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There is a chill in the air as I finish up this October issue of our newsletter. Hard to think in terms of summer coming to an end, but it truly is. Not that it means an end to the Porsche event calendar. By no means is that anywhere near true. There are a number of upcoming events through this fall which give us those last opportunities to get in our cars and drive - as well as get in our cars and socialize! We are good at that. Check the calendar for all the latest - it includes an informal social opportunity every third Thursday of the month (starting in September) at Clubhouse Jager which is downtown in the warehouse district (10th Ave. N. and Washington - it's very cool, a restored old building). More info is in the calendar on page 18.

Plus our annual awards dinner is scheduled early in November - on the 4th to be exact - so use this issue to send in your reservation. It is once again at Edina Country Club where the food is very good, the accommodations are more than comfortable and the now 'annual' slide show of pictures featuring another wonderful year of Porsche activities will be running. It really is neat to see our cars blown up on a screen - they look really, really good! And for the Boeders that means better than up close and personal...after all, these cars are meant to be driven and that's our main focus.

Thought I would also mention my ever present desire for more member written articles, commentaries, photographs, etc. This month there are several: Scott Kuhne shares his trip to LeMans 2006 this past spring (that's on the 'to do' list!), Dale Trippler talks about his 'garage make-over' - I won't label it 'Extreme Garage' makeover but by looking at both the before and after photos, it might just qualify for that designation! It's pretty stunning. This is 'your' newsletter and it really is much more interesting hearing from our fellow members than my having to cull other regional newsletters for interesting fare! Watch in next month or two for an introduction to a member who is volunteering to contribute

on a regular basis - and I am thrilled this person is interested and willing to share some of his passion for Porsches via his pen!

In as much as I often pull threads off 'ClubTalk' do let me know if you DON'T want to be included - we do have a privacy policy which follows that of PCA - see page 32 of this issue for PCA's official statement. For the most part, I assume respondents are willing to share their opinions, answers and comments. My general impression is no one is really all that shy in this club!

Also, the Kansas City Region newsletter *Der Sportwagen* is one I receive electronically from their editor, Cindy Thomas. I have 'gotten to know' her a bit via e-mail. We have corresponded a number of times as we share features and I am delighted to mention she also won 2nd place, in class, at this year's Parade contest. The publication is nicely laid out with definite style and sass, easy to read, plus full of region news and events. Congratulations, Cindy, on a job well-done - and still being done! Hopefully our paths will cross someday soon.

So as Fall settles in, and some of us start to think and plan for winter storage (not the daily driver at this house!) we needn't neglect all the upcoming activities. And I am sure our winter tech sessions will be added to the calendar shortly. Keep a watch out for those - always popular in the dead of winter.

Also, our annual 'changing of the guard' depends on returning the ballot featured in this newsletter - mail that in and have your vote count! Results will be announced at the annual January holiday dinner (details TBA).

Additionally, I would like to mention there will be ad space available - in fact some prime 'real estate' with the inside front cover. This space will be color every month and an excellent location to highlight your business! Contact me if interested

See you at the next event...

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1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
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Full page:	7.5" wide by 10" high
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1/8 page:	2-1/8" wide by 4-3/4" high
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Welcome

Welcome . . .

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



So, Just What Do We Do In Nord Stern??!

No new members this month... Watch this space next month! 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.

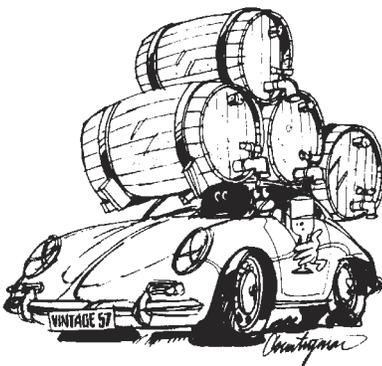
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!

ClubTalk/TechTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.



The Prez Sez . . .

by Rick LaVerdiere

The Last Fling DT/DE event at Brainerd International Raceway on September 29th marks the end of Nord Stern track events for the year. The 1-day driver training school and 2-day weekend driver education event is always bittersweet. The weather is generally ideal and the cars typically run at peak performance in the cool dry air of early fall. However it is, as the name implies, the “last fling” at **BIR** for the year.

BIR opened in 1968 as Donnybrooke Speedway with a name change to BIR in 1973. Since 1994, it has been owned by Don Williamson, better known as “the Colonel” who has proved to be a colorful and controversial character. The track has been officially for sale the last two years, and its future has been in doubt, until its recent sale to Jed and Kristi Copham of Forest Lake.

Past President and Board Member, Scott Anderst, and I had the privilege of joining Jed Copham for lunch recently to discuss the future of BIR. We found Jed to be very approachable and casual. As he talked about his experiences with **SCCA** racing and his plan to drive a Formula Atlantic next year, his excitement and enthusiasm for motor sports was unmistakable. He is fully immersed in the operation at BIR and spoke of plans for immediate capital investment to improve the facility. It is his intention to maintain the historical 3-mile road course circuit. However, he hopes to initiate changes to allow for scheduling of events that in the past were mutually exclusive. Most interesting is his plan to

add an inside loop to the road course starting between turn #7 and turn #8 which would then loop around the campground pond and back into turn #1. This proposed loop would be approximately 2 miles long with approximately 12 turns. His intent is to have the flexibility to run a Drag Event that could coincide on a weekend with a road course event. He discussed adding a return road for the drag strip in front of the south grandstands. His hope would be to enhance the spectators’ experience at the drag event, and to provide an alternative route for the road course in the event of rain. Currently, drivers on the road course during rain must follow a “rain line” through the drag strip because of reduced grip from the compound and tire residue from the dragsters. He also indicated he wanted to improve the safety of the track, in particular changes to turn #2.

Jed and Kristi have experienced much frustration in attempting to build a road course, first in Pine County and later in Isanti County. After attempting for two years to build a road course, they opted to purchase BIR. In contrast to opposition elsewhere, the Mayors of both Brainerd and Baxter presented them with keys to their cities during a recent ceremony celebrating their purchase. Although the transition to ownership of BIR has been very stressful, they remain enthusiastic about the future. Jed’s commitment to motor sports is undeniable when he states, “Brainerd International is going to stay a race track as long as

Continued on page 10



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Dakota Autocross

Wow! Admittedly, not as much driving as a high-speed track event, but the autocross was a lot of fun! Thanks to Dick Beers for his part, and a thank you to all the other Nord Sterners I got to talk to, too. You guys made the day a lot more fun. Dale and I had lunch together and Kim and I set cones while we talked about our own runs. I went to this event specifically to push my car harder in the turns than I might at higher speeds. The bonus was that our second set of runs were in the rain, on wet pavement. In the wet, I could push it enough to really drive at the limit of adhesion. My time was just less than 2 seconds slower, wet vs. dry

Jack Pierce

I agree with Jack, the Autocross was a lot of fun even though it was COLD and wet. I thought the track running counter clockwise was a faster track and a lot more fun. And even though the rain in the afternoon made the track wet and slippery, it was fun and educational to learn what a wonderfully engineered machine I own and drive. Despite my lack of experience and driving skills, the PSM kicked in many times and saved my butt.

As I told a friend, I was a little surprised my afternoon times were only 2-3 seconds slower than the morning runs. I guess that means I wasn't driving hard enough in the morning when the track was still dry. Next time!

Thanks to Dick, Harvey, and all of the other Nord Sterners for another fun day and good conversations. See you at the Fall Color Tour and Last Fling.

Dale Trippler

Winter Car Storage - the Perennial Questions and Advice - there is No one answer...!

