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Afton, MN 55001

651 998-1511  
ricklav968@hotmail.com  
rlaverdiere@siebenpolklaw.com

## Vice-President

Cal Townsend  
15391 Flower Way  
Apple Valley, MN 55124

952 431-4442  
tw820@aol.com

## Secretary

Eleanor Renwick  
10415 Buckingham Dr.  
Eden Prairie, MN 55347

952 944-7919  
Eleanor.renwick@signatureflight.com

## Treasurer

Jeff Bluhm  
6767 Marsh Ridge Ct.  
Eden Prairie, MN 55346

952 975-5931 (h) or 612 371-1148 (w)  
jbluhm@oldrepmat.com

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## BIR Relations

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rogerdjohnson@comcast.net

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Ron Smith 763 383.0123  
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Scott Anderst 651 261-0831  
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## Dealer Relations

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## Driver Education

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rs\_america@comcast.net

## Road America DE

Dave Anderson 763 479-8231  
david@anderson.com

## Driver Education Registrar

Dave Anderson 763 479-8231  
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## Driver Training

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ssherf@att.net

## Met Council

Bob Kosky 952 938-6887  
4tun8@usfamily.net

## Newsletter

Christie Boeder 952 593-5544  
editor@nordstern.org

## Shop Relations

Andrew Busche 612 824-3547  
andrew.busche@watsonwyatt.com

## Rules

Bruce Boeder, Chair 952 593-5544  
bboeder@boederlaw.com

Bret Bailey 952.240.4782 (cell)  
bbailey@iqmarketing.com

Harvey Robideau 952 361 4872  
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Chuck Porter 952 348-8150

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This issue will be arriving a tad later than usual and later than I like. Couple of events conspired to throw me off my usual schedule. First was unavoidable, a death in the family which meant a full week was 'lost' to the gathering of family from all corners of the U.S. The good news was it provided a rare opportunity for family bonding and renewal of friendships and relationships; the bad news meant I got nothing done during the week when I would normally have been slaving away on the issue! Definitely just one of those times in your life when other events take precedence.

The other circumstance influencing the timing of the issue surrounds our annual Awards Dinner on November 4th. Our esteemed leader asked that I NOT upload the issue prior to the dinner nor allow it to be delivered in the mail prior to the 4th (that was never a concern!) so as to make some of the annual awarding truly special. Each year the club attempts to honor one or two individuals who have gone above and beyond the norm for the benefit of our membership and club activities. And this year is no exception! I have said this to other region PCA members who I meet that I feel one of the many reasons Nord Stern remains a vital, thriving, fun and exciting club is directly attributable to the many, many new and old members who so generously give of their time and talents. And it's not always the same people doing the same thing every year (with perhaps me as the one big exception, sorry!). We have a influx of new and enthusiastic members every year - without which the club would certainly experience some stagnancy.

And I have a couple of people to introduce to the members. First of all, I would like to extend a huge welcome to member Luke Ibis who has agreed to research and write a monthly (hopefully monthly!) column on technical topics of interest to 'P' owners. An engineer by trade (and I think a writer by avocation), he is beginning with an article on batteries which even I can understand. Luke and I met a bit ago and I am thrilled he is willing to share his

passions and interests with the club. Luke enjoyed writing in high school and college and a recent thread about batteries, chargers, and explosions on the e-mail listserv 'ClubTalk' got him thinking about getting back to writing. It truly is my pleasure to introduce him to our membership. He is calling his column 'Technikzeit' and he is certainly interested and wants feedback, suggests and comments. You can reach him via e-mail at: luke.ibis@gmail.com. Welcome, Luke!

Lastly, we would like to welcome a new advertiser to Nord Stern. Tom Walgren has actually been a Nord Stern member for 15 years, albeit not that active - although he assures he reads the newsletter! - but plans to amend his ways. The Higgins Insurance Agency, Inc. was founded in 1945 by James R. Higgins. Today, the agency principle is James F. Higgins and is still located on Central Avenue in NE Minneapolis. Jim & Tom are the property/casualty guy's. They are an independent insurance agency and have appointments with multiple, financially sound, reputable insurance companies. They specialize in the lines of personal and commercial insurance; which includes homes, automobiles (including new & collectable Porsches), boats and other toys, as well as small to medium businesses. In addition, they also offer insurance for long term care and life products. Nord Stern would like to welcome Tom Walgren and Higgins Insurance! Turns out Tom knows my college roommate (who does own a 1975 914-6 bought way back in 1976 and NEEDS to join us at one of our events) so it truly is a small, small world. Plus on that note, we recently discovered the owner of Bursch Travel - another new advertiser - went to law school with hubby Bruce. Yikes, I feel surrounded by connections...but what a wonderful feeling.

So, feel connected, join in at an upcoming event and discover all the 'connections' you might have.

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1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95

Ad sizes:

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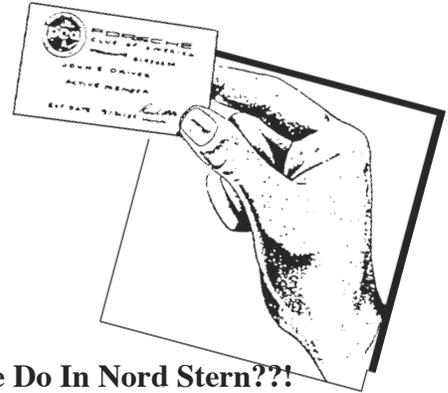
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# Welcome

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*Welcome . . .*

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



**Douglas Anderson**

Kasson MN  
1988 944T

**Ray & Shirley Bentsdahl**

Minneapolis MN  
2001; 2006 Twin Turbo; Cayman

**Bill Donald**

Ham Lake MN  
1969 912

**Eugene Goh**

Rochester MN  
1986 944

**Bruce Halliday**

Edina MN  
2004 Cayenne

**Gary Kanwischer**

Eagan MN  
1999 Boxster

**Holly Krueger**

Minneapolis MN  
1968 912

**Steven & Catherine Means**

Inver Grove Heights MN  
2002 Boxter

**Jared Scribner**

Bloomington MN  
2000 Boxster S

**Loren Stiles**

Burnsville MN  
1989 944T

**Rick Viau**

Oakdale MN  
1986 944

**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.

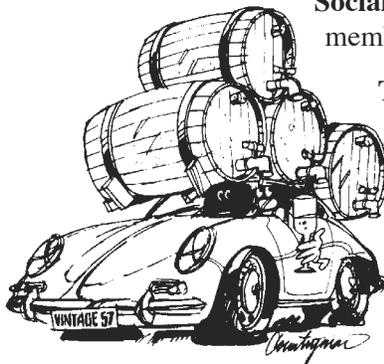
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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!

**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

Like a curtain drop, the fall of the autumn leaves brings an end to the Nord Stern driving events for the year. It has been a record year for participation. The Driver Training Program for the year has introduced 55 novice drivers to our annual Driver Education events. The Driver Education events have been well attended and the Road America DE set an all time attendance figure. The Nord Stern Concours drew a record number of participants and attendees, and members have responded in greater than expected numbers to the new spring and fall tours. The Nord Stern Awards Banquet, which marks the end of the year's driving events, is an opportunity to recognize the accomplishments and contributions of our members.

The Member of the Year Award is given to individuals who have contributed to Nord Stern repeatedly over time and deserve recognition for their long-term commitment. This year's honorees are Jon Beatty, along with John and Suzanne Dixon.

Jon Beatty is a Nord Stern Past President (1998), and served 3 years on the Nord Stern Board of Directors (1999-2002). Thereafter, he served as Membership Chair and is currently the Driver Training Chair. As Nord Stern's Chief Instructor, Jon oversees our instructor recruitment and training, as well as the Nord Stern Driver Training Schools.

Two years ago, Jon was instrumental in having Nord Stern host the first PCA National Instructor Certification School. This year, the Nord Stern Driver Training Program provided one-on-one instructions for 55 novice drivers, a new record. Jon's

commitment, enthusiasm and leadership with Nord Stern are only surpassed by his smile and "Joie de Vie."

John and Suzanne Dixon are long-term members who, for the last 14 years, initiated and promoted the annual Nord Stern Fall Color Tour. The Tour has a loyal following and is a great opportunity for members to participate in a low-key driving adventure on the North Shore. The event has been held at the Bluefin Bay Resort on Lake Superior, and is scheduled for its 15<sup>th</sup> annual return in 2007.

Tours have included drives through portions of the Sawtooth Mountains, Superior National Forest, BWCA (Boundary Waters Canoe Area) and the Lake Superior shore. The Saturday tour includes a luncheon at one of the many restaurants and supper clubs in the north country. John and Suzanne are gracious hosts and enjoy the opportunity to meet members, and are very knowledgeable about the geography and history of the North Shore. For those willing, John will lead an early morning hike to a high point along the shore to watch the sunrise on Sunday morning. Suzanne, and most of us, prefer to join him for coffee later at the Coho Café.

On behalf of the members, I wish to express our sincere appreciation and a heartfelt thank you for the commitment and hard work that Jon, John and Suzanne have provided to Nord Stern over the years. They are representative of the many dedicated members that make this Club unique. I hope to see you at the next Club event.

At this summer's Annual Concour event Judge Teresa Vickery ever so carefully inspects the interior of one of the race car entrants. Photo by Jill Daneu



# Letters to the Editor . . .

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## **Last Fling**

**W**hat a great weekend at BIR for last Fling! I was one of the last to leave the track late Sunday because I just wanted the day to last.

A special thanks to Jon Beatty for the DT on Friday which had 31 novice drivers, a club record. Jon and the instructors did an excellent job with track and class room instruction.

The Saturday/Sunday DE was a perfect fall weekend with lots of sunshine. A special thank you to Eventmasters Jim Breakey and Ron Johnson for a well run event. Thank you to Bob Barker and Jim Bahner for their work all year on Safety. They did an outstanding keeping all of us focused on safety first.

