contour-ground while I waited. Donnie proudly showed me around while the work was being done. Turns out that 22-inch alloys with low profile tires, combined with Kansas City potholes bring him a lot of business. He knows what he is doing, and the price was fair and reasonable. I was back on my way to Custom Coaters inside of an hour.



Step 2: Second Baking This is a final cleaning operation. Expansion and contraction of the metal frees any remaining impurities and opens the pores of the casting's surface. This is important! Paint of any kind adheres best to a clean surface, and the open pores allow the liquefied paint to flow in and cling tightly when dry.

Step 3: The Good Stuff This is where the powder is applied and baked in. In my case, a silver-pigmented color coat was applied first. A second clearcoat was later applied to provide a glossy finish. A word of caution here. If you want a special color or finish (and there are a number available) you should let your coater know before you get to this step. Not only does this allow time to get the coat you want, it allows time for the coating process to be planned and adjusted to any special requirements that might be unique to that finish. This is high-tech processing. It gives the coater time to integrate your needs into his workflow.

The process works this way. The target part (my wheel) is hung on a conveyer belt and electrically charged. The applicator is loaded and set for the powder to be applied by low air pressure. Part of that setup is to apply an electrical charge of opposite polarity to the powder as it passes out of the nozzle. Since opposite charges attract, the powder is drawn to the wheel so that the combination of air pressure, dispersion envelope, and electrical charge, evenly distribute the powder over the wheel surface. The conveyer pulls the coated wheel through the 30 foot long oven.

Different zones are set at different temperatures so the heat application varies as the wheel travels. This allows the process of heating the powder to a liquid state, flowing it across the surface, and the coating hardens as the wheel is drawn through the oven.

Continued on page 29

Rick Moe's

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experience :	32 years as a professional Porsche mechanic
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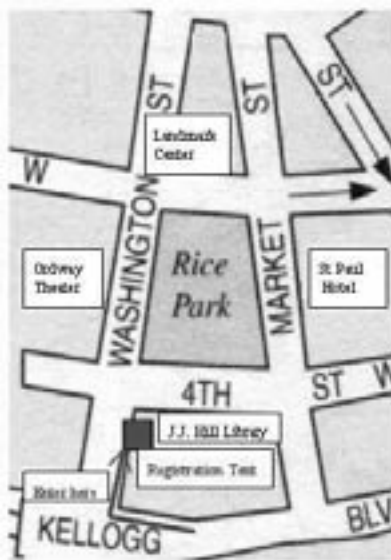
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12TH ANNUAL GERMAN CARFEST

Saturday June 12, 2006
9:00AM - 3:00 PM

RICE PARK, ST PAUL



The great annual get-together of German car fans!

Our friends from the Audi, BMW, Mercedes-Benz, Porsche & VW Clubs will all be there to celebrate!

The German Carfest is open to all German makes & models

Beautiful Rice Park is right in the heart of Downtown St Paul!

Vendor exhibits, including the Dentman, Jürgen Holzer
50% off on site, 10AM-Noon

German food available from various vendors

Enjoy the Musikmeister's 30-man German Brass Band!

Car Show: 9:00AM - 12:30PM

Awards at 1:00PM!

People's Choice Awards: 1st, 2nd & 3rd overall!

Get ready for the best Carfest yet! Be there!

AUDI - BMW - MERCEDES-BENZ - PORSCHE - VOLKSWAGEN

THE ULTIMATE COMBINATION

12th ANNUAL GERMAN CARFEST - SATURDAY JUNE 12, 2006 RICE PARK - ST PAUL, MN

Registration Form

NAME: _____ PHONE NUMBER: _____

ADDRESS: _____

E-MAIL ADDRESS: _____ CAR MODEL: _____ YEAR: _____

In order to speed up registration at the gates, we are asking Club members to pre-register by May 20th. The cost is \$10/car. Your advance registration packet will be ready for you when you arrive at the park. For non-preregistered participants the cost will be \$15 at the gate.