Wondering what I need to do to prepare the car for storage. I have an underground storage space, battery preserver, and dust cover. Do I need to do anything to my fuel? Someone suggested I use an additive to preserve the fuel, will this hurt my Porsche? Any comments are appreciated, I have never stored a Porsche over winter before.

Dave

A little early aren't we? You can go all the way from the Concours prep method to the lazy wrench-spinner like me. My basic list would be to clean the car, fill up the gas tank, change the oil and filter (or remove the engine), put extra pressure in the tires (or keep it off the ground like I usually do), plug in a battery maintainer and cover it. Oh, and don't start it till you plan to take

it out of storage. As a long time club member once told me, just sit in it during the winter and make car sounds.

You can add a gas stabilizer but unless it is going to be stored for more than 6 months, I don't think it is necessary.

Jon Beatty

Here's what I do, I'm sure some of this is overkill. But then again, I have never had a problem when I took it out of storage.

1. make sure the car is clean and dry.
2. make sure the tank is full (mandatory).
3. put Sea Foam in the gas tank (optional).
4. over inflate the tires 10 lbs.
5. leave in neutral, chock a tire.
6. put container dry in the passenger compartment and the trunk.
7. put steel wool in the exhaust pipe.
8. lift the wipers off the glass with Styrofoam under the wiper arms.
9. plug in a Porsche battery maintainer.
10. make sure everything electrical is turned off.
11. cover and dream of warm days to come.

Keith Jones

Tire 'Boogers!'

For those that have been paying attention (Ok, who cares about my trivial issues) I've been searching for a replacement to my tried and trusty Body Scrub product. After 4 hours of tire booger cleanup following the BIR club race, I really needed something that worked. Coming to the rescue was Doug Arndt's Complete Garage tech session tonight (held Friday, September 15th - watch for a follow up in a future issue of *Nord Stern*). I cornered one of the Griot Garage's tech guys and showed him my problem. After trying a clay treatment and a spray he used their Machine Polish 3 and the tire boogers just wiped right off! He claims it won't remove all of the wax as it is intended to be used with a machine but I can tell you, I removed a couple by hand and it was a snap.

Thanks Doug (Arndt of The Complete Garage)! And for those who drive white cars on the track, you should give this stuff a try.

Jon Beatty

∞ Please Join Us ∞

Nord Stern Annual Meeting & Awards Dinner

Saturday, November 4, 2006

Edina Country Club

952-927-7151 or www.edinacountryclub.com

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



Dinner Choice:
Prime Rib w/slow
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Number attending @ \$40 each _____

Total remitted: _____

Unser Leiter . . .

. . . continued from page 7

it's under my watch." His enthusiasm and commitment to the operation of BIR gives hope that our Last Fling event in 2006 is really a new beginning. We at Nord Stern extend our best wishes for success to Jed and Kristi. We hope to have a long and continued relationship with BIR as a venue for our driver training, driver education, and club race events.

All members are invited to the annual Nord Stern Awards Dinner scheduled for Saturday, November 4, 2006 at the Edina Country Club. This annual end-of-year social is a recap of this year's club events, with awards to winners in the autocross series, concours and rally, as well as awards of recognition to deserving members. I hope to see you there.

Happy Halloween



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\$750,000	\$2,530.00	\$4,292.49	\$4,472.03



Got Wine? Announcing . . .

Nord Stern Fall Afternoon Drive & Winery Tour!

- Enjoy an afternoon of fall colors while touring the St. Croix scenic byway! Later on, we'll stop at Wisconsin's Chateau St Croix Winery and Vineyard for a winery tour and hors d'oeuvres. An outdoor patio and tent with fireplaces and fire pits will help keep out the October chill. Afterwards, you'll have the option of heading back home or to an early dinner at a scenic restaurant located on Balsam Lake. (Details to follow.)
- Wine tastings are free for up to 3 wines, with a minimal charge for 4 – 6 wines. You can also purchase full glasses of wine, beer, and non-alcoholic beverages.
- Pre-register now to hold your space and to become eligible for a door prize! Space is limited to the first 50 members who sign up!

Sunday, October 15, 2006

Start: Meet TBA at 12:00 p.m. for start of drive. Maps and waivers provided at the start of the tour.

Arrive: At winery at approximately 2:00 pm

Depart: At approximately 4:30 p.m. (winery closes 4:00 p.m.)

Cost: \$15/person, which includes 45-min wine tour, souvenir wine glass, and hors d'oeuvres.

Children under 12 can participate in the wine tour and corn maze for free.

Eventmasters: Jill & Fred Daneu (Jill@daneucom.com), Mike Lancial (thelancials@msn.com), and Sarah DeLong (sdelong@ald-mpls.com).

Send \$15/person payable by October 1 to Nord Stern to:
Jill & Fred Daneu, 12706 Florida Lane, Apple Valley, MN 55124

Name: _____ e-mail _____

Number of participants @ \$15: _____

Total cost: _____

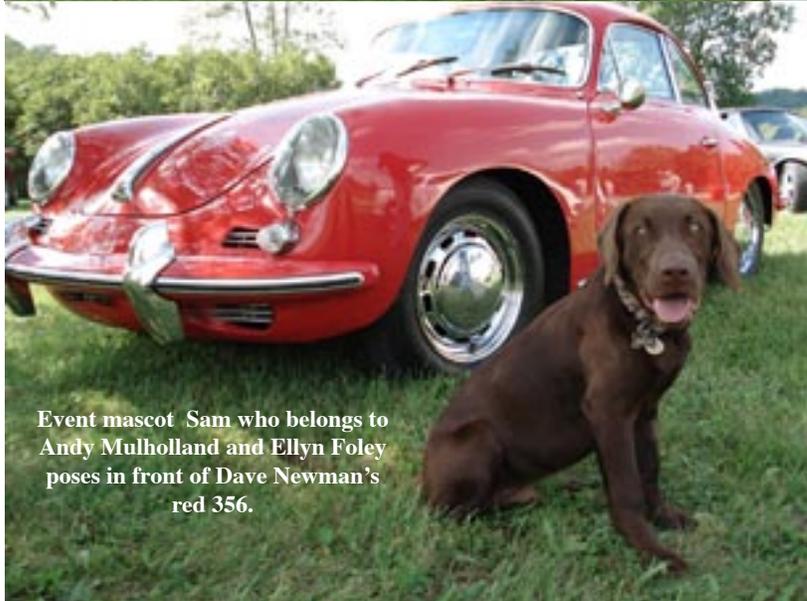
Early dinner reservations/location TBA (pay as you go)? Yes or No (circle one)

Out and About at Labor Day BBQ in Rochester

Photos by Chris Taylor and Andy Mulholland



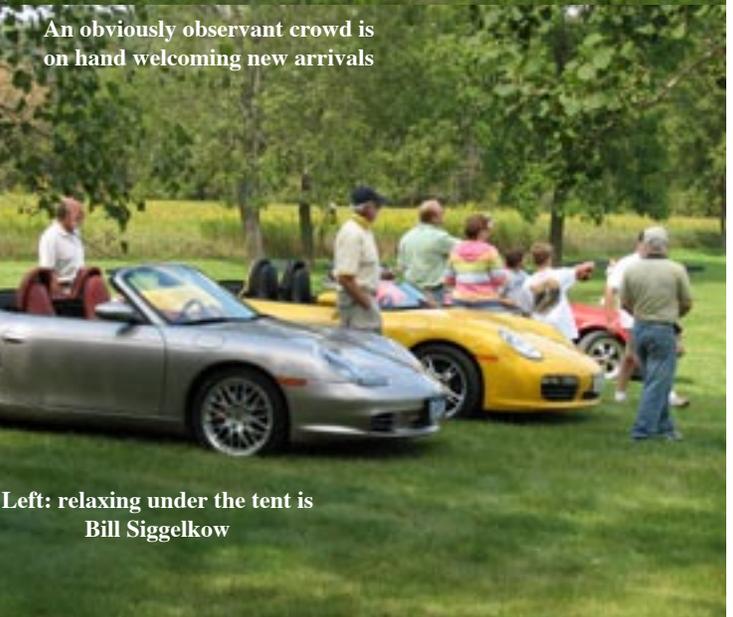
Note all the 'proper' equipment for a picnic on the grass



Event mascot Sam who belongs to Andy Mulholland and Ellyn Foley poses in front of Dave Newman's red 356.