The Club had excellent participation in the DT/DE events this year and I am looking forward to next year.

Rick LaVerdiere (Now a "lame duck" President)

**D**itto on the above notes of appreciation. Next year I'm taking Monday off so I can stay all day Sunday. Great job!!

Brent Knoll

**A**nother Last Fling well done and there are a number of people I need to thank. One of the fund raising activities for Graco's 2007 United Way campaign was an auctioned ride in my track car at Last Fling. To my surprise, the response to the silent auction was overwhelming and the bidding was very active. Not wanting to disappoint people, I talked to Jon Beatty and Jim Breakey about expanding the opportunity to more than one person. As usual, Nord Stern stepped up and made it a great day for three Graco employees and more importantly, the United Way. I want to thank Jon Beatty for being tolerant of many e-mails concerning this subject; Teresa Vickery, Jim Breakey and Bobby Viau who gave the three people the ride of their lives and Michele and Ron Johnson for getting them into cars.

I also would be remiss if I didn't thank two thirds of the Nord Stern Board of Directors. Both Chip Smith and Scott Anderst were very concerned about my safety and felt it was important that they ride the new Graco bike before I did. They wanted to make sure it was safe and met Nord Stern tech specs before I rode it. I am sure Ron Smith would have done the same had he been there. Commitment like this reminds me of my days as a young recruit going through boot camp and my drill instructor never asking me to do anything he wouldn't have done!. Thanks guys. I felt much safer knowing that the bike had been thoroughly checked out by the two of you!

Dave Roberts

## **'Run for the Bun' Rally**

**T**hanks to all of the Participants, Maplewood Imports for the car door prizes, Phil Hancock for stepping up to help manage, Rick Laverdiere for the route suggestion, and The Creamery in Downsville WI for their hospitality in Saturday's rallye.

We had beautiful weather and wonderful scenery. I'll have the results posted here by Thursday; we are still reviewing the video of the Chinese fire drill to determine the points to be awarded for general confusion and proper rotational direction. Thank You,

Lon Tusler

**M**any thanks again to Lon and Lorry Tusler for providing us with a wonderful Rally. The weather was great and the route was fabulous. The twisty roads and lack of traffic was ideal for Porsche driving

Jim and Sandy Tourtillotte

**T**he Boeders would like to thank everyone involved in organizing Saturday's fun rally/drive/lunch.

What a gorgeous day, a fun route (and we didn't even make any wrong turns - although racer Boeder just, surprise, surprise, COULD NOT stick to those DOT 'advisory' speed limits for all the corners, turns, twists, and curves), a beautiful destination and great company. So I am sure we didn't score in the top 3...

We had a wonderful time, thank you to one and all.

Now, Lon, doesn't the mad scramble to the bathroom which I know several of us of the female gender had to do count for a Chinese Fire Drill?!?!?

-Christie Boeder

**I**agree. It was a beautiful day and we had a great time. This was the first rally we have done and will do another one. Thank you so much for planning such a fun event.

Sarah DeLong

## **Fall Drive/Winery Tour Thanks!**

**W**e would like to thank everyone who participated in Sunday's fall drive/winery tour! Over 50 participants enjoyed a scenic drive to St. Croix Falls, Wisconsin. We were pleased to welcome new members among the participants, many of whom won door prizes.

This was the first time that the Club combined a drive with a tour, and from all feedback received, it was a big hit. Everyone came away with a newfound appreciation of map-reading as well as how to drive their Porsches VERY slowly down the winery's

dirt road entrance to the parking lot. Some Nord Stern members (you know who you are!) were caught on film paying extra close attention to Troy's review of natural vs. synthetic wine corks, not to mention screw caps. A few were caught swirling their commemorative wine glasses like a professional sommelier! Those who continued on with us to enjoy an early dinner at Paradise Landing on Balsam Lake enjoyed great food and a beautiful sunset. A special thanks to Wendy and Brian Oldendorf and to Roy Henneberger and Jane Jirele who attended the first "wine recon" mission with Fred and Jill during the early planning stages. Roy commented that driving all the way to Wisconsin to check out the winery and to sample wine and cheese was a "dirty job but somebody had to do it." Wendy and Brian were also a big help during the event's morning check-in and at the winery parking lot and lobby meet-and-greet. Thanks, team!

Thanks again for making this a fun and safe driving event and tour, Cheers,

Jill & Fred Daneu, Sarah DeLong & Tim Fahey, Mike & Lori Lancial

**M**ikey & I wish to thank everyone who worked so hard on organizing the Winery Tour.

It turned out to be a wonderful day and we had a chance to meet a bunch of new people as well as learn a lot about the process of making wine without traveling to the wine country!

Thanks again and hope to see you all soon,  
Roger & Mikey Forland, 2002 Orient Red 996TT

**T**hanks to Jill/Fred, Mike/Lori, and Sarah/Tim for a wonderful drive and wine tour. I am so sorry my navigator and I didn't read the instructions. It was my fault we lead part of the tour down the wrong road (stayed on 95 instead of cutting off on 7). My fault, but luckily we caught it and got it corrected at Marine on the St. Croix.

Jo and I had a wonderful time. The weather was beautiful, the scenery was great, all the company was a lot of fun to be with, and the wines were amazing. We only wish we could have joined everyone for the dinner, but family intervened and pulled us away. Next year we promise to listen to the instructions, follow the directions, and stay the whole day.

Thanks to everyone. What a great bunch and the cars aren't bad either!!!!

Trip and Jo

**J**ust wanted to thank you and the other hosts of yesterdays event (please pass this on to them) for a wonderful outing. It was lots of fun and a great idea! We really enjoyed it. Thanks for taking the time and the energy to plan it! Also, thanks to Fred for telling us about Cty I, we took that on the way back. It probably took is longer but Ed enjoyed the "drive".

Alice S. Vazquez

### Rally Thanks - Wine Tour Thanks

*Continued on page 28*



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Welcome to the first of a (hopefully) regular addition to Nord Stern: Technikzeit. Technikzeit is German for “engineering time”, and in this space I plan to do in depth research on engineering and technical subjects that are of interest to anyone who owns and loves Porsches. This month’s subject is one that many of us will be thinking about as we prepare to put our toys into winter hibernation: batteries.

Everyone has a battery story – the new battery that mysteriously dies, the battery that refused to start the car after a long drive, or in the recent case of one Nord Stern member, the exploding battery. When they are working right we don’t give them a second thought, but when they fail they drive us crazy. There is an amazing amount of technology that goes into automobile batteries that is worth looking into. In this month’s Technikzeit we’ll look at the basic automotive battery and discuss some ways to maintain your battery to ensure a long life.

First a quick refresher on electrical power, specifically the three basic units of electricity: current, voltage, and resistance (measured as amps, volts, and ohms respectively). In simple terms, amps refers to how many electrons flow past a certain point per second, volts measures how much force is pushing each of those electrons along, and ohms tell us how much the system resists the flow of the electrons. The basic equation that describes how these three measures relate is  $I = V/r$ , where  $I$  is current,  $V$  is voltage, and  $r$  is resistance. Electrical power at the point of use is measured in watts. In an electrical system, power is equal to voltage multiplied by current,  $P = VI$ . Therefore, increasing either current or voltage will result in more power being delivered at the point of use.

The modern automotive battery is a lead-acid starting, lighting, and ignition (SLI) design. In short, it’s an electrochemical device that converts chemical energy into electrical energy. When the battery is placed under a load, such as when you switch the ignition on, a chemical reaction takes place sending electrons from the battery through the vehicle’s wiring into all the connected electrical devices.

There are important distinctions between SLI auto batteries

and the deep cycle batteries that you may have in your boat or RV. An SLI battery’s main functions are to start the engine, to filter and stabilize pulsating DC current from the vehicle’s charging system, to power vehicle accessories and lighting when the combined load exceeds the capacity of the vehicle’s charging system, and to supply power to the vehicle’s electrical system when the charging system is not operating. They are engineered to provide thousands of short blasts of power; something like 5000 “shallow” discharges (roughly 3% of capacity) in their lifetime, which works out to about 4 starts per day. Deep cycle batteries are designed to deal with prolonged drains that draw down 30% to 80% of the battery’s capacity, but at a much lower amperage. Rather than providing the tornado-force blast of an SLI battery, deep cycles push out a sustained breeze of energy. Deep cycle batteries are made with heavier materials, and are not generally able to provide the amps required for automotive starting in challenging conditions.

A standard 12-volt lead acid auto battery is made up of six cells connected in series. Each cell produces approximately 2 volts. The cells are filled with an electrolyte which is simply a chemical that is capable of easily producing ions. Sulfuric acid ( $H_2SO_4$ ) diluted with water is the standard electrolyte used in auto batteries. The ability to ionize is key; this is what allows the chemical reaction in the cells to produce electrons when called upon, and a container of  $H_2SO_4$  is an ionization party.