Please make check payable to MBCA TWIN CITIES SECTION and send it before May 20, 2005 to:

Paul Bergquist - 6747 Canterbury Lane - Eden Prairie, MN 55346

For additional information, please call 952-937-1822 or contact PBASSOCINC@AOL.COM



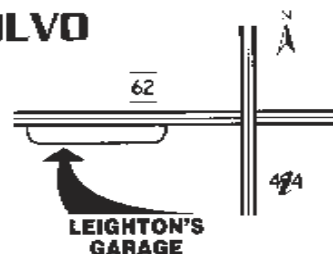
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PCA Club Race and Driver Education

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Autobahn Country Club

Joliet, Illinois

Please join the PCA Milwaukee Region for our inaugural PCA sanctioned club race.
The Fri., Sat., Sun. activities will include DE, Sprint Races and an Enduro Race.
Only one region will claim The Milwaukee Cup!



Club Race Chairman: John T. Fried clubrace@porschepark.org 414-453-8653

Registration Info: www.porschepark.org

JUNE 9-11, 2006

photo by dan matre

THE BOLD LOOK
OF **KOHLER**



TWIN CITIES AUTOCROSS CALENDAR 2006



DATE	EVENT	HOST CLUB	LOCATION
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 . . . March 2006

Submitted by Eleanor Renwick, Secretary

Nord Stern, Business Meeting Minutes
March 14, 2006

The meeting was opened by President LaVerdiere. The first item of business was a report from the BIR Relations Chair. Issues for this year include an up-charge for an overnight security guard at \$1,000. It is under review by the PCA attorney. BIR is asking for compensation for satellite use – this will be difficult for them to enforce. BIR is asking us to collect overnight camping costs. BIR wants to charge for ambulance – we have a direct contract for ambulance. Rates are higher for the track and other cost areas have been added. This includes radios; an alternate rental source is being considered.

Treasurer Report: in good shape and ready for upcoming events.

Driver Training: 30 instructors are available for the first school. Chair has been swamped with inquiries for the opening event. The new member social generated large interest.

Shop Relations: the Swap Meet had a good turnout and good deals. There was lots of activity at tables. The Novice Driver tech session takes place on April 1. See the newsletter for location and time.

Intro to Driver Ed: formerly Taste of the Track; an article will appear in the newsletter to tell how to register, when it is, what to wear, cost, etc. There was much good discussion to outline the program, maybe making it a pilot for other regions. It will not be offered at Road America.

Newsletter: find feedback from rules changes in the March issue. Also notice the color cover – what a hit! Look for it in other issues. Hard copies of monthly issues are in demand so we'll continue with them, as well as making them available online.

Safety: working on an alternate plan for renting radios from BIR, which have become very pricey.

Met Council: see autocross dates as published in the newsletter.

Insurance: costs have increased for 2006. Coverage is in place for scheduled events to date.

Touring: an ad appears in Nord Stern for the first event. Look for an article in April. Maplewood Imports will sponsor a continental breakfast.

Concours: most of the basic planning is finished. The event will take place at Shakopee Memorial Park on Sunday, June 25. It contains great areas to set up, a pavilion,