Relaxing with his Heineken is Jeff Boehm and his gorgeous white 1976 911 Targa.



An obviously observant crowd is on hand welcoming new arrivals

Left: relaxing under the tent is Bill Siggelkow

Sun Shines on Porsche BBQ in Rochester . . . Providing A 'Non-Laborious' Labor Day of Fun

by Jeff Boehm

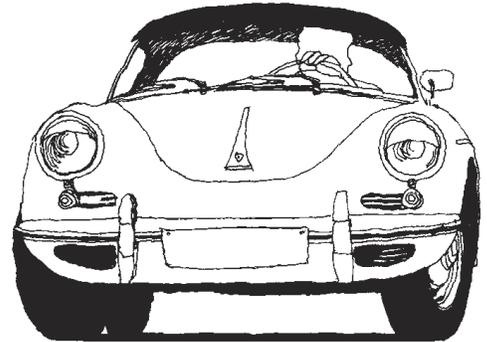
Once again Labor Day 2006 turned out to be a beautiful day for the 3rd Annual Rochester BYOB Porsche Picnic! Although the weather had looked bad on Saturday and Sunday (and some places I'm told on Monday morning as well) we had a great day with temps in the 80's and blue sky and sunshine!

We also had a new location just outside of Rochester at Mike and Ann Griese's home on the outskirts of Byron. This great new location, great weather, great people and of course great cars made for a perfect afternoon. Mike and Ann are real car nuts and as well as owning a Boxster "S" have several others (a couple of Lotus(es) and a De Lorean) in the barn. And it sounds like this is the location for next years event!

BJ and I would like to thank everyone who attended, Mike and Ann for letting us invade there privacy, Roger and Mikie Forland

and Andy Mulholland and Ellyn Foley for all their help and to Chris Taylor and Andy Mulholland for the photos.

Anyone who didn't show up this year now is a great time to mark your calendars for next year! See you here!



Editor's Note: when I first saw this picture all I could think was "gee, big toys that just want to play in the sandbox!"



I can almost smell the BBQ...



Just a few of the cars on hand



A beautiful setting for the Labor Day BBQ

September 10th Autocross Report

by Dick Beers and Harvey Robideau

Just a quick thank you for all of you who helped make this event a success in spite of some rather damp conditions. The results are now posted on myautoevents.com under results for the event or here <http://www.met-council.org/series.html>

There was quite a mix of marques from a Caddy CTS/V, a Lotus Elise, several Bimmers and a host of other makes. I counted 14 Porsches from a hot rod 914 to a Cayman S and lots of Boxsters and 944s. Oh yes there were a few 911s as well. I believe we even outnumbered those pesky little Miatas in this event. A respectable showing. Hope you all had a good time and will be back for more next year., Dick Beers

Here are the Nord Stern class results from the September 10th Autocross at Dakota County Technical College. There were several other Nord Stern members competing in non Nord Stern classes. Mike and Lori Lancial, Chip Smith and his daughter Megan, and Sarah Delong all in SI class which is a low/no pressure class for people that enjoy driving their cars.

Other Nord Sterners in non Nord Stern classes were Jeff Lawrence, Jack Pierce, Dick Beers and Bob Viau Jr. co-driving Rob Mossinghoff's beautifully prepared 914.

It was good to see a respectable turn out from our club in spite of the diabolical (Editor's Note: Harvey, I LOVE that word!) weather. As Dick Beers mentions above, the full results can be seen at the Met Council web site and click on the 'Autocross Series' link.

PLACE	#	CLASS	CAR	NAME	BEST	PEN	OVERALL
1	493	D	06 CAYMAN S	KIM FRITZE	96.204		87
1	101	E	02 BOXSTER S	LLOYD VASILAKES	86.690		32
2	206	E	06 BOXSTER S	DALE TRIPPLER	90.228		58
3	15	E	88 944 TURBO S	MARK KITTOCK	91.938		71
1	8	F	87 944 T	ANDREW BUSCHE	87.697		41
2	189	F	02 BOXSTER	JOHN MEIER	94.275		81
3	267	F	90 944 S2	JEFF JOHNSON	99.662		97
1	277	G	83 911SC	HARVEY ROBIDEAU	85.052		19



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The Drive of the Year (or better yet, the Decade!) . . . Or, There is More than One Way to 'Surf' the Track . . .