Each cell also contains plates or grids of active material which

are both positive and negative. Typically, the positive plates, also known as cathodes, contain lead dioxide ( $PbO_2$ ), while the negative plates (anodes) are made of straight up lead ( $Pb$ ). The plates are formed into a plate group, which holds a number of plates of the same polarity and is welded to a post strap. The plate groups are then

alternated within the battery – positive, negative, positive, negative, and so on. There is usually one more set of negative plates than positive to balance the charge. To ensure that the different plate groups don’t touch each other non-conductive sheets are inserted between them. The battery case holds everything together. Most are made from molded polypropylene,

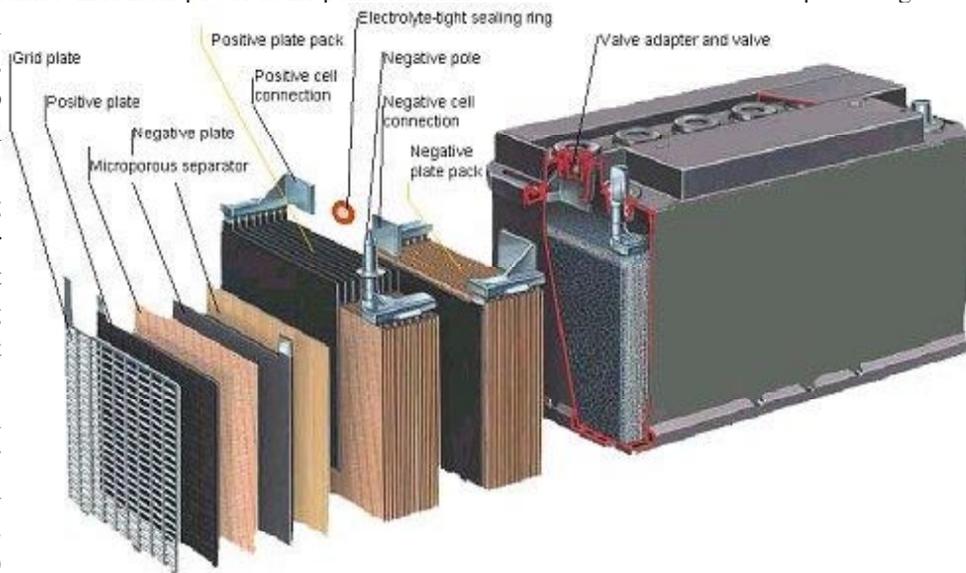


Figure 1 (Image provided by Eurobat)

but some are still hard rubber. Figure 1 shows a cutaway of a typical wet cell SLI battery.

Most batteries installed as OEM today are maintenance free designs. The components of these batteries are generally heavier duty and different, more durable materials are used throughout. Additionally, the plate grids often contain calcium, cadmium, or strontium to reduce gassing (which causes electrolyte loss) and self discharge. The heavier-duty parts ensure that fluid loss is kept to a minimum and that components have a longer life in the totally closed system.

The charge of a 12-volt auto battery is really 12.6 volts. This can vary slightly depending on the balance of  $H_2SO_4$  and water in the electrolyte solution. For optimum performance the electrolyte should have a specific gravity 1.265 at 80 degrees Fahrenheit. Specific gravity refers to the weight of a solution, with water having a reference specific gravity of 1.000. The electrolyte in your car's battery is therefore just slightly over 1 ¼ times the weight of regular water. A good auto parts store should carry a tool for testing electrolyte specific gravity if you so desire.

A battery's power rating is measured by two standards: cold cranking amps, and reserve capacity. The more popular of these, at least here in Minnesota, is cold cranking amps. This rating measures the amount of current a battery delivers for 30 seconds at 0 degrees Fahrenheit while maintaining a minimum terminal voltage of 7.2 volts. The higher the number, the stronger the battery! The second, reserve capacity, is a warm weather rating which measures the amount of time it takes for the terminal voltage of a fully charged battery to drop below 10.2 volts (or 1.7 volts per cell) at a continuous, 25 amp discharge rate at 80 degrees Fahrenheit. This rating is expressed as a time in minutes; for example, a rating of 120 means that the battery will run for two hours before ceasing to function.

A battery has two main cycles: discharging and charging. In the discharge cycle, a chemical reaction takes place inside the battery in which the lead (Pb) of the negative plates combines with the  $SO_4$  of the sulfuric acid to produce lead sulfate ( $PbSO_4$ ). When the circuit is completed, electrical current flows as charged ions between the battery plates and as electrons out of the battery into the external circuit for consumption. Since the voltage of a battery depends on the charge difference between the two plate materials and the concentration of electrolyte, and this difference decreases during discharging, the battery loses power. Chemically, the discharge cycle is described by the following equation:



In the charge cycle the reverse is true. Electrical current generated by the alternator passes through the electrical circuit into the battery. This forces  $SO_4$  back into the electrolyte, raising the specific gravity as voltage increases. The charge cycle is described by the following equation:



### How Does a Battery Die?

All this is well and good, but why have so many of us been left stranded by a battery that unexpectedly refuses to start a car? Is

it that our Northern climate of cold winters and warm summers is especially hard on a battery? Just how does a battery die?

Well, it's very simple – a battery dies when the active material in the plates can no longer sustain a discharge current. Under normal circumstances an SLI battery ages as the positive plate material sheds due to the normal expansion and contraction that occurs during the charge and discharge cycles. This causes a loss of electrical capacity and brown sediment, called sludge or mud that builds up in the bottom of the case and can short out the plates of a cell. This kills the battery as soon as the short occurs. Deep discharges, heat, vibration, fast charging, and over-charging all accelerate the aging process. According to industry studies, about 50% of premature car battery failures is caused by the loss of water for normal recharging due to the lack of maintenance, evaporation from high under hood heat, or overcharging.

Contrary to what many people believe, hot climates are by far the harshest environments for a battery. Interstate Batteries has found that battery life expectancy in extreme heat is about 30 months versus an average of 48 months for all of North America. Excessive heat can cause all kinds of internal failures, including corrosion of the plates, excessive plate expansion, and even buckling and shorting of the plates. Fact is car batteries last about 30% longer in cold climates than in hot ones. Heat kills a car battery, while cold simply reduces the starting capacity as described previously.

### Battery Maintenance and Charging

Before we get into some tips about maintaining and charging your battery, it is important that we talk safety. Sulfuric acid is a very strong, very caustic acid. It can burn right through clothing and cause serious burns on your skin and blindness if it gets into your eyes. You should wear protective gloves and safety glasses or a face shield when servicing or charging a battery, and never lean over a battery when charging, testing, or jump-starting. If electrolyte ever gets on your skin it should be neutralized with baking soda and water, and you should immediately seek medical help if you're ever burned or get it in your eyes.

As mentioned previously, most batteries installed in new cars today are maintenance free designs. This means that they are sealed systems that do not generally lose electrolyte if used properly. Still, the following tips will help ensure reliable performance as the seasons change:

- Clean the battery terminals periodically with a wire brush.
- Ensure that your battery hold downs are in place and tight. Vibration is bad for your battery.
- Never pry or tug on a battery terminal. When removing connectors always twist the connector from side to side to loosen it, then pull it straight up and off.
- When reconnecting to the battery, tap the connector down gently with a rubber mallet to seat it firmly on the post. Don't overtighten and strip the nut.

*Continued on page 13*

# Guess What??

## Dues Are Due

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## Technikzeit . . .

*continued from page 11*

- After securing the connector, coat the whole post with high-temperature grease to reduce corrosion and rust.
- Keep in mind that electrical problems are not always related to the battery. A dead battery, no-start conditions, or intermittent or weak power could be caused by faults in the alternator, voltage regulator, or (as 928 and 944 owners can attest) the wiring itself. Professional advice may be necessary to help track down the root cause of the problem.

There are several different methods available to recharge depleted batteries or maintain battery charge during storage. When thinking about charging, we must keep in mind yet another fact: more batteries are killed through bad charging practices than will ever die of old age alone. A cheap, unattended, unregulated “trickle” charger can destroy a battery very quickly by overcharging it. It is also a very good idea to take a depleted battery in to be checked out before any recharging is attempted. Professional testing will reveal any internal shorts or damage that could cause dangerous situations. For recharging fully depleted SLI batteries, a 3-stage smart charger is recommended. These are microprocessor controlled chargers that monitor battery voltage during the charging process to provide the optimal charging stages needed for wet cell SLI batteries.

These chargers will generally deliver three charging stages: bulk, absorption, and float. During the bulk stage, normally the first 80% of the recharge, the charge current is constant and the battery voltage increases. Next is the absorption stage where charger current slowly decreases as the battery’s charge is brought up close to 100%. The final stage, float, will likely be of most interest to those with summer toys. During the float stage, the charger constantly monitors batter voltage and delivers a highly reduced

charge current (usually about 1% of maximum), only when the voltage drops below a preset level. Float chargers can be used indefinitely to maintain the battery’s full charge and compensate for parasitic or environmental depletion during storage. Figure 2 depicts the charging algorithm for a typical wet cell maintenance free SLI battery.

A good quality charger connected to a bad battery is ALWAYS better than a cheap charger connected to a good battery. There are

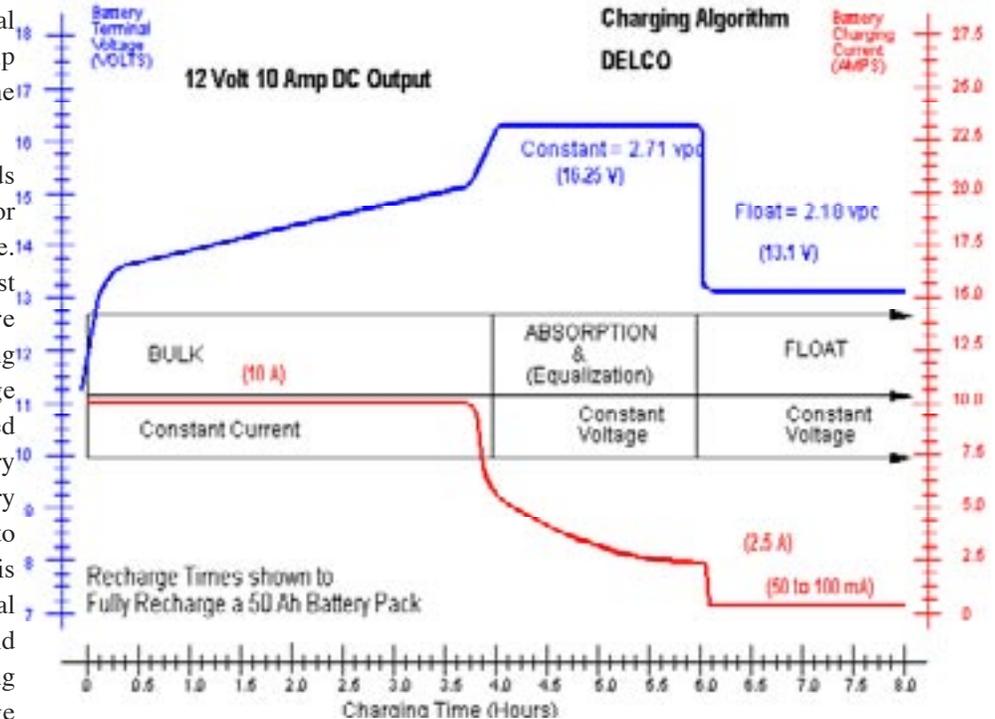


Figure 2 (Image provided by Deltran)

a lot of great, microprocessor-controlled 3-stage battery chargers on the market that have float or maintenance charging features built in. Additionally, there are several small, float-only chargers marketed specifically to maintain battery charge during storage, including models from Schumacher, CTEK, and Porsche.