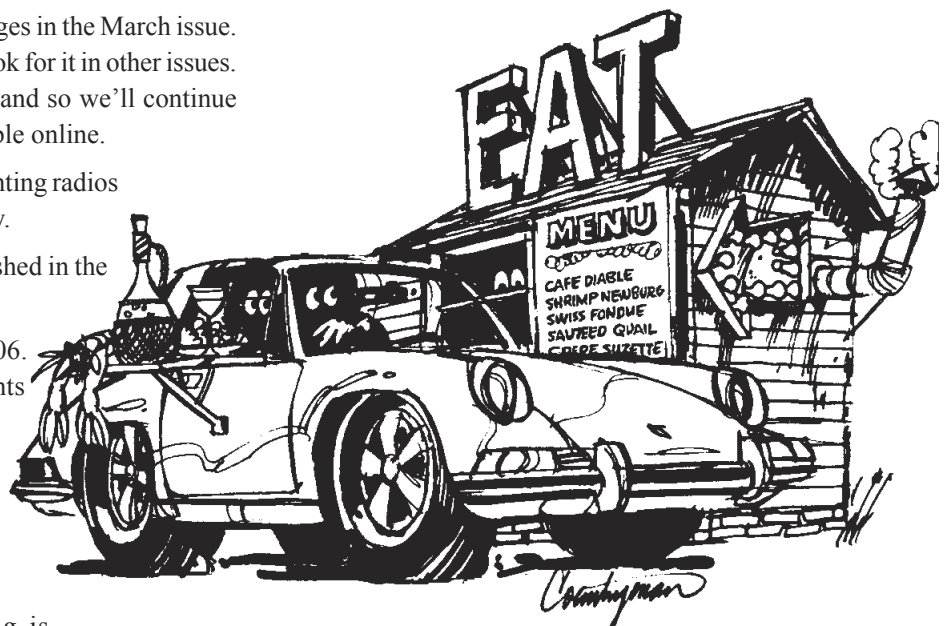
and lots of parking area. A tech session is scheduled May 20 to go over categories. Posters are available to distribute to businesses. Courage Center will have a table. Carousel will sponsor. Need experienced judges willing to teach others. Judges will have T-shirts to wear courtesy of Auto Edge. The enthusiasm is contagious! The social nature of the event will be satisfied and it will be a Parade level event to commemorate our 50th anniversary!

Driver Ed: no price increase, but no early registration discount.

Social: will assist anyone who needs help; begin planning awards banquet now.

Timing and Scoring: need help for Ed. Concern was expressed because he is the one person thoroughly familiar with the system.

The next meeting will be Tuesday, April 11, at 7:00 p.m., Axel's.



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Annual North Shore Fall Color Tour September 22-24 Headquarters: BlueFin Bay

Make your reservations at 1-800-Blue Fin

Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net

Join in the annual weekend savoring lovely fall colors, driving fabulous winding roads, exploring historical and geographic wonders of our very own North Shore plus excellent dining and shopping . . .



Annual Maplewood Auto Fair 2006 . . . Hope to See You There!

*Hosted by George
Andeweg and
Maplewood Imports*

Your car made history - why don't you?

Join us for some fun and socializing,
and let your car do the talking!



Mercedes-Benz

Audi

Get the driving season underway with a trip to Maplewood Imports to see your friends and display your classic Porsche, Mercedes or Audi. All years and models are welcome!

Join us for a picnic of brats, hot dogs and soft drinks while you look over the latest offerings from Germany's premier car makers. Vote for your favorite car on display, register for door prizes, check out our parts department specials and enjoy the company of other car buffs!

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



Registrant donations go to support

Children's Cancer Research Fund

**AUTO
FAIR '06**
Sunday, May 7th
10 am - 1pm



2780 N. Highway 61
Maplewood, MN

Powdercoating. . .

. . . continued from page 22

everything exposed. Lug bolt holes, air filler stem hole, even the space between the wheel flanges covered by the tires was coated. (This doesn't hamper tire changing or maintaining tire pressure).

Results: I did this one year ago. In that time frame, I've changed tires twice and removed and re-mounted these wheels five times. There are no chips around the lug bolt holes. There are no stress cracks on the spokes. Some have said that I'd lose points in a Concours, but that probably is due to the shade of silver I chose. The gloss is still high, and you don't notice the slight orange peel unless you look for it. Best of all, they always look clean! No yellowing. Brake dust and road tar are easily removed with a little Simple Green and the hose to rinse. No water spots. I still wax them, but only once a year with very little effort. The only thing that's hard to remove is old wheel weight adhesive.

The next time you see a dark blue Kansas City Star newspaper dispenser take a close look at it. It's probably been powdercoated. Better yet, look at the Turbo Twists mounted on my 2000 Boxster S. I'd say it's a good investment.

