

NORD STERN



FEBRUARY 2007



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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7th of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non PCA members are \$24.

Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Contact the advertising manager for further details.

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Online issues, past and present are available in pdf format at <http://www.nordstern.org/Newsletters/index.html>

Front Cover:

Submitted before the end of 2006, Mike Jekot's rendition of the 2006 911 Turbo makes a wonderful cover. Thanks, Mike! Your passion for Porsche is very obvious in your art. <http://www.reconstructions.com> to see more of Mike's work and contact info.

Address changes

PLUS!

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While it's the shortest month of the year, much gets packed into good ole' February. And it's certainly true of this issue. Snow, Valentine's Day, Cold, Short Days, Long Nights - I consider this the month winter turns the corner and we can start thinking spring (and getting the car out, driving, DT and DE just right around the corner, Tours, you name it!).

Our annual Holiday Dinner and speaker was recently held at Interlachen Country Club in Edina, Again, the club members turned out in force to enjoy an excellent meal in a lovely setting with lots of good conversations with the all-important 'gavel pass' to Cal Townsend (Rick, I think the year flew by although you may not agree!) after which we enjoyed listening to Chris Economaki, truly THE voice of car racing over the years (my significant other refers to him as the 'Howard Cosell' of auto racing and as a casual race fan that certainly made me understand his place in history). He regaled us with a number of historical facts and figures laced with expert commentary on the state of racing then and now. Truly a legend . . . and the club certainly is indebted to member Bill Berard for making the arrangements to get Chris up here. His stories about automobile racing at our venerable State Fair were hysterical. Kudos also to Kim and Keith Fritze for organizing and making this event happen.

Please take a moment and check out the calendar, there are several new dates for upcoming adventures including an Open House at Nurburgring, Inc., a long-time advertiser and shop owned by Nord Stern member Rick Moe who has a long history of involvement in the club. Set for Saturday, February 10th from

noon to 3 p.m. Rick will be focusing on the issues and concerns of restoring vintage Porsches. He promises lots of expertise on hand to answer questions and a number of vehicles in various stages of restoration. See page 12 for further details.

And please note the inclusion in this month of the updated Tech Inspection form needed for registration at Driver Training (that's the school...) and Driver Education (that's the on track driving practice sessions...) PLUS information about assigned car numbers. The list of current assigned numbers is in this issue and it's the earliest we have ever published it, thank you Dave Anderson and Keith Fritze! Take a look and note the procedure of requesting a change.

Also we have photos of award-winners from the past season's Concours, Driver Ed and Rally participation. It's not everyone, but is quite a few. If you won an award and were not on hand to receive it you can get a hold of your plaque by contacting either Rick LaVerdiere or Cal Townsend. It's pretty nice hardware! While I do believe most of us participate in the myriad events Nord Stern sponsors for fun, there certainly is nothing wrong with enjoying recognition for a 'job well done!'

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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
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Back cover	N/A	N/A	\$95

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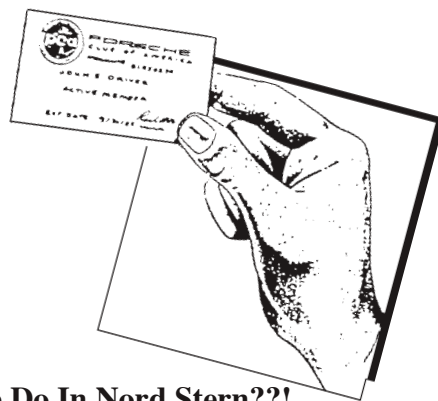
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Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. *A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events.*

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.

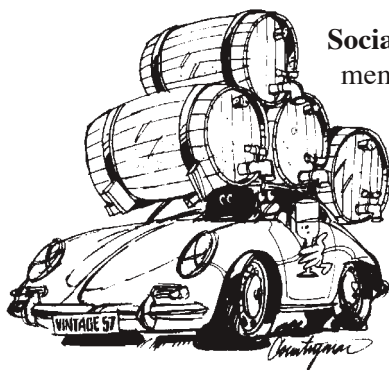
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



Susan & Patrick Clay
Woodbury, MN
1989 911

William Nystrom
Fargo, ND
1987 911

Bob & Marilyn Peterson
Moorhead, MN
1985 944

Mark & Mary Vreeland
Burnsville, MN
2001 911

The Prez Sez . . .

by Cal Townsend

Our year is underway. For many of you, you are busy working on your car to ready them for the spring. This is a good thing, This year I am hoping that everyone will find an exciting event that you can attend.