I hope you learned a few things in this first edition of Technikzeit. If you have specific questions or feedback about this article, or have a subject in mind that you’d like to know more about please feel free to email me at [luke.ibis@gmail.com](mailto:luke.ibis@gmail.com). Until next time, remember to keep your eyes on the road and your hands at 10 and 2!



BJ Peterson  
Nord Stern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)

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The RS Spyder apexing a turn at the Petit Lemans, photo by Dick Beers

# The Seasons Are Changing and So am I . . . Discovering a Closet Mechanic and the 'Slippery Slope'

by Jack Pierce

It's not like this is crack or anything. Heck, performance driving isn't even a substance...though I do think it releases endorphins. But I refuse to be helpless. I know, I know, you all warned me. Somehow I will come out of this mess, though.

What mess? Well since it's supposed to snow, I decided to put my winter tires and wheels on yesterday. Poppin' one set off and the others on is usually about as mechanical as I get. But as some of you know I had a big set of Brembo GTs on the front of my little Boxster for Last Fling and the 17 inch rims with my \$1200 worth of winter tires wouldn't fit over the big red monsters. So... buy more rims and another set of expensive Michelin Pilot Alpins? Or pull off the big red monsters and put the stock calipers and rotors back on? I really liked the new Brembos, but I think Pagid blacks will do what I need for next year...at least that will be the next part of the experiment.

So I told everyone else I was going dark for the afternoon (they all had their marching orders) and I put the Boxster up on stands to swap out brakes. Now my terrible confession. I LIKED it. I truly ENJOYED swapping out the rotors and calipers. I was really

impressed at the superb design detail that Porsche has achieved, in areas that no one sees, where they could have just done an adequate job. For about three and a half hours I was one with my car. It seems I have have been essentially transformed, and yet, I still look like me when I look in the mirror. Can it be?

I have one more confession. Sunday morning at Last Fling, I corded my left front. I had two new Cups at home, but I thought I would be fine on the rubber I had. Guess I should have been driving slower. No, that's not the confession. With the loss of the tire I mentally thrashed around thinking about alignment...track vs. street car...and about inflation and driving style. I was looking for a way to cheat my way out of what I instinctively knew was looming in the distance. I called Doug Brown, my buddy at Michelin/BFGoodrich who is a long time club racer, looking for support. Doug said, "Jack you know the answers" referring to all my technical questions. I did; you can't cheat physics. Then I said it out loud, to Doug, "I need a dedicated track car!" Worse yet, I said it to my wife. What was I thinking? Slippery slope indeed! Why didn't somebody warn me about this?

## How the Racing Bug Bite Me . . . or My Slide Down the Slippery Slope

by Dave Roberts

Okay, here is my take on it. I am a first year club racer and a whole lot poorer this year than I was last. I blame it all on Bob Viau and Jon Beatty! After two DE's in my 1984 911 and one day at BIR in my GT3, I decided it was time to move into the "big time". I took my 84 to Bob Viau and asked him if he could make a track car out of it. Bob being as honest as he is, said sure but it will cost twice as much as buying a car already prepared. So the decision was made, buy a track car. At the time Scott Anderst was selling the Escort Cup car I have today. Frankly, I am not sure everyone will agree, but it is a cool car with a great history! My timing couldn't have been better.

I took it to BIR and RA for DE, but the problem was, DE wasn't any fun anymore. So I talked to Jon about getting my license. Following his advice and after a number of days and a lot of dollars hitting all of the local tracks for DE events (BIR, RA, Putnam Park, MAM), I accumulated enough time to qualify for my rookie license. My first race was Loonacy and I ran enough races during that event to get the X off the back of the car. I was hooked. There is nothing more fun than the start of a club race, doing an Enduro, competing in the sprint races. It is great and I love my

car. That was until Jim Breakey put me behind the wheel of his car at Last Fling. It's not only faster, but it is louder. What more can a guy want? Fortunately, I only got a chance to complete two laps in Jim's car before the session ended. That's good because it didn't get me completely hooked. I got back in my car and cooler heads prevailed. I still have a lot to learn about getting the full potential out of my car, but moving to a faster car is in the back of everyone's mind no matter how cool their car is!

As far as buying trailers, etc., forget all of that. Have Bob Viau or someone like him take your car to the track. You will never have to worry about missing a run session, getting your car to the track, etc. I have tried both ways, and the arrive and drive alternative is the least stressful and probably the best ROI. Think about the investment in a trailer, tow vehicle, repairs, etc. while at the track. It may seem expense to have someone haul your car, but in the long run my bet is the ROI is better with the arrive and drive.

Take it from a recent junkie, go buy a track car and enjoy your Boxster on the street! ! The one thing I have learned over the last year is that this is not a cheap hobby, but it sure is fun!

# 2006 Run for the Bun Third Times a Charm Rallye

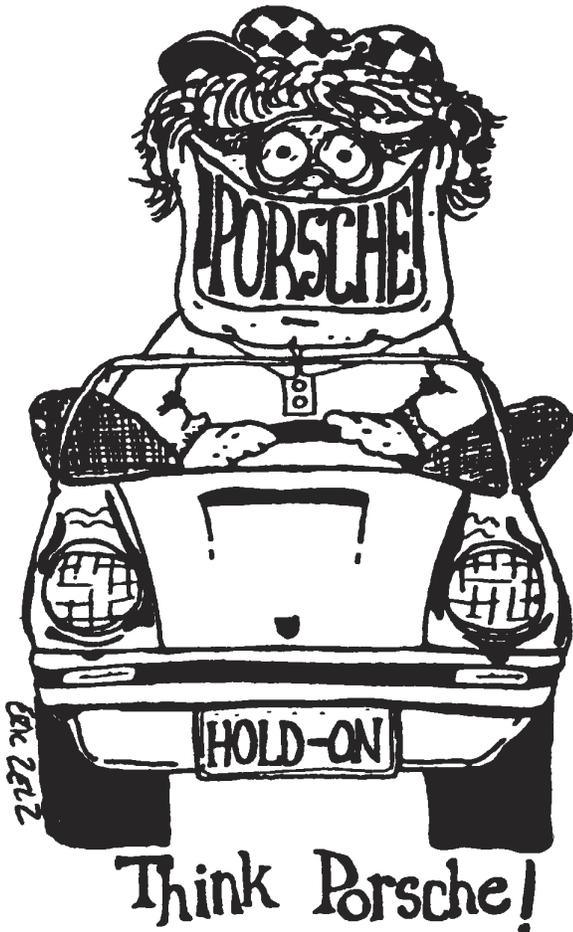
by Lon Tusler

Here are the winners of this year's Rallye. But first let me thank all of the participants, helpers, and Maplewood Imports for their support. Once again we had very nice weather and a very good turnout.

- 1st Place with 12.20 points is Jack and Jane Brock
- 2nd Place with 21.20 Points is Jim and Kari Benson
- 3rd Place with 21.70 Points is Rudy and Jayne Mueller

Again thanks to all for your support and participation. Awards will be presented at the banquet on 11/4/06. Please plan on attending!

Stay tuned for next year's Rallye. It will be run in the greater Southwestern metropolitan area.



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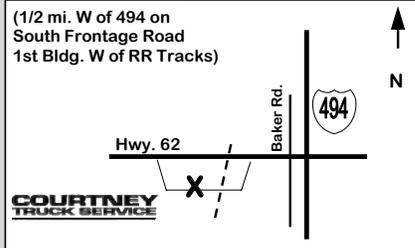
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# The 'Run For the Bun' Rallye

Photos by Bob Viau



The start point for this year's 'Run For the Bun' rally was in eastern Minnesota where 16 participants registered to give it their best shot in this fun rally. Eventmaster Lon & Lorry Tusler included clear instructions, some intriguing Porsche questions and some wild Trivia to add to the difficulty in the quest for the 'perfect score!' Cars were sent out in one minute increments, above left. At a designated 'pit stop' it would seem a few cars really aren't a minute apart!



Our route took us into western Wisconsin where there were plenty of curvy and twisty roads to play and have fun (safe fun, though!) while following all posted DOT signs. And let me tell you, there was one corner where the posted advisory speed limit was '15' and frankly, it WAS a 15 mph corner!

Below, the view from 'behind' although not sure why these two were so close together - we set off 60 seconds apart! The End: The Creamery in Downsville, WI.



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

---

## November

**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

**16 Third Thursday Social**  
Clubhouse Jager  
10th Ave N. and Washington/Minneapolis  
Questions: Phil Hancock, phancock356@hotmail.com

## December

**21 Third Thursday Social**  
Clubhouse Jager  
10th Ave N. and Washington/Minneapolis  
Questions: Phil Hancock, phancock356@hotmail.com

## January

**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

## February

**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

2006

**15 Third Thursday Social**  
Clubhouse Jager  
10th Ave N. and Washington/Minneapolis  
Questions: Phil Hancock, phancock356@hotmail.com

## March

**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

**15 Third Thursday Social**  
Clubhouse Jager  
10th Ave N. and Washington/Minneapolis  
Questions: Phil Hancock, phancock356@hotmail.com

2007

2007

## April

**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

**19 Third Thursday Social**  
Clubhouse Jager  
10th Ave N. and Washington/Minneapolis  
Questions: Phil Hancock, phancock356@hotmail.com

2007

2007

## July

**9-10 Road America Driver Ed**  
Monday and Tuesday  
Elkhart Lake, WI - Eventmaster: TBA  
Contact Dave Anderson;; dave@anderson.com

2007

### Want to get your SCCA Competition License?

Donnybrooke Motorsports is going to Texas Motor Speedway and has room on their semi for you.