Note: While fact-checking this story, I learned that there are new acrylic resin-based powders that greatly reduce the orange peel effect. I haven't seen them yet, but maybe I'll think about them for my track wheels later this year.

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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

356 Questions

1. Visually, the new 356A was distinguished by a straight windshield.

True or False

Panorama, 6/03, page 5

2. The 356 based Abarth Carrera won how many GT 2000 World Championships?

- a. One
- b. None
- c. Three
- d. Twenty

Panorama, 6/02, page 25

3. The first 356 coupes built in Gmund had the shape of their body panels checked on a (an):

- a. Aluminum buck
- b. Cast iron buck
- c. Plastic buck
- d. Wooden buck

Excellence Was Expected, Vol. 1, page 35

4. The first Porsche 356 (a roadster) had a frameless windshield.

True or False

Excellence, Vol. 1, page 29

5. The first aluminum based coupe bodies for the Gmund cars had the windows and frames fitted by:

- a. Robots
- b. Hand
- c. Glass machine
- d. None of the above

Excellence, Vol. 1, page 36

6. In 1949, Porsche Konstruktionen GmbH delivered how many cars?

- a. 50
- b. 175
- c. 25
- d. 5,000

Excellence, Vol. 1, page 41

7. The 356/2 Gmund-built coupe had an engine with a displacement of:

- a. 1.6-liter
- b. 3.0-liter
- c. 1.5-liter
- d. 1.1-liter

Excellence, Vol. 1, page 43

8. The bodies for the first German Porsches (356's built in Zuffenhausen) were made by Reutter.

True or False

Excellence, Vol. 1, page 50

9. The 1950 Type 356 had a simple dash panel with only three gauges, they were:

- a. Voltmeter, tachometer and temperature gauge
- b. Clock, speedometer and oil-temperature gauge
- c. Tachometer, boost gauge and oil temperature gauge
- d. None of the above

Excellence, Vol. 1, page 53

10. In 1951, Porsche introduced a larger 1.3-liter engine for the 356 known as Type:

- a. 959
- b. 987
- c. 506
- d. 904

Excellence, Vol. 1, page 54

Answers:
1. b 2. c 3. d 4. T 5. b 6. c 7. d 8. T 9. b 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 7th of the month prior to publication date: editor@nordstern.org

1998 911 Carrera S Coupe

#WPOAA2990WS320107, arctic silver/blk, 18,750 mi, fact widebody, 18' Fikse Profil 13 Radial Spoke Wheels, fact 6-disc CD changer, electric sunroof, motor sound pkg., carefully stored winters, no rust, no dings, no smoke, no pets, no food, no drink, no rain, never raced, always garaged, hand washed and detailed twice/month, last year of air-cooled legend. This absolutely pristine collector's masterpiece may be the nicest, cleanest, most impeccably cared-for 993 C2S in the State of Minnesota, complete with Cert. of Authenticity. \$61,500 firm - serious inquiries only. Stephen, sbven@aol.com, (612) 747-3533. Photo below:



1987 911 Cabriolet

White, 16" wheels. Chip and rollbar. (You can remove the roll bar, but why? You aren't going to double date in this car.) Lovingly cared for by Johnson Autosports. 111,000 miles. Perfect combination of top down daily driver and track fun. \$22,000 firm. fred.senn@fallon.com or work 612 758-2402, home 952 942-9053.