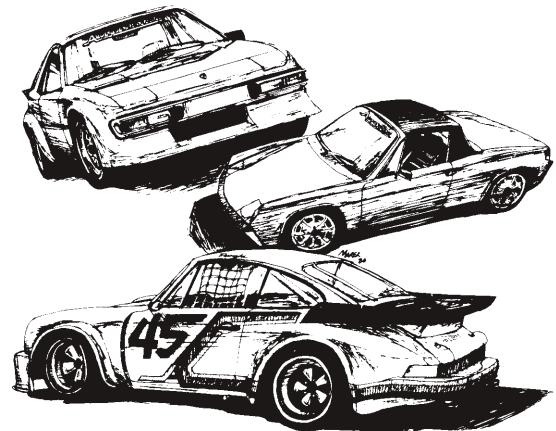
Shop Relations Chair, Ron Johnson held our first event for the season. It was a session for drivers that wanted to know more about our DE and Club Racing programs. The session, which was held at Auto Edge was jointed conducted by Bob Viau (Auto Edge) and Jim Bryant (Apex). Ron reported that the session was well attended. Ron has some other exciting events planned for the year so keep watching.

Each year we try to bring you an exciting speaking for our annual Nord Stern Holiday Dinner party. The year was no exception. The party was well attended. Our guest speaker was Chris Economaki, Editor and Publisher Emeritus of the weekly publication of National Speed Sport News. Truly the Dean of Motorsports Journalism. For me it was a moment that will last me a lifetime. It was a unique opportunity for the attendees to hear a wealth of motorsports history that Chris has played a major part of most of his life. I would be remiss if I did not offer a huge thanks to Bill Berard for his efforts in getting Chris as our

speaker and to secure the Interlachen Country Club as our party site. A special thanks to Kim and Keith Fritze our Social Chairs being superb hosts.

What's next on our event calendar. In March, we will have our new members social. If you can attend, please come and welcome the new members to our club. In the interim, start you planning process now to determine the event/s that you will attend so that we can make this season another successful year for Nord Stern

Sharing a common bond . . . Our Porsche



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PCA Member Since 1994 – PCA Club Racing Participant – PCA Club Racing National Scrutineer

Porsche Angels

Photos and text by Lin & Cheryl Burney, reprinted from Kansas City Region Der Sportwagen

It has truly been a season of thanksgiving in the Porsche community. News surfaced recently that Porsche owner, Jim Cooper of New Mexico, was suffering from Stage IV melanoma and is currently undergoing chemo treatments. Jim is widely-known in the 944 world as the inspiration for the Cooper Cup (www.coopercup.com).

Jim's medical problems came to the attention of 944 Rennlist members who wanted to do something to cheer him up and speed his recovery. Further inquiries revealed that Jim's 1989 944 also suffered from a number of ailments and had been non-operational for more than a year. Thanks to Dan Dalen and others at Rennlist, Project Rennwish, a nationwide effort to restore Jim's 944 back to running condition, was started. In the words of one member, "There is no better medicine or incentive to get well than a ride in a finely-tuned Porsche." On October 26, PCA member, Scott Harrison, transported Jim's car from New Mexico to the home base of the Kansas City Wrenching Society in Shawnee, Kansas.



Once in Kansas, PCA volunteers from the Kansas City Wrenching Society began the tedious work of determining the repairs, adjustments and parts required to restore the car to running condition. The cam tower, head, belts, valves, injectors and other suspect items of the powertrain were removed, cleaned, repaired and, when necessary, sent out for additional work.

Jim's 944 was clearly not a garage queen. The front spoiler and nosepiece required extensive repairs while the body and bumpers were marked by a number of dings, gouges, dents, scratches and other paint damage which required special skills to repair. Inside the car, a host of repair items included inoperative gauges, a broken clock, worn seats and loose interior panels.