The school runs from Friday December 1st ~ Sunday December 3rd, 2006.

The classroom portion is on Friday night and on-track sessions run all day on Saturday and Sunday.

Contact Gary Curtis for more details - 952-471-8518

Donnybrooke Motorsports has space available on their semi to transport your car to and from Florida and Georgia for SCCA racing, January through March, 2007.

This service also includes the use of Donnybrooke's covered paddock space as well as use of their tools. Further race car support is also available.

Contact Gary Curtis for more details - 952-471-8518

# Carmudgeon Chronicles . . . The Invasion Of The Steroids

by Ken Kamstra

Something was wrong. Terribly wrong. Visiting my 19-year-old granddaughter had always been the happy highlight of any day I decided to drop in on her. The pleasure was multiplied by the knowledge I had converted her to car nut status. I managed to lace our every conversation with talk about the joy of cars.

The path of my visits always led through her garage. There, I could feast my aging eyes on the silver Subaru that was to enable her lifetime adventure with cars. Cobwebs clung to my fingers as I reached over to give the Subaru a loving pat,

“My God!” I exclaimed in bewildered awe.

We embraced, my beautiful granddaughter and I. She knew that I knew. But she was just one more victim of the dreaded Steroids and I would love her as much as ever.

“I’m afraid to drive anymore!” she blurted out.

Relapse!

It shouldn’t have been that much of a shock, I suppose. The papers had been full of it. But, then, the papers are always full of it. Their statistics were chilling: all about how America’s love affair with cars was coming to and end. Or at best it was cooling off.

“What the hell do these Auto Immune liberals know about

cars! They would all prefer busses anyway. Or, better yet, Light Rail.”

They did have a point, though.

Idiotic, “swoop-and-dart” drivers are invading our roads and scaring the wits out of folks who once enjoyed their cars.

I call them “Steroids” and I warned about their invasion years ago in my book “IT’S OKAY TO LOVE YOUR CAR’. Readers know I tout this book at least once in every column. Following are some excerpts about the Steroid menace

“It was inevitable; the relentless force of change. They’re not making cars that require real participate-in-the-process drivers anymore and they’re not raising kids who really care.

What happened to this new generation of motorists; one cannot call them “drivers”? They should be lamenting or even outraged by the fact that microchips are replacing minds in the operation of their cars. They have been automotively lobotomized.

That’s what happened to them.

We have bred a nation –a world - of Steroids; weenie-like creatures capable only of steering. This development is as lethal as it is lamentable. “Steroids” steer and they stomp. Stomp on the gas. Stomp on the brakes.

Steroid hoards terrorize innocent motorists just trying to go about their daily lives. You’ve seen them. Often they are perched high in monstrous SUV assault vehicles. Oblivious of the rest of the world, they babble on their cell phones, sip bottled water, socialize with their passengers and generally hog the road.

If they miscalculate, you lose. There are, however, ways to win or at least survive to drive another day.

**Avoid freeways**—Steroids prefer freeways. To them freeways are like a life size video game the object of which is to outwit and defeat all other players. If you must share a freeway with them, stick to the center lane and use your mirrors like your life depended on it. It does!

**Find a better route** - This is easier than you think. There are a thousand times more back roads and quiet streets than freeways. It may cost you a little more time but it makes life so much sweeter. And maybe longer.

**It’s okay to love your car** and drive it too. Damn the Steroids. Full speed ahead. The world is full of wonderful roads; some of them relaxing, others waiting for you to prove your hills-and-curves skills

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# ZONE 10

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November 2006

## *Around the Zone*

This will be my last Zone 10 Bulletin. A new Zone Representative for Zone 10 should be announced in December. I am using the Bulletin this month to share some insights into the fascinating world of PCA and Zone 10.

When I accepted the Zone Rep assignment I was told, “the Zone Rep position is the best job in PCA.” After two years on the job, I would heartily dispute that contention because I have met and worked with national officers, national committee chairs and others in PCA who not only work hard, but also absolutely love what they do. The Zone Rep is a liaison between the Regions and the national office. As such, we get to meet many new people and in the process help the regions in small and sometimes big ways. That is unique in PCA but no less rewarding than other assignments. I approached the assignment with the goal of improving communication, sharing information and assisting with the management of the region when requested and needed. I believe those goals were met and I particularly want to thank those newsletter editors who took information from my monthly bulletin and shared it with their members. An interesting observation on my part is that some regions embrace PCA and

its activities and are eager to share and inform their members, other Regions have little regard for PCA and treat their region as an independent entity. This is demonstrated in actions as simple as not advertising the annual Porsche Parade and PCA Escape in their newsletter. It has been fun for me to try and bring a larger understanding of PCA activities to the regions.

The large distances in Zone 10 have been a prohibitive factor in working with the Regions. Each visit to a Region opened up new dialog and better understanding and yet with over 150 scheduled activities, the travel difficulties prevented me from attending many events. I am envious of the Zone Reps that can visit many of their regions as often as they want.

It has been a real pleasure for me to serve as your Zone Representative these past two years. I thank all of you for your generous support and encouragement. I am confident you will give the new Zone Representative the same level of commitment.

## *Things to Know*

If you're going to be a Porsche owner and member of the PCA, it's best to look the part. Order from the catalog and get the latest PCA gear and accessories. [www.pca.org/members/catalog.html](http://www.pca.org/members/catalog.html).

PCA announces a new 968 Register Advocate, Don Hassenbein. Don has severed as Co-Advocate for the 968 PCA Register for some time. Don has organized several highly attended 968 Celebrations in the past and is a member of Central Pennsylvania Region.

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/members/library/raffle/Raffle%20200609%20Flyer.pdf](http://www.pca.org/members/library/raffle/Raffle%20200609%20Flyer.pdf).

## *Zone 10 Best Practice*

This month's best practice is from the Nord Stern Region. Nord Stern has learned the lesson that the more people involved in an event, the more successful the event. With their 50th anniversary in 2009, Rick Laverdiere started the planning process in mid-2006. Making early assignments and publicizing the upcoming celebration doesn't assure success but it lays the groundwork for a much anticipated event for the Region and its members. I am already looking forward to attending their event because of their pre-planning.

Great job Nord Stern Region!

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

# ALMS Series Race at Road America

photos by Mark Pladson

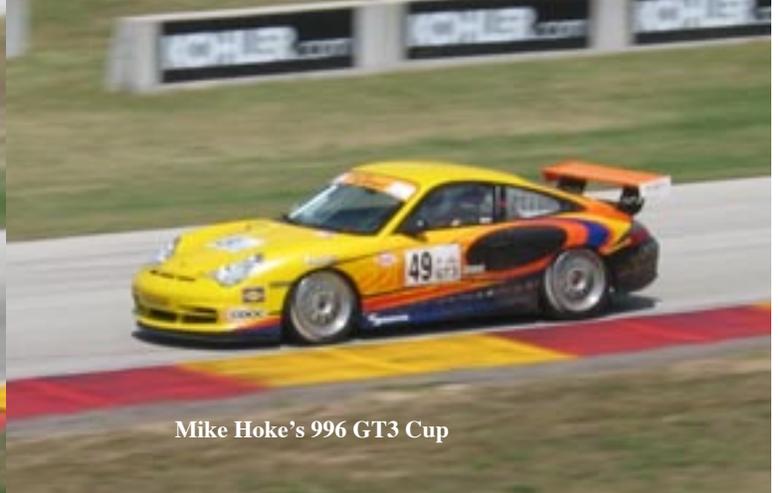
Close competition in the GT1 Class!



Flying Lizard GT3RSR



Leighton Reese (of Leighton's Garage)  
Speed GT Corvette takes 3rd Place



Mike Hoke's 996 GT3 Cup



My son Phil trying on a Carrera GT for  
size - still 3 years from his license!



Penske Garage



Pat Kelly's 997 GT3 Cup



Rick Polk's 997 GT3 Cup

RS Spyder on track at RA



RS Spyder Engine



What everyone needs:  
Spare Bodywork



In The Garage...



Whisper Quiet Audi RSR



Garage - First Class



White Lightning GT3 RSR



Hmmm, driver's  
workspace



# The Complete Garage® and Griot's Garage® Share the Secret to a Professional Finish

Photos and text by Jill Daneu

Over 115 Nord Stern members and fellow car club enthusiasts attended a free Car Care Tech Session at The Complete Garage® Hopkins location on September 15 - 16. Specially trained Griot's® Garage certified car care specialists were on hand to demonstrate how to properly detail cars using the Random Orbital Machine Polishing System, a multi-pronged approach to cleaning, polishing, and waxing. Attendees came away with a bottle of Griot's Car Care product, *Speed Shine*, and new-formed knowledge about how to provide a professional finish to their cars.

The Hopkins location kicked off a national strategic partnership to offer the full line of Griot's Car Care products at The Complete Garage's 15 showroom locations around the country. This is the first time that such an extensive line of Griot's Car Care products will be offered beyond its well-known Griot's Garage Handbook and on-line catalog. The combination of The Complete Garage – the premier retailer of custom residential garage enhancement systems and high-quality garage lifestyle products – and Griot's Garage – the leading on-line and direct mail car care products retailer – creates incredible brand and consumer synergies.

Commenting on the new strategic partnership, Doug and Susan Arndt, founders of The Complete Garage, and long-time Nord

Stern members, said, "We are delighted to be a national strategic partner with Griot's Car Care. We are not selling garages – we are specializing in lifestyles and this relationship with Griot's Car Care enhances our offering of innovative products and world-class brands to our customers."