Motor For Sale

Complete 3.2L Carrera engine with wire harness and brain (no AC compressor). Smokes so I think it needs a top end rebuild, otherwise it runs strong. Asking \$3,500 for everything. Steve (952) 471-1054

K&N Cone Filter Kit

For 3.2 L Carrera motor. Easy replacement for airbox. Lets motor breath and sounds cool. \$120 new, asking \$60. Steve (952) 471-1054

Car Lovers Mendota Hts. Dream Home For Sale

Five car garage (1140 square ft.), insulated, sheet rocked, many electrical outlets including 240 V, heated and air conditioned, with new asphalt driveway. Attached home has main level with newly carpeted living room, dining room, 3 bedrooms, plus 2 baths, eat in kitchen with swing out pantry, 3 season porch, two level redwood deck, over 1/3 A, many trees, on quiet street, low taxes. Lower level family room, half bath, workshop, laundry, much storage. \$364,900. Call soon to save on realtor's fees. Kelly Streb 651-457-1404, Streb002@umn.edu

2004 Saab 95 Arc

2.3 L/220 HP 4 cyl turbo charged engine. Loaded with extras and only 13,400 miles on it. Silver metallic outside and dark gray inside. Automatic with stick option and turbo boost "sport" button. Xenon lights with washers, dimming and heated mirrors, rain sensor wipers, park assist, upgrade CD/radio, fold down rear seats, heated seats, cruise, compass in the rear view mirror, power memory seat on the drivers side and power on the passenger side,

integrated garage door opener, fold down cup holder, split auto temp control, and fog lights. Asking \$25,995 but if you have an old beater that runs, we might be able to work a deal. I want something to take to Menards and the grocery store. So I don't care what it looks like, just so it runs well. Dale Trippler, Maplewood (651-490-1485) Email: dtripp@usfamily.net

1983 944

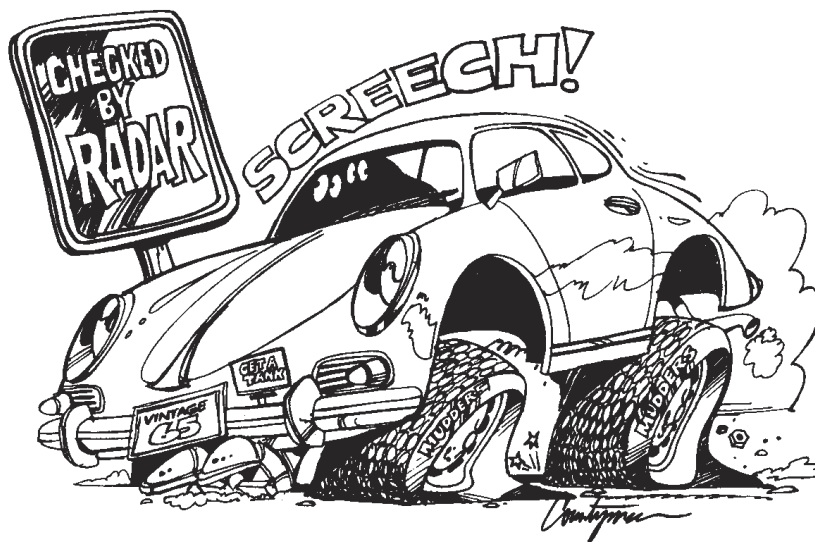
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2003 Carrera Coupe

Carrera White/Metropol (dark) Blue Leather interior. All standard equipment plus these options: Xenon lights, Heated Sport seats, Sport Chassis, 18" Carrera 5 spoke wheels with new rear Michelins (fronts were new last year), Porsche Stability Management, Bose High End Sound package, Remote 6 disc CD changer, Sport Exhaust system with Stainless Steel tips. 11,000 miles, all books and records avail. Mobil One oil change at 1000 miles and again every 3000 miles; 2nd place at Ft Worth Parade Concours; Perfect condition. \$59,995 Contact Kurt Gibson 417-869-0374 days or e-mail: kgibson@gibsonpcm.com

1984 Carrera

1984 Porsche Carrera Factory Wide-Body 'Turbo'Look, Ruby red, sunroof, 5-speed, 68,000 miles. Served by Johnson Autosport, very nice. \$25,000. Phone Don at 507.346.2972 after 6 p.m.