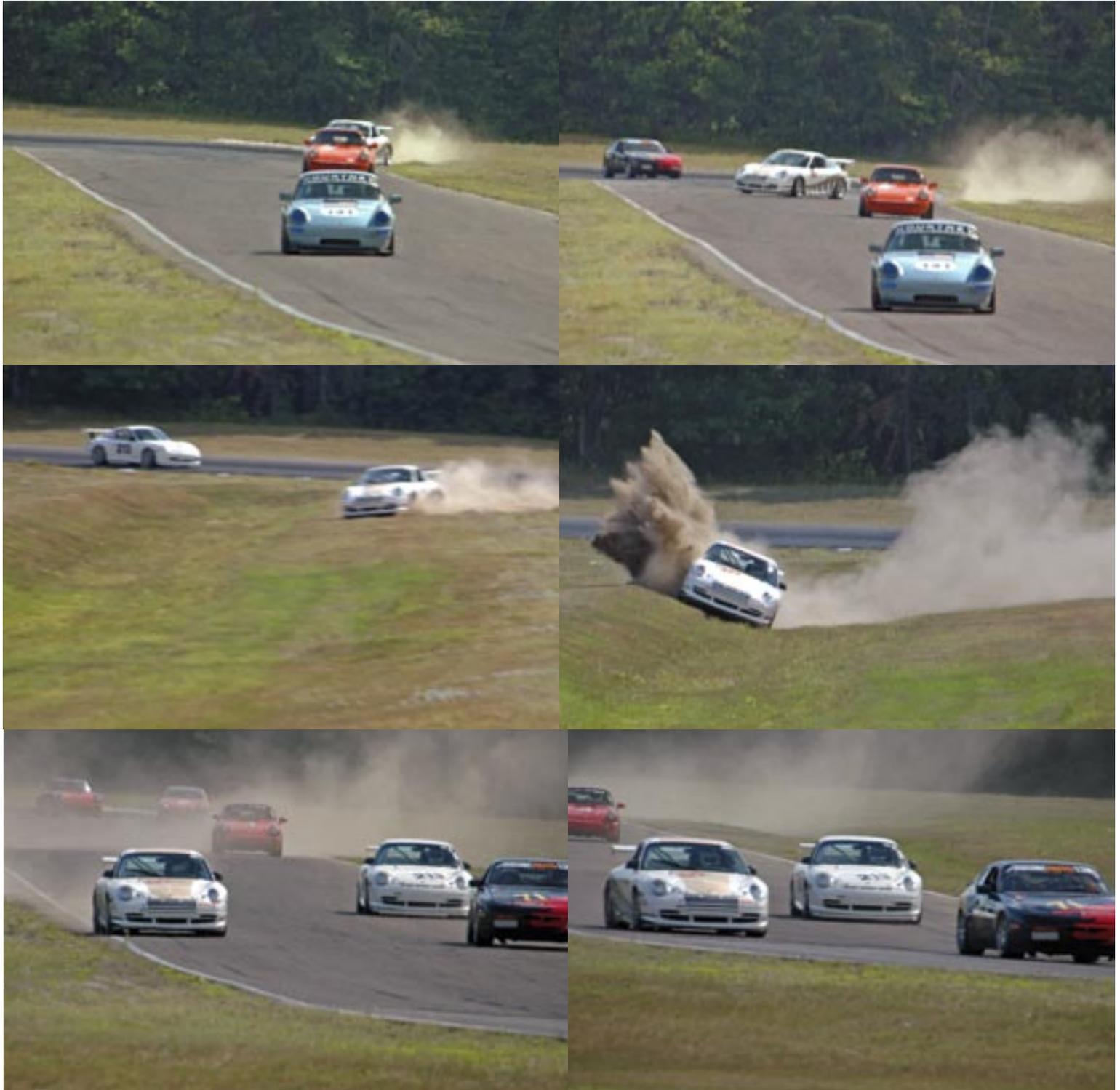
Photos by Dave Ingraham

Long-time Nord Stern member, Dave Ingraham, happened to be in the right place at the right time to capture this series of pictures from the Annual Nord Stern BIR Club Race held the first weekend of this past August. Exiting Turn 3 is Pat Kelly driving Steve Washburn's GT3 Cup car during the Enduro. Picture 1 shows the car catching some dirt and gravel exiting the turn, then shooting across the track to the

inside (Picture 2). There, Pat managed to actually drive along the berm and keep it straight. Quite the divots we are sure! Picture 4 shows the 'perfect line' Pat found to navigate the ditch.

Pictures 5 and 6 see Pat get back on track and join in with the pack heading toward the turnin for Turn 4.

Quite the drive...



24 Hours of LeMans

test and photos by Scott Kuhne

The mere mention of the 24 Hours of Le Mans evokes many emotions. Companies, drivers, sponsors and different cars from all over the globe converge to race for 24 Hours to test man and machine. To win this 24 hour race elevates you to an unbelievable status in the eyes of the racing world.

A friend Alicya Simmons who lives in Florida arranged to get us Press Credentials for the race which would give us unprecedented access to the track. No more sitting in the grandstands. They would be waiting for us when we arrived in Le Mans at the press room at the track.

As I lived in California and Alicya Simmons lived in Florida we had to arrange a way to meet in Paris. Coming from both sides of the United States we decided to meet at the airport. As I was arriving earlier we decided to meet at customs. She arrived about an hour after I did. We ended up seeing each other at the passport check stations. We got through customs quickly and headed to Avis to pick up the car.

The gentlemen at the Avis counter gave us the French equivalent of MapQuest directions to Le Mans but could not help us out with directions to the track. At that point we would be on our own. After all,



how hard could be to find Le Mans? She drove and I navigated the way down the “Auto Route” or the French equivalent of the Autobahn. Smooth, fast and direct!

We found our way to Le Mans and then the adventure began. Temporary signs were posted that pointed the way to the “circuit de 24 Le Mans”. We found the circuit and after a few misdirects by locals we found the press check-in area. As we stood there looking at the main gate; images of the Steve McQueen movie soon filled our minds. Tired from traveling all night it only took one look at the main gate for the adrenaline to flow. Tired? Not any more.

We needed to find the media tent to pick up our prearranged press credentials. We would find out how special these were later in the week. It allowed us full access to the track behind the “fence”, the pressroom and a special shuttle to take us up around the track to any corner we wished.

As we arrived on Wednesday it was pretty mellow around the place. We started out by getting a lay of the land and learn a bit about the track. We walked through the hot pit, under the track in the tunnel and checked out the main area of the grandstands and amenities. Finding the

pressroom we settled in for a bit. We spent the day wandering the track, talking with teams and setting in place what we wanted to do and see for the next few days. After spending the day at the track we decided to find our hotel before it got dark.

Our hotel was in the small town of Vaiges, about 30 kilometers from the track. It turned out to be a nice hotel with breakfast and dinner included. We unfortunately did not take advantage of most the dinners as we spent all day and late into the evening at the racetrack.

Waking up on Thursday we headed back to Le Mans. We decided to get breakfast in a little café in downtown Le Mans, do a little shopping and check out the town before heading to the track. Thursday was a very different atmosphere. Security was everywhere and people were arriving at a much greater pace. You could feel the momentum building for race day. We went to the pressroom to check out all the recent press releases from the teams. We then headed to pit lane to talk with and see the different teams. The teams were in full race mode getting ready for the upcoming practice and qualifying sessions.

The team members were friendly and talked with us freely.



Practice was about to begin and the teams got very serious. The track started coming alive as the cars were started and rolled off pit lane. We watched the daytime and nighttime practice and qualifying sessions taking breaks in the pressroom between sessions. The day was full of cars, the smell of burnt fuel and tire

smoke. Fantastic! Hungry we wanted to see some of the famous cities that surrounded the track.



Author Scott Kuhne



Heading out of the track we wanted to see the famous city of Arnage. Arnage was just south of the track and only a few minutes away. We came across a restaurant that was full of a people and quite loud. The town was busy. This place was really happening!

Walking in we spotted a group of people sporting red and white curly hair wigs. We had to ask so we stopped and inquired about the hair. They stated they were British and sporting the wigs in support for their beloved football (soccer to us) team during the World Cup. They were wearing red wristbands which we had not seen before. We asked about the bands and they said it is for the Porsche camp out by the Porsche corners. The Porsche Club of Great Britain apparently rented the space by the curves and made it available only to British Porsche club members to camp. They invited us to check it out sometime over the weekend. We knew we would have to check it out and say hi. A beer and dinner later we were on our way back to the hotel.

Friday was somewhat of a down day at the track with the historic races and other activities that were not related to the race. This gave the teams a day of rest prior to the race. We decided to sleep in and then headed to the track. We took in the Museum and it was an incredible sight. Winning cars from each year, old historic videos and photos tracing the history of the track, the cars and drivers. The highlight was the in-car video on the big screen to see the racing circuit from the drivers' point of view. We went headed downtown to see the drivers parade through the narrow streets of Le Mans. It gave us a day to catch our breath prior to the big days of Saturday and Sunday.



Saturday came in the level of excitement was incredible. Traffic was snarled early and people were walking and camping on the sides of the freeway. It looked like a mess but was actually organized chaos. We pulled into the gate to park our car on the infield and when we got to our area we noticed some very unusual Porsche's in a lot. Turns out they are the new 997 based GT2's. One of them turned out to be the test mule for the factory Porsche development team and the other was the first GT2 to the came off the line.

The start of the race was quickly approaching and around noon the cars started to be a pulled onto the grid. We headed out to pits to watch the team's grid the cars and prepare for the race. This was a fantastic place to be. The drivers were waking around, press, photographers and show girls everywhere and the official drivers photo was about to be taken. We were in the thick of the action. Watching all this from this vantage point was truly unique and something I'll never forget!

The drivers started assembling for the driver parade and



introductions. Each team hopped in a convertible Audi and was paraded in front of the main grandstands. As each team was driving by the drivers name were announced. The grid was busy and the grandstands packed as the race starting time of 5 PM quickly approached. You could fill the pulse of several hundred thousand people ready for the world's premier race to begin. It was quite simply "electric".

We were grinning ear to ear and felt like little kids in the world's largest candy store. As the start approached they cleared the grid. With the press credentials we decided to take a position behind the fence under the Dunlop Bridge to watch start of the race. It was surreal to stand under this famous racing icon and watch the start of the race.