How successful was the first Car Care Tech Session? "It was a fun event and a great excuse to have a few good friends over to demonstrate some great products," said Susan Arndt. "Several people commented that they liked the idea of buying Griot's car care products direct from The Complete Garage instead of having to wait for a shipment from Griot's Garage," she

added. "Apparently, it's not uncommon for people to discover that they are low on *Griot's Car Care Speed Shine* AFTER they have washed their cars!"

Doug and Susan emphasized that people are welcome to bring their cars to any The Complete Garage location. They are always willing to answer any questions about cars and garages. "We were thrilled to have Griot's car care specialists on hand to further demonstrate their car care products," said Doug Arndt. "Early

feedback among the Nord Stern, Mercedes Benz, and BMW clubs was very favorable," concluded Susan. For further information about The Complete Garage and its line of Griot's products, go to [www.completegarage.com](http://www.completegarage.com).



*Furst, let's add some water*



**Griot's specialist demonstrates Random Orbital machine**



**Loran Hall takes home a bit of shopping**



*Above, Left: Andrew Arndt inspects the shine on his A4  
Below: L to R, Paul and Chris Bergquist with Fred Daneu and others admire the shine*

*Above, right: A Nord Stern member tries his hand at polishing  
Below: Mike Jekot enjoys chatting with Susan Arndt*



*The Complete Garage's Doug Arndt and Tom Holm admire the handwork.*

*Below: Admiring the shine*



## PCA ZONE 10 CALENDAR

### NOV

1	Social/Meeting	Red River
1	Wet Your Whistle Wednesday	St. Louis
4	Awards Dinner & Annual Meeting	Nord Stern
8	Dinner Social	Dakotas
11	Christmas in November	Great Plains
12	Breakfast in Amanas	Central Iowa
16	Thursday Social	Nord Stern

### DEC

2	Christmas Party	St. Louis
6	Social/Meeting	Red River
6	Wet Your Whistle Wednesday	St. Louis
8	Progressive Dinner	Dakotas
21	Thursday Social	Nord Stern

### JAN 07

6	Awards Banquet	Great Plains
13	Changing of the Guard	Kansas City
18	Thursday Social	Nord Stern
20	Holiday Party	Schönesland

### For More Information

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

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# Last Fling Time Trial Results

submitted by Ed Tripet

OA	CP	Class	Car	Region	Driver	Car Desc.	Best Lap	Speed
1	1	B	114	NS	Luis Fraguada, Sr	02 911 GT2	01:51.8	96.574
2	2	B	117	NS	Marty Kaye	01 996TT	01:52.2	96.286
3	1	E	195	NS	Ron Johnson	93 968CS	01:53.2	95.42
4	3	B	999	NS	Keith Erickson	01 996TT	01:56.0	93.101
5	1	F	944	NS	Randy Chadwick	91 944 S2	01:56.0	93.101
6	2	F	923	NS	John Perl	89 944 S2	01:57.4	91.957
7	2	E	48	NS	Jim Benson	89 944T	01:57.5	91.895
8	3	E	143	NS	Bob Houston	89 944T	01:57.8	91.704
9	1	C	157	NS	Mark Teteris	996	01:57.8	91.644
10	3	F	110	NS	Brian Hanson	94 968	01:58.0	91.5
11	1	D	38	NS	Cliff Anderson	97 993 C2	01:58.3	91.318
12	2	D	5	NS	Guy Reeder	95 993	01:58.7	90.959
13	2	C	259	NS	Darryll Dodson	88 911T	01:59.2	90.621
14	1	H	64	NS	Bob Viau, Jr.	87 924S	01:59.2	90.585
15	4	F	224	NS	Lon Tusler	944T	01:59.9	90.106
16	1	I	945	NS	Tom Rempfer	944	01:59.9	90.072
17	3	C	180	NS	Garfield Clark	996	02:00.3	89.757
18	3	D	171	NS	Steve Saber	96 993	02:00.3	89.753
19	5	F	82	NS	Bret Bailey	86 911	02:00.6	89.544
20	1	GT1	202	NS	Mark Dekutoski	87 930	02:01.2	89.111
21	4	E	75	NS	Stephen Davis	944T	02:02.3	88.293
22	6	F	727	NS	Kris Meacham	89 944T	02:02.7	88.027
23	7	F	986	NS	Jack Pierce	00 Boxster	02:03.0	87.799
24	5	E	57	NS	Ryan Davis	944T	02:03.1	87.742
25	8	F	714	NS	Todd Bridgeman	86 911	02:03.2	87.627
26	2	I	7	NS	Dave Galey	88 944	02:03.9	87.164
27	6	E	88	NS	Tom Rempfer	88 944T	02:04.3	86.894
28	9	F	395	NS	Mark Kedrowski	90 944S2	02:05.1	86.301
29	1	G	47	NS	Ron Faust	80 911SC	02:06.1	85.644
30	10	F	253	NS	Bill Houghton	944T	02:06.4	85.457
31	11	F	295	NS	Michele Johnson	968	02:07.2	84.935
32	1	OPEN	176		?		02:07.2	84.933
33	2	H	164	NS	Rick Viau	87 924S	02:07.5	84.695
34	1	OPEN	713	NS	Raymond Kennedy	BMW 330i	02:07.8	84.52
35	3	I	17	NS	Elliot Galey	88 944	02:07.8	84.516
36	2	OPEN	560		?		02:08.0	84.4
37	2	OPEN	667	NS	Chuck Porter	06 Corvette	02:08.4	84.122
38	4	C	173	NS	Candace Sabers	96 933	02:08.9	83.794
39	1	SP1	67	NS	Chuck Porter	83 944	02:10.0	83.055
40	3		631		?		02:11.6	82.056
41	4	I	56	NS	Roy Henneberger	89 944	02:12.0	81.825
42	2	SP1	167	NS	Betsey Porter	83 944	02:12.9	81.291
43	7	E	705	NS	Nathan Reader	87 944T	02:15.2	79.887
44	4	D	493	NS	Kim Fritze	06 Cayman S	02:17.1	78.783
45	5	I	717	NS	Jeff Fross	73 911	02:20.5	76.849
46	3	OPEN	704	NS	Tim Conners		02:21.0	76.599

## Letters to the Editor . . .

*continued from page 8*

The driving events for the year ended with the Rally and Wine Tour over the last two weeks. Thank you to Lon and Lorry Tusler for planning and hosting the annual Nord Stern Rally. The weather was perfect, the route scenic and thrilling, the destination first class, and the social priceless.

Lon and Lorry have agreed to the challenge of topping this year's event, by hosting the Rally next year with a South West Metro route. Thank you both for your enthusiasm and commitment. Thank you also to Jill and Fred Daneu, Wine Tour Event Masters, and Sarah Delong and Mike Lancial, NS Tour Chairs for a very successful first Wine Tour. The event sold out as more than fifty members participated in this inaugural event. Plans are in the works for next year for a repeat of the Spring, Fall and Wine Tours. Thank you to all who helped make these events successful.

Rick LaVerdiere

### Fall Color Tour Thanks!

Thanks to John and Suzanne Dixon (aka Mr/Mrs "Up North") for hosting this past weekend's Fall Color Tour! Over 60 club members from Minnesota, North Dakota, and Iowa attended the 14th annual tour. Despite the intermittent rain showers and the occasional leaf "glued" to our cars (!), the tour and Porsche convoy continued as planned. Plus, 11 people participated on the Sunday sunrise hike...a new record!

Look for a photo recap of the Fall Color Tour in a future issue of Nord Stern. Meanwhile, kudos to the following people who helped to make the tour extra special:

\* "R & R Socials," otherwise known as Mike and Gayle Robinson and Riley and Chris Rogers, for the Friday night social.

\* Bluefin Bay for the fruit/cheese platters and wine for the Friday Night Social.

\* Birch Terrace Supper Club for a fabulous luncheon of King crab legs, chicken, ribs, ziti, and all the fixings. Oh yeah, Oscar the Moose added to our dining experience, plus provided an ideal spot to hang our Porsche caps.

\* "Vazquez Transport," otherwise known as Ed and Ali Vazquez, for professionally packing all the door prizes in their 911 and STILL having extra room for the beer!

\* Keith and Susan Jones, John and Suzanne Dixon, Brian and Wendy Oldendorf, Bursch Travel Agency, Maplewood Imports/Carousel Porsche, Larry Pearson of Ness Waller Pearson Co., Bluefin Bay, and Nord Stern for the fabulous assortment of door prizes and gift certificates.

\* Certain husbands (4?) for "allowing" their wives to drive for part of the tour. Yeaahhh babbby!

\* Coho Cafe' for delicious breakfast, baked goods, and coffee/tea/hot chocolate.

\* Water's Edge Trading post for restocking their clothing inventory for Christie, Jill, Wendy, and Darlene.

\* Grand Marais proprietors for their fabulous selection of artwork, jewelry, homemade candies, and moose-theme and Northwoods items.

\* Mother Nature for bits of sunshine, allowing us to retract and/or open our roofs and sunroofs, and for displaying the Northern Lights on Saturday night.

See you on next year's tour!