Outwardly a daunting task, but for those involved, the Cooper car project with its many challenges, has become a labor of love. The project has rallied scores of nameless supporters throughout



the country in what has been a seemingly endless outpouring of helpful advice, hard-to-find parts, specialty skills and pledges of financial support. To coordinate this national effort, local Kansas City Wrenchers used the Rennlist forum as a central clearinghouse for replacement parts and donations. At the same time, members used their local website (kcws.org) to coordinate local requirements, as well as a means of providing everyone with a real-time update of the car's progress.

While informal, the system has been quick and effective. A posting on Rennlist requesting fuel injectors for a rare 2.7L engine resulted in responses from folks across the country, along with an offer by WitchHunter Performance to rebuild and flow test the injectors. Similar requests for help resulted in a tail light assembly from Henry Derr in Cheyenne, a steering wheel donated by Dan Jauch in Cincinnati, and a pledge by Paul Champagne on Rennlist to re-cover the steering wheel in leather with a Porsche crest. In Kansas City, Karl Wilen at ImagineAuto pulled the head to repair damage from a timing belt failure. John Clark at Clark Motorsports in Kansas City is resurfacing the head and replacing the valves.



Upon hearing of Jim's plight, fellow Vietnam Vet, Tim Schumacher of Kansas City, offered to repair the front spoiler, the nosepiece and repaint the car.

Jim Cooper's car is well into the restoration process. In early December, Tim and his paint and body shop crew worked their predictable magic on Jim's Porsche



and the brilliant showroom gleam has returned. Dents, gouges and other daily driver character marks have disappeared under a beautiful coat of Bamboo Metallic paint.

With the car back from the paint shop, work on the interior is fully underway. Mike Morgan has repaired the headliner and installed a new shift boot, climate control knobs, clock, CD player and trim pieces for the dash. Installing the newly-recovered



steering wheel, sporting a Porsche crest in leather, and recovering the seats are next.

Thanks to a number of PCA members and the generous support of an awesome network of angels, the transformation of Jim's Porsche back to an operational state continues. Those volunteering on the project have been amazed by the generosity of the many people who are quietly donating parts, service, labor, technical help, funding and prayers in support of this cause. As Harrison pointed out, "It was an easy thing to decide to take on this project for someone that I know, but those of you who have contributed without knowing the guy or his reputation—I truly take my hat off to you!"

And Jim's condition, well, the "Cupmeister" is beginning his own mending process. Although he remains on an aggressive medical treatment schedule, Jim has already begun the initial

planning for a trip to meet the many volunteers involved in the project. If you would like to know more about Jim and his car, a visit to <http://forums.rennlist.com/rennforums/showthread.php?t=306232> will provide a detailed history of this project and its national roots. You may also monitor progress on the car at www.kcws.org.

You just never know about Porsche folks. Sometimes they turn out to be angels.

Special thanks to:

Rennlist

ImagineAuto

KC Colors

Clark Motorsports

Rennbay

WitchHunter Performance

Design Paul Champagne, Inc.

944ecology

Marketing Solutions Group

Kansas City Wrenching Society



Membership Facts . . . Better Than Fiction

by Membership Chair Steve Sherf

Thank you to all who have renewed your membership in Nord Stern. As one of the oldest clubs in the country we have a proud history of camaraderie and, since we are one of the largest Porsche clubs we have the resources to meet nearly everyone's interests. In 2006 the club added several "cruises" to its lengthy list of organized events. These cruises, like the rallye that was initiated in 2005, emphasize the social aspect of the club. Performance driving remains a strong attraction as well, as both of last year's driving schools filled up quickly and attendance at the track events was up. Nord Stern members also support the Club Racing program with 87 licensed drivers.

I highly encourage the newer members to get involved with the club. It is the best way to meet great people from a variety of backgrounds and occupations, learn more about your car and, most importantly, have fun with your Porsche.

(Editor's Note: and a reminder to all current Nord Stern members and newsletter subscribers: YOUR DUES ARE DUE, use the convenient envelope from last month to mail in your \$20, \$55 (3 year renewal or \$90 (5 year renewal!) No more newsletters after next month if your membership is expiring - see your mailing label Dec06 means it's expired!!!!)