The field took to the track and did the traditional warm-up lap and then headed around the track one more time to take the green flag and begin the 24 hour assault of this famous landmark. The field took the green flag at unbelievable speeds. Watching them come up the hill and then disappear under the Dunlop Bridge was an incredible sight.

It was the first time we would hear the Audis on the track at full speed. I should say the lack of hearing the TDI. The Audi TDI

Continued on page 24

2006 Kalender . . . Check Here for New and Added Events!

October	2006	February	2007
7*	Nord Stern Annual Rally on Saturday Eventmaster: Lon Tusler Details TBA: Watch <i>Nord Stern</i> and ClubTalk email	13	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: Axel's Restaurant in Roseville Eventmaster: Cal Townsend 952 431-4442 tw820@aol.com
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	15	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com
15*	2006 Fall Afternoon Drive & Winery Tour Eventmasters: Sarah DeLong, 612 866-7490, sdelong@ald-mpls.com or Mike Lancial 952 929-2762, thelancials@msn.com, see pg. 22.		
19	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com	March	2007
		13	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: Axel's Restaurant in Roseville Eventmaster: Cal Townsend 952 431-4442 tw820@aol.com
November	2006	15	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com
14	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: Axel's Restaurant in Roseville Eventmaster: Rick LaVerdiere 651 998-1511 ricklav968@hotmail.com	April	2007
16	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com	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: Cal Townsend 952 431-4442 tw820@aol.com
December	2006	19	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com
21	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com	July	2007
January	2007	9-10	Road America Driver Ed Monday and Tuesday Elkhart Lake, WI - Eventmaster: TBA Contact Phil White rs_america@comcast.net
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: Cal Townsend 952 431-4442 tw820@aol.com		
18	Third Thursday Social Clubhouse Jager 10th Ave N. and Washington/Minneapolis Questions: Phil Hancock, phancock356@hotmail.com		

A 'Conversation' on Electronic Aids . . . 'On/Off' the Track

courtesy Clubtalk with Jack Pierce and Jon Beatty responding

Question: No one really came back to me on using wet driving experience to apply to dry pavement driving. Well, that's not true, Steve Beddor had some comments that were interesting. But maybe this question has easier answers...

Comment: No magic, driving on water is a challenge and is not the same line as on the dry pavement. It is a great experience and very applicable to street driving but on tracks like BIR, with the dragstrip straight, it is pretty daunting.

Question: How many of the DE drivers turn off their TC or PSM on the track? The only time I left mine on, I had a fight with it at T4 at BIR...and lost. So I don't use mine.

Comment: Traction devices are great while learning or protecting your car (i.e. street driving). On the track, once you are comfortable, you tend to turn them off. Now, if you have a big horsepower, high torque car, leaving them on might just save your bacon. Most track drivers with experience think they can drive faster without TC and I believe they are right. Kind of depends on what your goal is, take the car home or push the envelope.

Question: Next, what about ABS? I would have to find the right fuse for this, but I tend to think I will leave it alone? What do you other folks do? ...and why?

Comment: Leave the ABS on, period. If you learn to threshold brake properly and effectively, you will never engage the ABS. ABS only comes on when the wheel locks up and the speed sensors detect this and release the brake and reapply it faster than you could possibly pump the pedal. Threshold braking means that the wheel is actually turning but roughly 15% slower than the car is moving. The point is that the wheel is still turning and not locked up, meaning that the ABS will not engage. Newer systems likely are more sensitive than my 12 year old car, but the point is the same. You can rely on ABS or you can use it as the last resort when you are in trouble. If you find yourself in an oh \$hit moment, the ABS is your safety valve. I rarely use ABS on the track but, in the heat of battle, it is nice to know I have that extra insurance that I will drive my car home. Now, if you are really racing, the ABS is likely to be used a lot.

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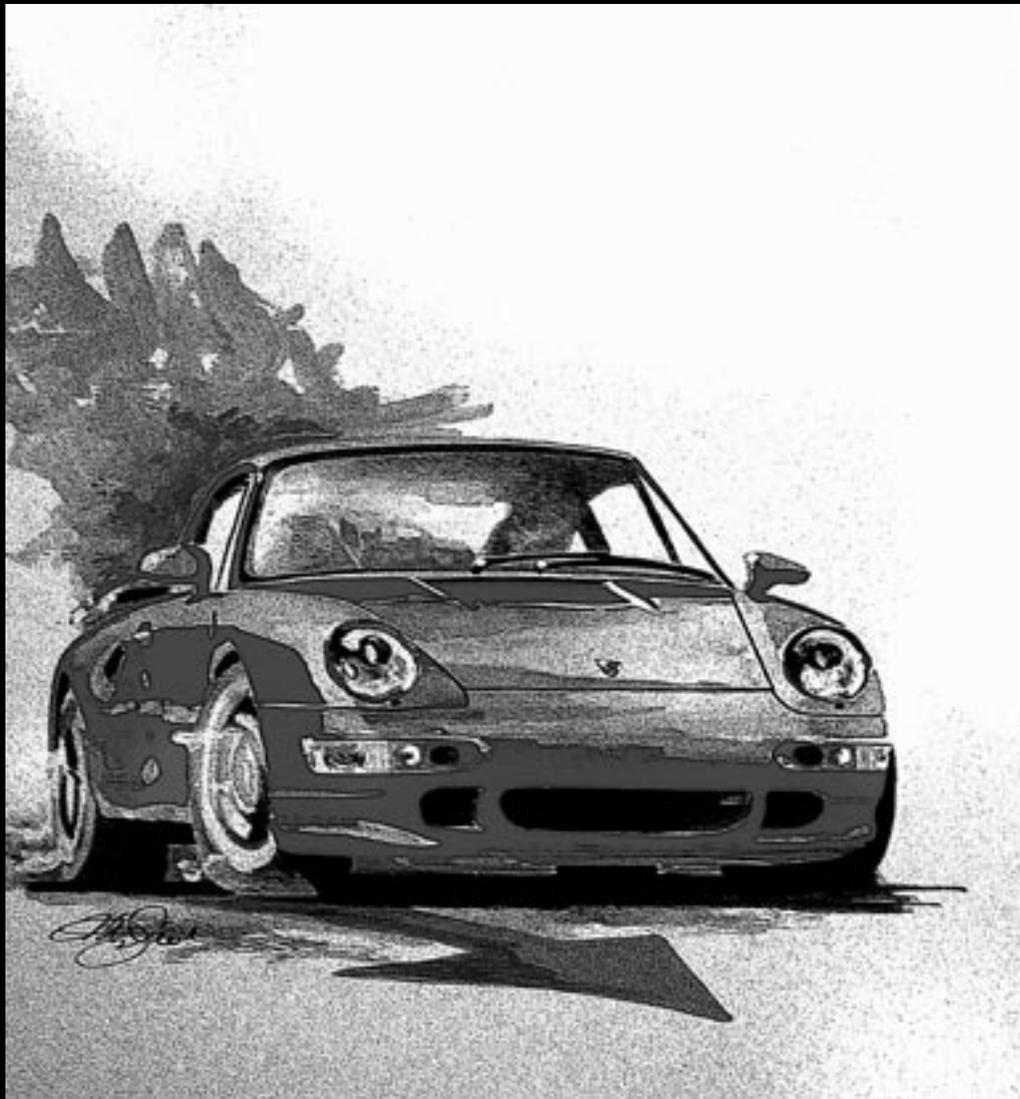
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experience :	hundreds of satisfied customers
experience :	air cooled 911 and 356 specialist



Nord Stern's, Run for the Bun "Third Time's a Charm" Rally

Date: Saturday October 7th

Time & Registration: Noon

Drivers Meeting: 12:45

First Car Out: 1:00

More details to follow

Nord Stern 2007 Officer Slate

Vote • Vote • Vote

Vote for One

Results to be announced at the January 2007 Holiday Dinner

Watch Your Nord Stern
for details TBA



Fill out and
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Other _____

Vice President: Pam Viau _____
Other _____

Secretary: Bob Barker _____
Other _____

Treasurer: Jeff Bluhm _____
Other _____

Board of Directors:
Rick LaVerdiere _____



What a line up! Pictured above are Keith Jones' three 'P' cars (photographed by Keith):

2006 Cayenne S; 4.5 liter, 340 hsp, weight 4945, 0-60, 6.8 sec.

2003 911 C4S 3.6 liter, 320 hsp, weight 2965, 0-60, 5.0 sec.