Jill & Fred Daneu

## Newsletter

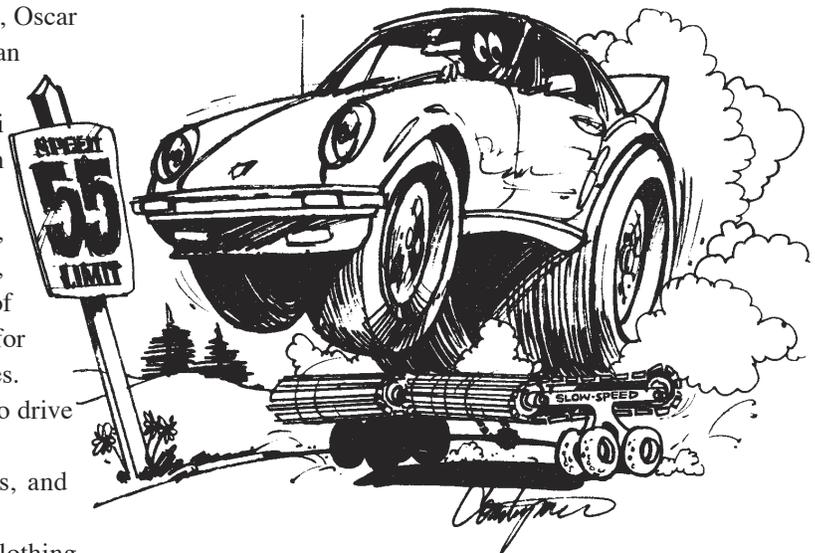
On behalf of all Nord Stern members, congratulations to Christie for another PCA National Award as editor of the NS newsletter. Having worked with Christie this year, I can not only attest to her commitment and dedication to her "labor of love" the newsletter, but also for her love of the Club and its members. We are all very fortunate to have her, and the vitality she brings to all things Nord Stern. Thank you, Christie, for all that you do.

Rick LaVerdiere

I moved to Nord Stern from the Chicago region where we were pretty darn uppity about our newsletter. But looking at our newsletter over the past 5 years I can honestly say that each issue gets better and better. The covers has become the highlight of each issue for me and I think most people will agree that the last few have been nothing short of fantastic. The Nord Stern newsletter is on par with the best and better than most!

Congratulations Christie on a well deserved honor!

Dave Roberts



# Nord Stern Business Meeting Minutes . . . October 10, 2006

by Eleanor Renwick, Secretary

**P**resident Rick LaVerdiere opened the meeting by expressing thanks and appreciation to all the committee chairs. It has been a very great year of special activity and many firsts.

**Autocross:** a review of two joint events shows that we did well financially. Next year it is the goal to set up more events and to increase attendance by Nord Stern members. A recommendation was given to limit the events to fewer participants so there are more chances to run.

**Rules:** the committee will review the autocross requirement to be eligible for a trophy, and they will examine the requirement for a distant venue as well.

**Timing & Scoring:** a newer computer has been donated. This means it is easier to train anyone new to help or to have an alternate person do timing at distant events when Ed is not available.

**BIR Relations:** met with new track owner recently; a letter was drafted mid-season to outline our position as to the contract and smoothed the way for the rest of the year.

**Dealer Relations:** we have received huge support for events this year. Dealers have been great allies. For next year, it would be helpful to prepare a list of events for needed sponsorship, projecting a complete package. This will avoid the piecemeal approach.

**Rallye:** The event was a great success; the weather, route, and destination excellent. For next year, look for an early article by Lon to include the date in advance for planning.

**Club Race:** There was a lighter turnout than in recent years, but we stayed within budget. The Courage Center auction was very successful.

**Concours:** Trophies are ready for the awards dinner. A co-chair is on board for the next event, and will then take over in 2008, providing continuity. For next year, the committee will either seek a new venue or refine the Shakopee location. Plans for next year include using contacts through dealers for more ideas, cover potential traffic issues, and have more volunteers to help with registration and scoring.

**Driver Training:** need to clarify terms for DT and DE on the website – there was some confusion as to which one new members signed up for. Next year, only an emergency contact form will be used. The combined rate for school and DE drew many participants. Plan for an instructor's training day at some time next year.

**Driver Ed:** As part of track negotiations next year, try for a June event again. There was record attendance at all events this year. It was recommended to add out-of-region information to the website to field the repeated questions that arise. A confirmation

of registration was a welcome addition this year. Next year's dates are needed as soon as possible. Road America is already scheduled on July 9-10, 2007.

**Insurance:** our insurance is considered primary for events held under joint sponsorship. Renewal of the complete plan should be by December; our rates for next year are based on performance this year. Incident reports must be completed immediately; Safety and Insurance worked closely together to make this happen and observed while drivers completed the forms.

**Membership:** We welcomed many new members this year. A new member social will be announced next spring.

**Ambassador to New Members:** this position will be discontinued next year.

**Advertising:** an up-charge was made for color ads; those who have them are pleased with the results.

**Newsletter:** please send more articles and photos to the editor. Positive identification of those shown in photos is appreciated. The editor will try to have a color centerfold twice a year.

**Rules:** PCA guidelines will determine classes for next year. Also plan to discuss and review passing rules for DE.

**Registration:** Much good information was passed on to the new registrars including how to set up groups, the use of extra help at First Fling to put all tech information together, and to inspect helmets. Discussed Tech requirements for next year, with use of new form and guidelines recommended. Website registration should be ready by First Fling. It was used for Club Race and will transfer well to DE.

**Social:** only a small number of members have registered to date for the awards banquet on 11/4. Details are posted in the newsletter. The winter party will take place in January with the date and speaker to be determined.

**Safety:** our season ended with no major injuries. The radio situation needs to be refined whether by track ownership or other rental or ownership arrangements. We arrange our own ambulance service. Prepare a list of recommendations from our perspective regarding radios to send to the track. Safety will join in the review of passing rules.

**Touring:** this new group had two very successful events, which filled up quickly. For next year, refinements will be made to registration for Nord Stern and PCA members.

Respectfully Submitted

Eleanor Renwick, Secretary

# Tech Quiz . . .

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

## 911 (1978-1989) QUESTIONS

1.. The 1972 911's featured:

- a. 2.7-liter engines
- b. Six speed gearboxes
- c. Type 915 transaxles
- d. Litronic lights

Excellence, 1st Ed., pages 626-627

2. What was the most significant feature of the 1974 G-series 911?

- a. The roof line
- b. Third brake light
- c. Airbags
- d. The new 5 mph bumpers

Excellence, 1st Ed., page 748

3. The original 911 (901) was introduced at the Automobile Show at Frankfurt am Main in September 1963.

True or False

Excellence, Vol. 1, page 333

4. The body structure of the Type 911 was not designed along the same principles as the Type 356.

True or False

Excellence, Vol. 1, page 340

5. One of the elements of the Type 901 engine was the heat exchangers that provided:

- a. More power
- b. Better fuel mileage
- c. Interior heating
- d. None of the above

Excellence, Vol. 1, page 344

6.. What was one of the most daring chassis features of the original 911?

- a. Leaf springs
- b. Torsion bars
- c. All wheel drive
- d. Strut-type front suspension

Excellence, Vol. 1, page 345

7. One of the reasons for the delay in the launch of the 901 was the need to complete the production run of Porsche 904's.

True or False

Excellence, Vol. 1, page 348

8. The four-cylinder engine of the 912 weighed 600 pounds less than the six-cylinder engine of the 911.

True or False

Excellence, Vol. 1, page 352

9. The Type 616/36 four-cylinder engine used in the 912 had two large cylindrical air cleaners and what other feature?

- a. Fuel injection
- b. Supercharging
- c. Wet-sump oiling
- d. None of the above

Excellence, Vol. 1, page 352

10. The original Type 911 had a wood-rimmed steering wheel, the 912's was made of:

- a. Ivory
- b. Aluminum
- c. Leather
- d. Plastic

Excellence, Vol. 1, page 353

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

# For Sale . . .

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

## BLUE BIRD

### 1974 911 RSR Replica coupe

VIN WP0AA0911BS120071 Sonoco Blue with Silver Carrera graphics. 3.0 SC motor. Built on a 1981 SC chassis. 122,574 miles (no leaks), excellent oil pressure, even at idle.

#### Exterior:

Carbon fiber parts: hood, rear bumper, IROC whale tail...All other body panels in fiberglass from GT Racing, with the exception of the doors and roof...all painted Sonoco blue with tasteful amounts of carbon fiber showing. H4 Headlights. Side skirts. Finished with silver Carrera graphics and Clear Bra.



#### Interior:

Also in carbon fiber: dash, radio blank, door window sills, and inside door panels. Door panels have billet aluminum handcrafted door handles. Air conditioning, sun roof, electric mirrors and windows. Blue/black RSR type interior with blue/black Sparco seats with matching blue Simpson cam loc seat belts (drivers side) and blue Simpson regular seat belts (passenger side). New blue headliner. Original weight 2900 lbs, now 2520 lbs.

#### Wheels:

9" & 11" Fuchs wheels with 245 x 40 x 17 front and 275 x 40 x 17 Bridgestone Potenza rears. Sonoco blue powder painted Titanium lug nuts. A fine example of an RSR with all the comforts. \$27,900.

Hank Godfredson 719-592-0032

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## 1967 912 Coupe

This car is a survivor with 97,000 miles and a rust free chasis. All mechanicals are rebuilt or inspected. Straight body with no dents or dings. Nice white exterior and black interior. Factory chrome wheels and hubcaps. This is a fun and reliable driver. \$10,500. Phil Saari, 651-484-0303 or ps356er@yahoo.com or email pictures upon request of the top, inside and bottom.

#### Other Parts for Sale by Offer

HRE 3-piece 17x8.5F & 18x10R wheels w/ New Hoosiers 245/40-17 & 285/30-18, 2nd set of Porsche wheels, Hot Lap Timer, (4) Racer-W Gas Cans w/funnel, case (12) of AMSOIL 20W50 Racing Oil. Also, (8) 16 x 7 SVT wheels 4-108 pattern for many Audi/Ford/Mercury (ask for fit list) and Pilot Sport Cups (4) 225/40-18 and (3) 265/35-18. Chris Koehler, Minnetonka, 612-237-3342 (c), cjkoehler13@aol.com

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Left, at this past summer's fabulous Concours out in Shakopee just one of a number of lovingly cared for 356s gets a last inspection before the judges arrive. Photo by Jill Daneu.