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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A Must-Read: The Unfair Advantage by Mark Donohue

by Steve Wilwerding, *Der Skooner*

A few weeks ago, I decided to exchange one of the books I got for Christmas, since I wasn't up for reading about the Civil War during the holidays. As I looked through the shelves of books at Borders, I thought I would check out the automotive section. I find that the automotive section in most bookstores is pretty anemic, and this particular Borders was no exception. About half of the books covered NASCAR, and most of the rest were about American cars, which I have little interest in. However, buried in the pile, I came across *The Unfair Advantage* written by Mark Donohue. I took it right to the registers without even opening it - I knew what a unique event this was to find such an obscure book in a Borders in midtown Omaha.

For those not familiar with Mark Donohue, he was a race car driver who, among many other things, drove the turbocharged 917s to most of their victories. Not only was he a great race car driver, but he also had a gift for telling racecar engineers exactly what needed to be changed on a car to produce more speed. While the turbocharged 917s were well designed, Mark Donohue's involvement with the testing and racing of the cars played a large part in their success.

I'm about halfway through the book, and for those of you who like racing books, this one is definitely a must-read. The part of the book that has stuck with me, however, is a passage from the introduction, which wasn't even written by Mark Donohue. It describes Mark Donohue as a great race driver, but it says that he had very little natural racing talent. He succeeded mainly because he continually pushed himself to be better than anyone else.

This struck me as odd because most (if not all) of the race drivers in the top ranks of motorsports today have a lot of natural talent. Michael Schumacher, Hurley Haywood, and Wolf Henzler aren't great drivers because they pushed themselves so hard, though undoubtedly they have. Rather, they are great race drivers because they have that special something, that intangible gift that separates them from everyone else. Young, mediocre drivers today are not, in my opinion, going to become world class racecar drivers on sheer determination alone.

Yet, somehow, Mark Donohue did it. Through sheer force of will, he was able to count himself as one of the greatest drivers of all time. While contemplating that, I was struck by how little reverence many people give to great road racers. I think it has something to do with how people view professional racing as unique from many other professional sports. Many people, at some point in their lives, have or still play a sport. A lot of people golf, and when they flip on the TV and watch Phil Mickelson land the ball two inches away from the cup from 180 yards away, they recognize what a great athlete Phil is, because they themselves have golfed, and know how difficult the shot was. Many people who have played basketball appreciate the athleticism of a player

who can sink a three pointer at the buzzer, because they know how difficult it is to sink a basket under pressure.

Racing seems to be in a different world. Many people watch racing and say to themselves, "I could do that. I drive my car every day without hitting anything. I speed all the time without getting in accidents. So, it can't be that tough to drive a car on a road course." Of course, as many of us who have been on the track know, it is not easy, and requires a lot of practice (and some natural ability) to be really good. Perhaps it takes that one humbling, first lap around the track for us to truly appreciate what it means when Michael Schumacher is lapping two seconds a lap quicker than the rest of the field, or when Hurley Haywood pulls off the daring pass on the last corner before the checkered flag. Perhaps that is also why I never really enjoyed watching motor racing until I got on the track myself, and discovered how difficult it is, and how truly special drivers like Mark Donohue are.



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Porsching. . .

. . . continued from page 20

returns to the pits. He turns to me. "Ready to drive?"

"Sure. Yes. Of course." We switch positions and I adjust the seat and belts. "Of course I'm just...ahhhhh...recovering from a cold and not up to full strength."

"No problem. Just don't sneeze on me."

"Sneeze on you," I chortle. "Good one, Derek." That definitely seemed forced.

We pull out onto the track, and I try my hardest to impress.

"You're trying too hard." Is his immediate reaction. "Let the car do some work. Don't jerk the wheel around. Be smooth."

"I'm sure I've said that a hundred times to students of my own. Maybe let me just do a lap to get the jitters out and then you can start instructing."

"Fair enough," he agrees.

Next lap. We're heading for the uphill turn. "Don't be so hard on the brakes here!" he comments. "Hey! What are you doing???"

"Just jotting that down," I reply.

"Steer into the bloody turn!" he shouts hysterically.