Beck tribute to the 1955 550 Spyder 1915 cc, 124 hsp, weight 1247, 0-60, 5.1 sec

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LeMans . . .

. . . continued from page 17



only makes a low whoosh as it storms by. It was a great place to watch the start and quite simply unbelievable that we were watching history in the making. We stayed for a bit and watched the opening laps of the race. After about an hour we decided to head down the pit lane to see the action firsthand.

As night approached we wanted to see the Mulsanne Straight. We hopped in the car and drove to the town. We decided head to the corner first and then find a spot for some dinner. Driving to the corner we were stopped by the local police. We quietly said we were press, showed them our badges and we're allowed to pass. We felt like kings!

We stood by the corner and watched the cars drive by in the dark. The lights would appear above the trees and then the sound of the car and then in a split second appear and then be gone. The Audi was a like a stealth bomber. You can see the lights but there was no sound as it approached. All of a sudden it was there and all you heard was the whoosh as it passed by. The Audi diesels would prove to be a formidable competitor and the talk of the race.

We stayed there for a bit and then headed back into town to find a place to get some dinner. There was only one place in town and it was full of revelry. We found a table inside the restaurant and



right in front of a large-screen TV with you guessed it, the race on the tube. We had a great dinner with a tasty bottle of French champagne to toast the event and the night. After dinner we headed back to the track for more action on the grid.

Back at the track it was still a busy place. The grandstands had less people in them but Pit Lane was full of cars, people, press and cars. We stayed in the pit lane for a while to see the night action. Watching the cars and teams work and perform pit stops from up close was incredible. Staying up until about 3 a.m. and decided to get a few hours of sleep and headed back to the hotel. We woke up around seven and packed our belongings and then checked out. As we were heading to Paris after the event we thought it would be best to take our stuff with us.

We headed back up to the Dunlop Bridge to see the race. The sun was slowly rising and the track was beginning to come back alive. The famous Ferris wheel was in the background as



we watched the field lap the circuit in the early hours of the morning.

We headed to the pressroom to see what the status of the teams and what had transpired while we were gone. Several teams had some serious mishaps and errors that would take them out of competition. Every hour in the press room they would print out a sheet showing the cars left on the track, positions, laps behind the leader and the amount of time the cars were behind the leaders. One of the most interesting things about this sheet was the amount of cars that would drop out hour after hour. In the pressroom each car was on a very large wall with updates on each one of the team activities. If they were out of the race a big red "X" was drawn on the last reported update of the vehicle. There was a lot of red this morning when we checked in.

More people were making their way back into the track and the grandstands started to fill up. Mid-morning we decided to go back to the Dunlop Bridge. As we were behind a fence next to the guardrail we decided to see how much of the track we could walk. We started walking from the Dunlop Bridge following the circuit and cars as they made their way around the track. We were able to get a third of the way around the track and got to



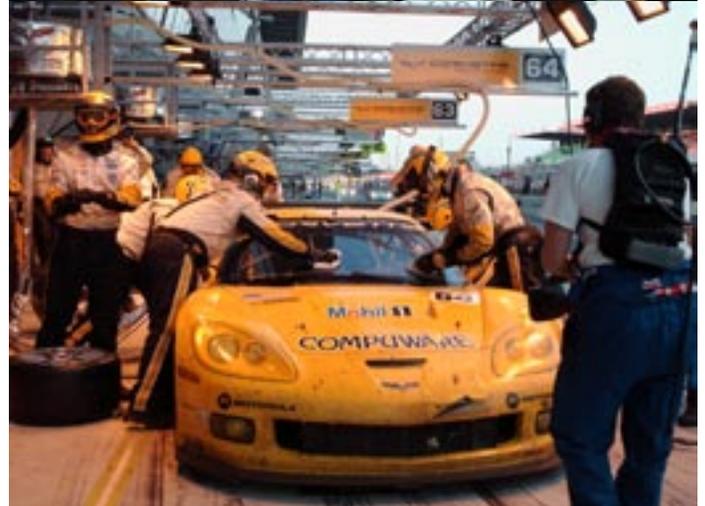
see many of the corners from a trackside perspective. This race course made from real streets was truly incredible. We stopped at one corner worker station and took a much needed break to watch the cars come around the last corner before beginning of the long Mulsanne straight.

We were unable to walk completely around the track due to its design so we made our way back to the press room. From there we made arrangements to get a ride in the press shuttle to several corners. We rode the shuttle to the Indianapolis curves, Porsche corners (we stopped and said hello to the British we met a few nights earlier) and then back to the Mulsanne straight to see the chicanes.

After our two hour journey around the track we went back to the main garage area. We took a short break and contacted a mutual friend who was going to introduce us to the president and organizer of Le Mans. We met Jean-Claude Plassart, President of the ACO and his family and stayed in the Presidents Suite for a bit to watch from this incredible position. Right over the podium we stood!

As the race finish was quickly approaching we decided to watch the end of the race from above the press area right by the finish line and podium. As the end of the race neared the officials

Continued on page 27



Just for Fun - Brainerd Area Restaurants, as recommended by club members . . .

submitted by Jon Beatty, Doug Arndt, Bret Bailey and others

Fine dining:

Lost Lake Lodge
Prairie Bay
Sherwood Forest Lodge
Classic/Legacy (another part of Craguns south of Bar Harbor on 77)
The Landing (Motley)
The Italian Garden
The Main Lodge at Grandview
Timber Ridge in Pequot Lakes
Ivan's

Basic fare:

Famous Daves
Bar Harbor (better on a nice night if you're on the deck)
Black Bear
Poncho and Lefty's
371 Diner (gotta' love an old fashioned malt)
Morey's Fish Market (on 371 in Baxter about 2 mi south of BIR.
Matty's (In Lakeshore about 1/4 mi south of Bar Harbor on CR 77 - good bar food and the best fish

sandwich on the planet.

Rafferty's Pizza on the main street in Nisswa.
Excellent pizza. Eat in or take out, and a nice outdoor patio
Numerous chains (Culvers, Fridays, etc.)

Best Coffee:

Caribou in Baxter
Adirondack in Nisswa (main street)
Stonehouse in Nisswa (Nisswa Square, just past the DQ)- they roast their own beans, and the owner is very knowledgeable in the different coffees he offers- it's my favorite per Doug Arndt, editor's note:

that's a trusted source!

And lastly the following website was recommended:

<http://www.brainerd.com/dining/dining.html>

This includes Ivan's which was rebuilt after a fire this winter and scheduled to reopen August 15, 2006.



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LeMans. . .

. . . continued from page 25

stood by the track. As the clock ticked off the last minute of the race the officials walked on to the track ready for the leading Audi to drive by. The Audi's would take 1st and 3rd with Henri Pescarolo taking 2nd splitting the TDI's and taking what would have been a historic 1-2 finish away from Audi. That would have to wait for another year.