# PorschePlatz for 2007

courtesy Zone 10 Rep John Phillips

2007 ALMS schedule will continue the Porscheplatz at each event.

## 2007 AMERICAN LE MANS SERIES SCHEDULE

March 17, Mobil 1 Twelve Hours of Sebring, SPEED

March 31, St. Petersburg, SPEED

April 14, Long Beach, SPEED

April 21, Houston, CBS Sports

May 19, Salt Lake City, CBS Sports

July 7, Lime Rock Park, CBS Sports

July 22, Mid-Ohio, CBS Sports

August 11, Road America, NBC Sports

August 26, Mosport, SPEED

September 1, Detroit, SPEED

October 6, Road Atlanta/Petit Le Mans, SPEED

October 20, Mazda Raceway Laguna Seca, SPEED



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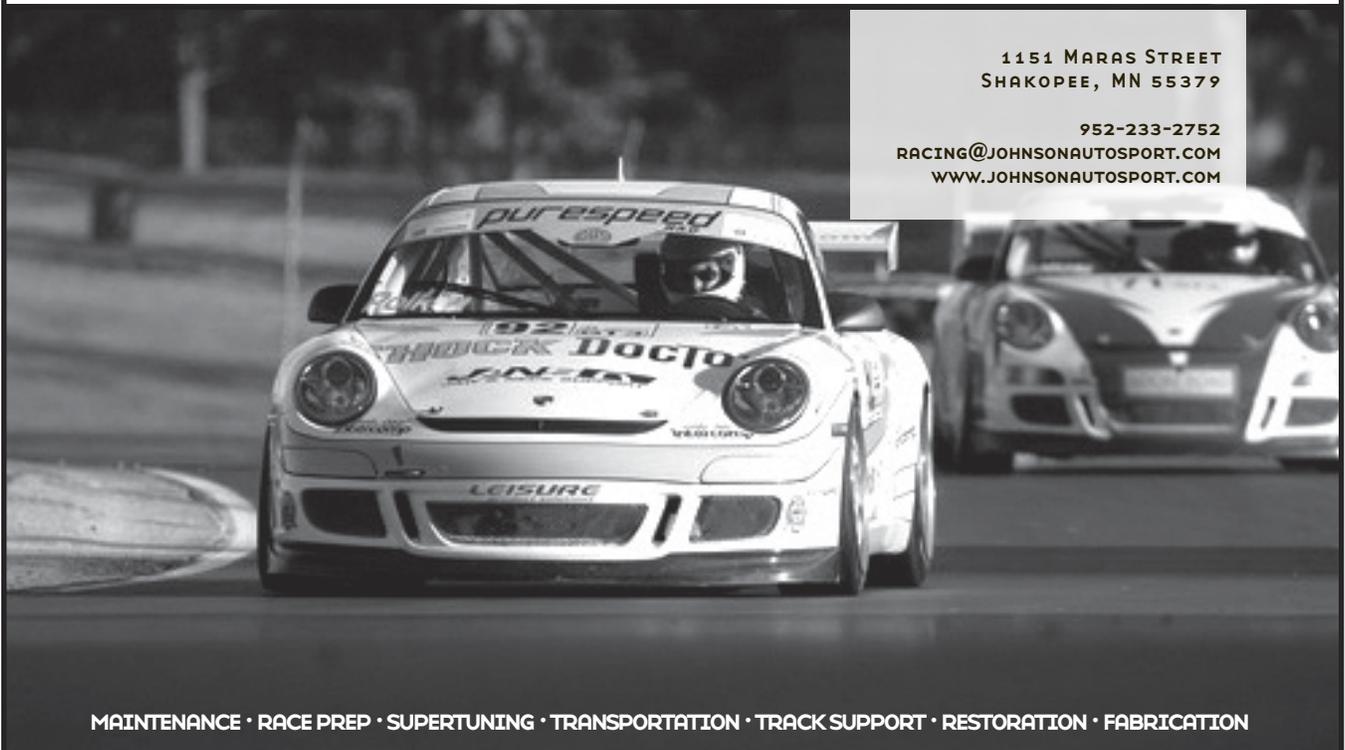


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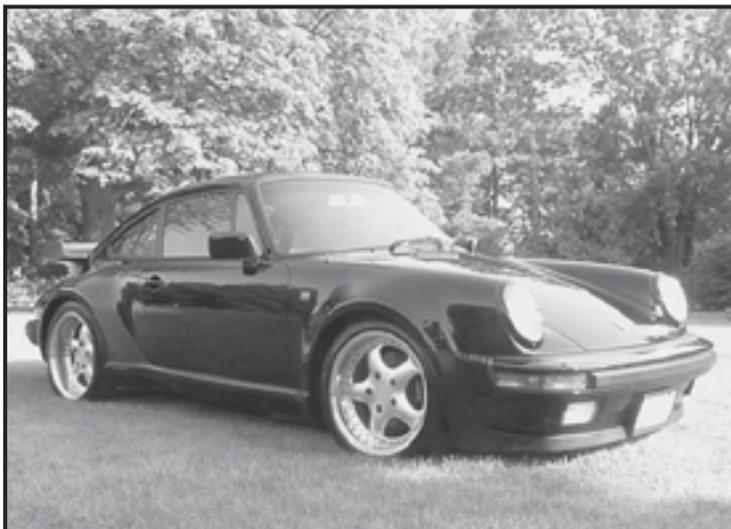
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## 2006 AutoCross Series

Class	Car#	Driver Name	Year	Car	4/22	5/14	8/13	9/10	9/14	9/29	Raw Total (best4) Series Trophy
GT1	202	Mark Dekutoski	87	930	20					20	40
SP1	67	Chuck Porter	83	944	20					20	40
SP1	167	Betsy Porter	83	944	16					16	32
B	114	Luis Fraguada	2	911GT2	20				16	20	56 1st
B	106	Jim Leslie	4	911GT3					20		20
B	117	Marty Kay	1	996TT						16	16
B	999	Keith Erickson	1	996TT						13	13
C	259	Daryl Dodson	88	930	11					20	31
C	173	Candace Sabers	96	993	5					16	21
C	89	Jim Breakey		996	20						20
C	306	Nathan Doyle	96	993			20				20
C	106	Jim Leslie	96	993TT	16						16
C	60	Sean Wheatly	99	996	13						13
C	641	Dan Leep	99	996	9						9
C	417	John Schultz	2	996	8						8
C	2	Sean Gregory	4	996	7						7
C	512	Richard Magel	4	996	6						6
D	9	Ron Lewis	95	993	16	20			20		56 1st
D	493	Kim Fritze	6	CaymanS	7			20		11	38 1st
D	38	Cliff Anderson	97	993C2	13					20	33
D	5	Guy Reeder	95	993	11					16	27
D	171	Steve Saber	96	993	9					13	22
D	23	Bob Viau, Sr.		944TCS	20						20
D	200	Jim Fease	89	944T	8						8
E	195	Ron Johnson	93	968CS	20					20	40
E	327	Lloyd Vasilakes	5	BoxsterS			16	20			36
E	48	Jim Benson	89	944T	16					16	32
E	206	Dale Trippler	6	Boxster			11	16			27
E	15	Mark Kittock	88	944T			13	13			26
E	447	Nabil Mara	73	911S			20				20
E	104	Dave Andersen		944TS	13						13
E	143	Bob Houston	89	944T						13	13
E	323	Brad Lano	2	911C2	11						11
E	945	Tom Rempfer	89	944T						11	11
E	75	Stephen Davis	89	944T						9	9
E	57	Ryan Davis	89	944T						8	8
E	705	Nathan Reeder	87	944T						8	8
E	88	Doug Anderson	88	944T						7	7
F	944	Randy Chadwick	91	944S2	9					20	29
F	850	Andrew Busche	87	944T	8			20			28
F	110	Brian Hanson	94	968	13					13	26
F	46	Bob Viau, Jr.	89	944S2	20						20
F	528	Susanne Clay	87	944T			20				20
F	82	Bret Bailey	85	911	11					9	20
F	224	Lon Tusler		944T	6					11	17
F	131	Mike Courteny	85	911	16						16
F	189	John Meier	2	Boxster				16			16
F	923	John Perl	89	944S2						16	16
F	267	Jeff Johnson	90	944S2				13			13
F	727	Kris Meacham	89	944T	3					8	11
F	253	Bill Houghton		944T	4					4	8
F	968	Jack Pierce	0	Boxster	1					7	8
F	170	Dave Engh	86	944T	7						7
F	714	Todd Bridgeman	86	911						6	6
F	27	Joe Ostrander	87	911	5						5
F	395	Mark Kedrowski	90	944S2						5	5
F	295	Michele Johnson		968						3	3
F	927	Erik Polk	87	911	2						2
F	41	Bill Votel	90	944S2	1						1
F	182	Ken Marlow		911	1						1
F	926	Ken Fisher	87	911	1						1
G	277	Harvey Robideau	83	911SC			20	20			40
G	47	Ron Faust	80	911SC	11					20	31
G	303	Shannon Ivey	82	911SC	20						20
G	158	Peter George	70	911S	16						16
G	865	Glen Larson	80	928S	13						13
G	892	Dan Smith	76	911	9						9
G	811	Jay Turkbaz	83	911	8						8
H	64	Bob Viau, Jr.	87	924S						20	20
H	164	Rick Viau	87	924S						16	16
I	56	Roy Henneberger	89	944	16	20				13	49 1st
I	7	Dave Galey	88	944	20					20	40
I	777	James Tourtillotte	88	924S			20				20
I	17	Elliot Galey	88	944						16	16
I	18	Jim Miller	87	924S	13						13
I	81	Bobbi Miller	87	924S	11						11
I	717	Jeff Fross	73	911						11	11
K	914	Bruce Myers	74	914	20						20
K	356	Phil Hancock	64	356	16						16



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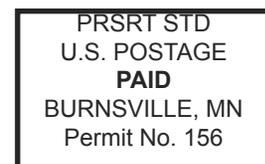
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