Here are some fun Nord Stern facts:

• Number of active members:	424
• Members for 10 or more years:	76
• Number of cars more than 30 years old	86
• Machinery mix:	
356	13
911	175
993	32
996	45
997	4
914	19
924	6
928	15
944	81
968	17
Boxster	35
Cayenne	5
Cayman	1

THANKS AUTO EDGE!

Some wins, a Brainerd lap record, great friends and countless good times.

In a season where we saw fast times and some big hits, I paused many times to reflect on my gratitude that AUTO EDGE builds them safe and fast.



*Thanks to: Bob, Pam, Rick, both Mikes, Brian, Dave, Rob, George and Roland
~ John McCarthy*

NS New Member Orientation & Pizza Social!

Wednesday, March 7th
6:30 pm - Cost: \$10

This is a great opportunity for new members and those thinking about joining the club to find out more about Nord Stern's activities and to meet other new members. We will have short presentations on:

- Driving Schools
- Tech Sessions
- Concours
- Rally & Cruises
- Social events
- Low speed autocrosses
- High speed track events
- Club racing



You'll learn about the many ways to enjoy your car and your club, and will get your questions answered.

Please join us at 6:30 PM at the Kelly Inn (Plymouth Room) in Plymouth, located in the SE quadrant of I-494 & Highway 55. A pizza buffet and soft drinks will be available for \$10.00 per person.

RSVP with Steve at 952-471-1054 (ssherf@att.net) by Monday, March 5, 2007. Just leave your name and number of guests that will attend; send no money (pay at the door). Family members are welcome!

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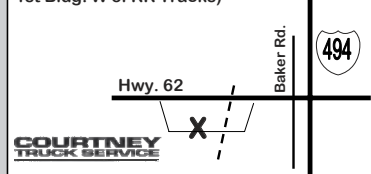


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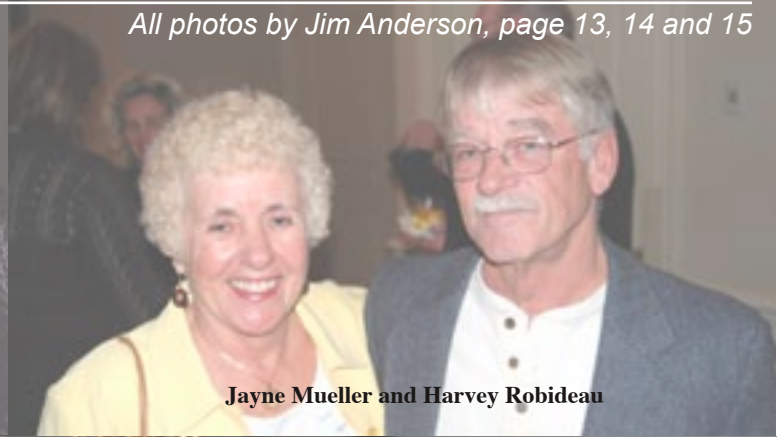


Out and About at Fall Awards Dinner . . .

All photos by Jim Anderson, page 13, 14 and 15



**Mary Ann Hascall, Rick LaVerdiere, Richard Hascall and
Kathy Berard**



Jayne Mueller and Harvey Robideau



**John Phillips, Michelle Johnson,
Bill Berard and Ron Johnson**



**Sharon & Bob Barker, Gail and Jim
Bahner, Kim Fritze**



**Vilma & Luis
Fraguada with Claire
Faust (Ali Vasquez
behind)**



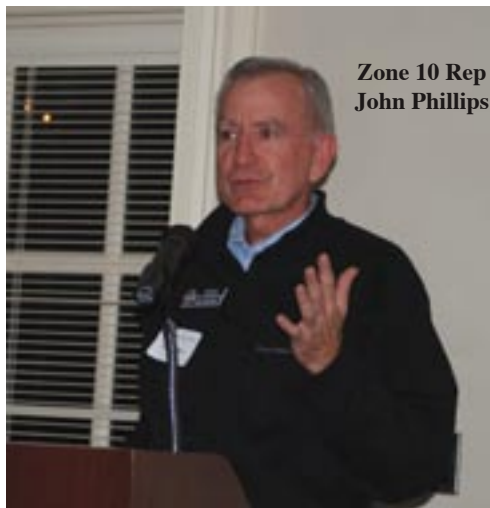
**Long-time members Deb & Corey
Johnson**