The teams made their way to the podium which was literally a few feet from us and then to the press room. We made our way to the press room for the top three teams' press conference. Watching these drivers who just completed 24 hours of the most demanding circuit was inspiring. They were all smiles, happy and very cordial to the competitors. Above all they were very outspoken in their support of Henri Pescarolo, a privateer who gave the factory Audi teams a run for their money and never let them take a breath. After 24 hours of hard racing the leading team of Audi was only a few minutes ahead of the Pescarolo team at the end. One mistake by Audi and history would have had to wait for another year.

The press conference was over, the teams left the building and we knew our incredible experience was coming to an end. We were exhausted but elated at what we just saw and experienced. The greatest race in the world and the ultimate test of man, machine and the human spirit was over. We were hooked and already talking about next year as we packed up left the track and headed to Paris.



Zone 10 Region Upcoming Events:

OCT

- 4 Social/Meeting Red River
- 7 Madison Floor & Wall Auto Show Kansas City
- 7 Fall Supper Potluck Red River
- 7-8 DE @ GIR St. Louis
- 8 Annual Rally Nord Stern
- 9-15 Porsche Fest at SCCA Runoffs Kansas City
- 9 Rally Red River
- 14 Westboro, MO Parade & Fun Run Great Plains
- 14 Fall Tour and Lunch Nord Stern
- 15 Fall Leaf Tour Central Iowa
- 15 Fall Afternoon Drive & Winery Tour Nord Stern
- 20-22 DE @ HPT Kansas City
- 21 Rally Schönesland
- 21 Fall Color Tour St. Louis

NOV

- 1 Social/Meeting Red River
- 12 Breakfast in Amanas Central Iowa

DEC

- 6 Social/Meeting Red River
- 20 Changing of the Guard St. Louis

JAN 07

- 20 Holiday Party Schönesland

For More Information

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

2006 ZONE 10 DRIVER'S EDUCATION DATES

- Oct 7-8 St. Louis GIR DE
- Oct 20-22 Kansas City HPT DE

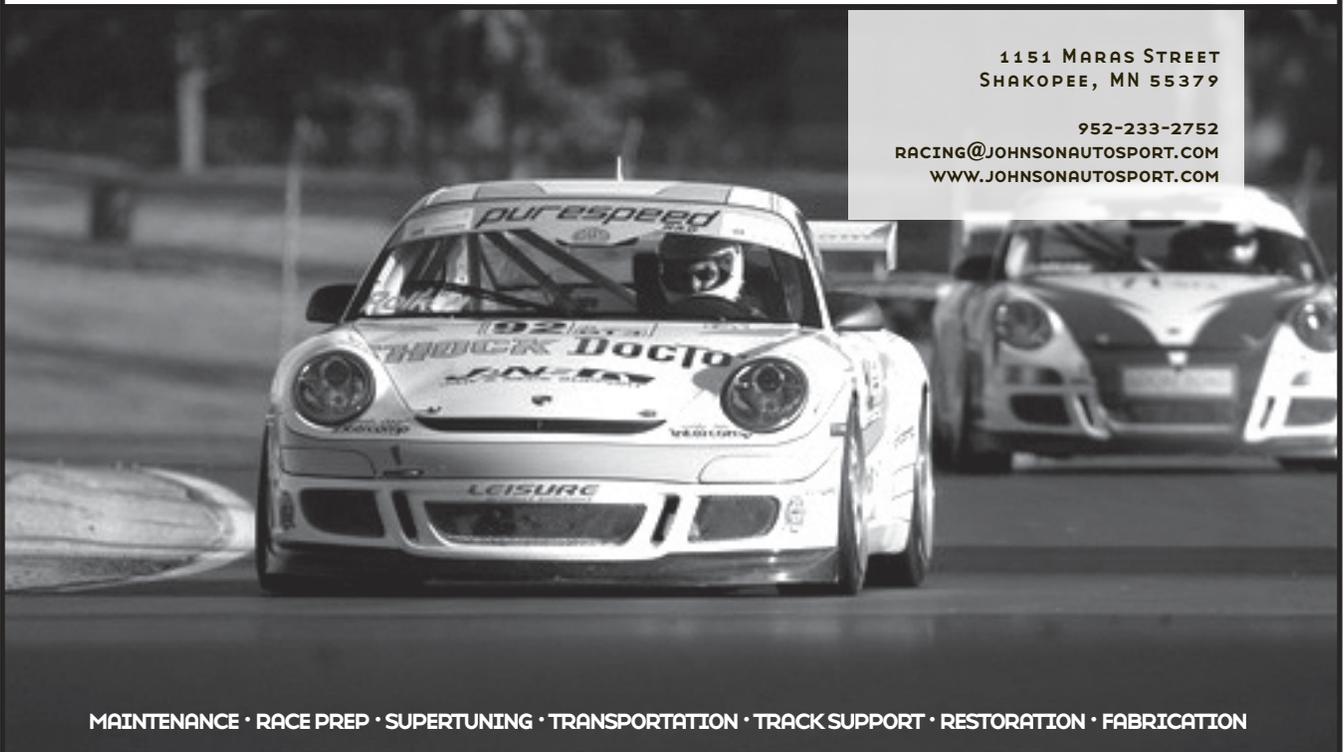


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ZONE 10

October 2006

Around the Zone

Tom Bobbitt, President, PCA, devoted time in our monthly conference call to the increase in the number of incidents at Driver Education events around the country. PCA has noticed more incidents involving multiple cars, roll overs and multiple incidents per weekend than in years past. They are analyzing the information to determine if there are any trends or practices that should be addressed. The implications for future insurance coverage is obvious.

In the meantime, three Regions in Zone 10, Kansas City, Nord Stern and St. Louis, have one more DE event this driving season and a note of caution is in order. These are not races, but education events that teach driving and handling skills. I have asked each of the Presidents to meet with their Safety Chairs and Chief Instructors to review safety practices. Working together, we can ensure this remains a safe and enjoyable activity for all of our members.

Things to Know

The final multi-event, multi-region weekend in Zone 10 will be the Ozark Lakes Region Flaming Fall Weekend in Branson, MO. Dates will be October 27-29 and further details are on page two of this bulletin. Ozark Lakes makes this annual event fun for everyone. If you have not attended for awhile, give it a try.

RegionFocus Volume 20, issue 2 is available online in the member library on the PCA website, www.pca.org. The subject is What Regions Need to Know About Copyright.

Wanted: Cayenne Register Advocate. PCA is looking for a member to take over the Cayenne Register. Some of the duties are to create a web page, help organize model specific events, promote interaction among Register members, and help pull in new members for PCA. If you are interested, please call John Straub, Register Coordinator, at 619/667-4423.

PCA members: Enter PCA's first-ever raffle of a new 2007 Cayman S! Details and entry form are available on the PCA website, www.pca.org.

Zone 10 Best Practice

This month's best practice is from the Nord Stern Region. Nord Stern utilizes e-mail listservs with the heading of ClubTalk and TechTalk. It is managed by the webmaster. Subscription is limited to Nord Stern members and no attachments are allowed. ClubTalk's purpose is to serve as a forum for members to chat about car-related activities. It is used to remind members of upcoming events, to publicize something that was added to the calendar of activities and the topics are many and varied but mainly Porsche-related.

TechTalk serves a similar purpose but with the focus on technical questions, comments, requests, etc. There is lots of advice flying back and forth!

As Zone Representative, I have been privileged to be included in the listserv and I have found the information and banter between members to be enlightening and valuable.

Great job Nord Stern Region!