"Jeez, a tad squeamish today, Derek?" I reply, rolling my eyes and returning my hands to the wheel.

"I think you should take notes after we are thru driving."

"By then I'll have forgotten any good jokes." We creep up the uphill, being passed by several cars. "How about if you take notes?"

"Oh if you insist. Just keep both hands on the wheel."

This guy is insane, I've never seen anyone with quite so little understanding of the basic... whoa... "Try to keep the car on the driving line," I suggest.

"The driving line. Right," he replies. I think his name is Charles.

"This is West Bend, don't turn in so late." I think perhaps he should pay for a few more sessions.

"How am I doing here, Derek?" he asks as we exit West Bend and proceed towards the downhill turn.

"Perhaps you should work up to what I did, don't try it all at once. Try this one with just a bit less braking."

I'm scared. Perhaps this wasn't such a great idea.

"That was pretty good!" I lie. "I think the car has too much rake." Blame the car. Too much orange tape, too.

"Rake, right. Could you make a note of that, Derek?" he requests.

NOTE: TOO MUCH RAKE. REMOVE ORANGE TAPE.

How much am I getting paid for this?

"You're writing an awful lot there, Derek," he observes.

NOTE: carry more speed thru Big Bend. NOTE: point the car in the left hander. NOTE: apply throttle earlier in the right hander. NOTE: don't brake so hard in the uphill, and turn in earlier. NOTE: don't turn in so late for west bend. Carry more speed. NOTE: get on the throttle earlier in all turns. NOTE: be smoother, think about the transition from braking to throttle and carry momentum.

I've gotten writer's cramp already.

Back into the pits and Derek seems a bit exhausted. I drop him off and he points out the notes he took during my driving. "Not bad for your first time," he smiles, salutes, and saunters over to another car waiting on pit row.

"It wasn't my first time," I reply in confusion, but he didn't seem to hear me. I look at the notes. Hmmm, at least I didn't do as bad as this Charles guy...

I realize most people have difficulty separating fact from fiction in my writings, though in my own defense anything I write is many times more factual than most "based on a true story" movies. Of this experience I will only say this: the Hudson-Valley Region really does have celebrity drivers on hand as instructors.

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.*

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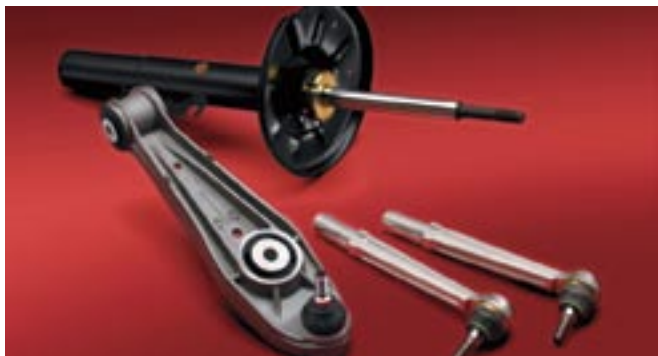




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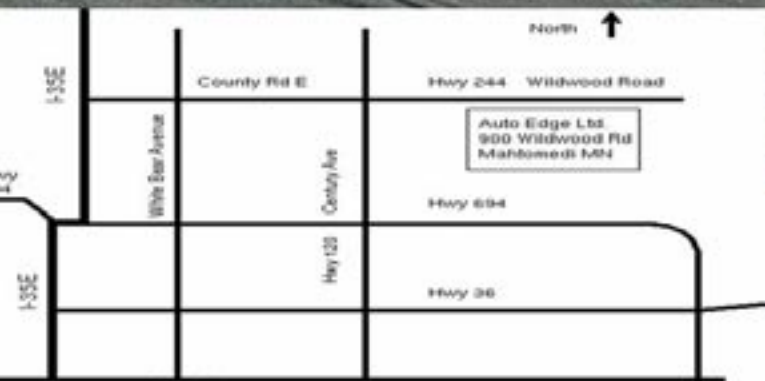
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