**Fred and Pat
Jacobberger**



**Ron Faust, Becky
Dvorak, Claire Faust
& Vilma Fraguada**



**Zone 10 Rep
John Phillips**



**Concours Chair Dale
Trippler hands out
awards**



**Concours
Award Class A
Full 1st Place:
Corey Johnson**



**Concours
Award Class
E Full 1st
Place: Luis
Fraguada, Sr.**



**Concours
Award Class A
Street 1st Place:
Rhonda Cottrell
(husband Myron
accepts)**



**Concours
Award Class
A Street 3rd
Place: Lon
Tusler**



**Concours
Class B Street
1st Place: Bill
Donald**



**Concours
Class D Street
1st Place:
Richard
Hascall**



**Concours
Award Class
E Street 1st
Place: Chet
Ellingson**



**Concours
Award Class R
Race 1st Place:
Dave Roberts**



**Concours Award
Class R Race 3rd
Place: Walt Duffy
(accepting is Dave
Sanderson)**



**Rally Award
winners:**

**Rally winners
Jayne and Rudy
Mueller**



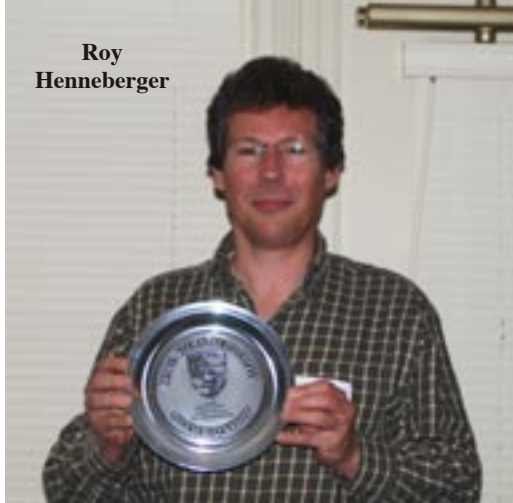
**Autocross Chair
Harv Robideau**



Kim Fritze



**Roy
Henneberger**



**Member of the
Year: Ed Tripet**



**Rookie of the
Year: Jack
Pierce**



**2006 President Rick LaVerdiere and past
president, Club Race Chair Roger Johnson**



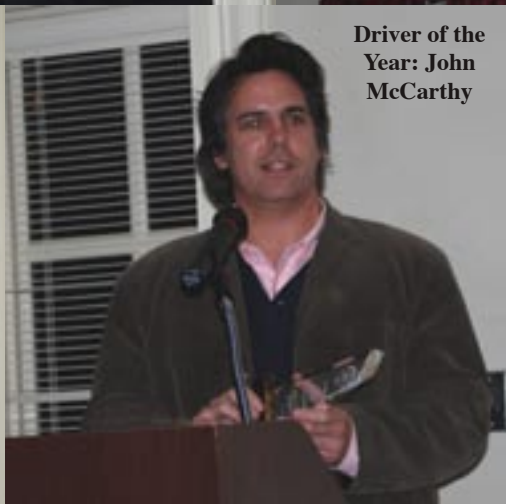
**Rick LaVerdiere
presented Auto
Edge owners Pam
and Bob Viau**



**Roger Johnson presents Sheila Andrews of
Maplewood Imports**



**Driver of the
Year: John
McCarthy**



**Retiring Board
Member Scott
Anderst**



Car Number Assignments . . . and How to Request a Change

by Keith & Kim Fritze, Registrar

With the 2007 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers are returned to the pool for re-allocation based on the policies and procedures listed below.

Please help to keep this data set up to date. If you have an existing number, please review the attached list for accuracy. If a number is assigned to you that you are no longer using, please let the Registrar know.

Procedures to obtain and maintain a car number assigned to a driver

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- New drivers will automatically be assigned a 3-digit number when they register for their first event. This number can be exchanged for an unused number the next year following the normal allocation process.
- Active drivers (after their first year) may request a different number if it is available. Requests should be in writing

and must be received prior to the deadline set by the Registrar each spring.