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

Tech Quiz . . . General ?s

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

911 (1978-1989) QUESTIONS

1. The 1984 model year 911 was known as the:

- a. SC
- b. 911 Carrera
- c. 911T
- d. 964

Excellence, Vol.2, page 831

2. The original 911 Cabriolet was made by:

- a. ASC
- b. Karmann
- c. Porsche
- d. None of the above

Excellence, Vol.2, page 824

3. Externally, the 911SC and 3.2-liter Carrera engines greatly differ because of:

- a. Different filters
- b. Supercharger
- c. There was no difference
- d. Different air intake/fuel injection system

Porsche 911 Story, page 82

4. With the 911SC Porsche used a breakerless electronic ignition system for the first time in a nonturbocharged production 911.

True or False

Porsche 911 Story, page 75

5. The 3.2-liter engine of the 911 Carrera did not have new heat exchangers.

True or False

Porsche 911 Story, page 83

911 (through 1977) and 912 QUESTIONS

6. The early 912 included _____ instead of five instruments in the dash.

- a. Four
- b. Three
- c. Six
- d. None of the above

Excellence, 1st Ed., page 406

7. The new six-cylinder engine for the 695 prototype (early 911) was given project number:

- a. 917
- b. 930
- c. 745
- d. 951

Excellence, 1st Ed., page 395

8. Changes for the 1968 911 included:

- a. Door handles with recessed thumb buttons
- b. Wider wheel rims
- c. Black trim around the windows
- d. Both a and b

Excellence, 1st Ed., page 450

9. The 1967 911S engine had a different compression than the standard 1967 engine.

True or False

Excellence, 1st Ed., page 444

10. Bolder wheel flares and rear ABS identified the 1969 911 models.

True or False

Excellence, 1st Ed., pages 608-609

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

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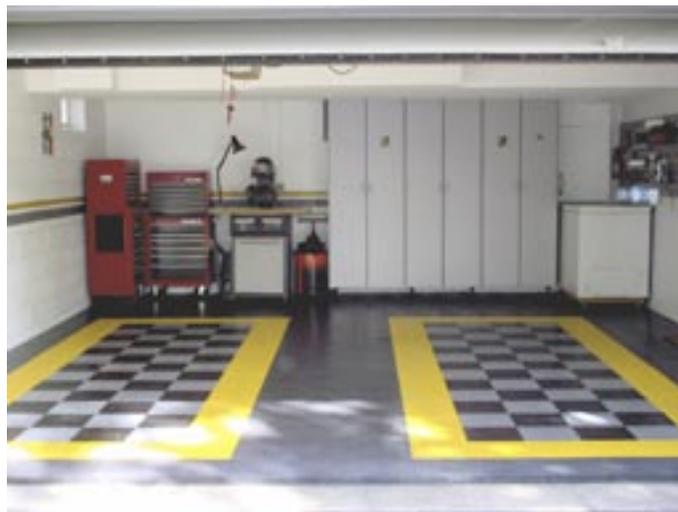


Porsche Home . . .

. . . continued from page 34

assortment of hooks, baskets, and bins from The Complete Garage to hang and store stuff.

Now I have a garage I love instead of a place I hated to look at. The workmanship is excellent, the products are of high quality and attractive, and they stayed on budget. OK, so it cost more than originally planned, but only because I kept adding stuff and changing my mind. I've got to warn you, these guys are good, great to work with, and once you start to see the change it is almost impossible not to add and upgrade. I strongly recommend going on vacation while the work is being done - or give someone else your checkbook and credit cards while they are doing the work! And hopefully in the not too distant future, there will be an open house - but no drooling on the floor!



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Editor's Note: I noticed in another region's newsletter the above policy of PCA and thought I would share it with our membership. Our club has always worked to protect our member's privacy. We do not, nor would we ever, share our membership database with any other entity. Mailings done on behalf of our advertisers, after approval by our Board, are accomplished with pre-printed labels provided by the editor. Additionally, I will make every attempt to verify data where needed in the newsletter and if any member prefers data (such as pictures, comments) to remain private, just let me know and I am more than willing to accommodate such requests. Just ask.



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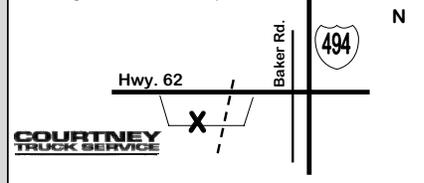


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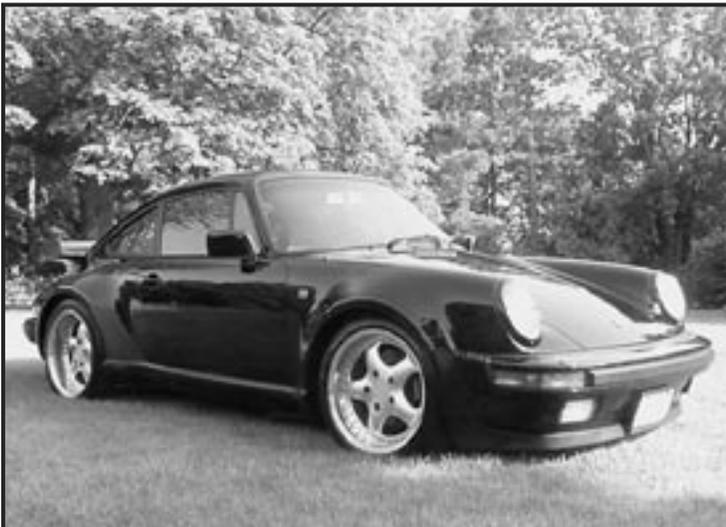
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How my Porsches Got a New Home . . .

Text and Photos by Dale Tripler

I happen to be talking to a Nord Stern member at the Concours Tech Session in May. He was buying some Porsche posters at Maplewood Imports. I ask him if they were for his house and he said no, they were for his garage. That seemed a little strange to me, so I ask him why artwork in the garage.



He explained that The Complete Garage had just finished remodeling his garage and these posters were going to be the final touches. He strongly recommended I look into having my garage worked on them. So I thought, why not at least have them look at what I have and see what they say?

I sent Doug Arndt an e-mail and he told me to call the Hopkins store. Tom Medina stopped by the next day to talk to me about what they could do. He was very nice and offered several options along many different ideas. He also explained that I could do most of the work myself or they could do it all or some combination thereof. Whatever I felt comfortable doing, they could work with me.



After we discussed a final plan, Tom sent an estimate. Once I decided to go ahead, I told them I needed a couple of weeks to clean out all the junk I had accumulated over 20 years (see accompanying 'before' photos - a typical garage scenario). They said no problem. As soon as I was ready, I should give them a call.

About three weeks later, after throwing out a LOT of junk and painting the concrete block walls, I let them know the garage was ready for them. A couple of days later a taper was here and spent almost a week taping, sanding, and painting the sheet rock.

Once all the taping, sanding and painting was done Scott Anderson installed the Race Deck flooring. I had them form two Speed Yellow boxes the exact size of my Boxster S and Carrera, with a Black and Alloy (the interior colors of the Boxster and Carrera respectively) checkered pattern inside. The rest of the floor is graphite, which is very close to Seal Grey. I have a small



garage, (19' W X 24' L). They had the complete floor done in less than 2 hours.

The cabinets were ordered and took about three weeks to arrive. Once they came in, Scott and his assistant arrived at about 8 AM and had them installed before noon. I ordered three tall laminate cabinets, one for my golfing stuff and two for storage of tools, camping gear, and other garage necessities. Then the storeWALL was installed. They also installed a wall guard on one wall. Since my garage is so small and I am such a klutz, it gets a lot of use. It saves my Boxster door, and the wall, from dings.

Once all of their work was done, I added my final touches. I painted a Speed Yellow and Seal Grey racing strip on the white block walls and installed an enclosure for my household electrical box. Then I put up some Porsche decals I bought from Maplewood Imports and added some Nord Stern Posters and other appropriate Porsche artwork to dress up the plain walls. Finally, I bought an

Continued on page 31



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