- Duplicate number requests will be resolved by seniority based upon the number of years each member has been in the Club.

- Drivers will be notified of their number assignment by email or phone shortly after all requests have been processed.

Questions about car numbers and their assignments should be directed to the DE Registrar:

Kim Fritze

Phone: 612-275-4891

Email: registrar@nordstern.org

(nsrfritze@yahoo.com)

Car Number Change Request Form

Requests for new numbers for the upcoming season should be postmarked no later than April 15th. If you are sharing your car, you need to fill out a form for each driver. Please select three (3) numbers, listing them by preference.

Send Requests To: Keith Fritze Attn: Nord Stern Registrar 2515 Countryside Drive Long Lake, MN 55356	Current Car #	Choice #1	Choice #2	Choice #2
	Driver Name			
	Phone Number		E-Mail Address, preferred	

Last Name	First Name	Car #	Arhart	Jim	16	Cirillo	Nick	35	Lunde	Bob	54
Skweres	Mark	0	Beatty	Jon	17	Barker	Bob	36	Johnson	Bob	55
Turkbash	Jay	0	Miller	Jim	18	Greene	Jerry	37	Henneberger	Roy	56
Binek	Paul	1	Viau	Robert	19	Anderson	Cliff	38	Kostron	Damian	56
Johnson	Roger	2	Dvorak	Christopher	20	Selner	Michael	39	Davis	Ryan	57
Gregory	Sean	2	Pfister	Joel	21	Tokheim	Daniel	40	Benson	Jim	58
Boeder	Bruce	3	McGlynn	Tom	22	Votel	William	41	Crumb	Kim	59
White	Phil	4	Roberts	Dave	23	Sherf	Steve	42	Wheatley	Sean	60
Reeder	Guy	5	Steen	David	24	Rebane	John	43	Garske	Steve	61
Draper	Justin	6	Rothman	Joe	25	Tripet	Edward	44	Draper	Ron	62
Galey	Dave	7	Mayer	Scott	26	Yee	Gary	45	Luehmann	Jay	63
Fleming	Bob	8	Meintsma	Kirk	27	Viau	Robert	46	Viau	Pam	64
Lewis	Ronald	9	Meintsma	Richard	28	Faust	Ron	47	Tripet	Shawn	65
Moe	Rick	10	Lee	Victor	29	Benson	Kendall	48	Holton	James	66
Seubert	Jim	11	Johnson	Vaughn	30	Hoke	Michael	49	Porter	Charles	67
Miller	Don	12	Boeder	Christie	31	Johnson	Terry	50	Carlsson	Hakan	68
Smith	Chip	13	Smith	Nancy	32	Jacobsohn	Lee	51	Washburn	Steve	69
VeLure	John	14	Kosky	Robert	33	Olson	Paul	52	Nelson	Dale	70
Kittock	Mark	15	Cousins	John	34	Kostron	Dwane	53	Wen	Jonathan	71

Weisel	David	72	Cirillo	Susan	135	Roberts	David	210	Albrect	Mark	419
Sawinski	Clint	73	Hall	Loran	138	Vickery	Teresa	211	Sherf	Jeff	421
Perl	John II	74	Fraguada	"Luis, Jr."	141	Lilja	Phil	212	Jacobberger	Fred	438
Davis	Stephen	75	Sherf	David	142	Warford	John	214	Penzel	Rolf	444
VeLure	Jill	76	Houston	Bob	143	Hedeen	Jason	218	Olson	Paul H.	469
Michals	Steve	77	Corson	Richard	145	Scovanner	Doug	221	Faust	Jon	472
Carlsson	Magnus	78	Viau	"Bob, Jr."	146	Bahner	James	223	Michals	Brent	477
Ready	Chuck	79	Olson	Linda	149	Tusler	Lon	224	Hoke	Mathew	491
Ostrander	Gregg	80	Lysaker	Glenn	150	Kostron	Donovan	226	Fritze	Keith	492
Miller	Barbara	81	Knettel	Todd	151	Scovanner	Mary	227	Fritze	Kim	493
Bailey	Bret	82	Olson	Michelle	152	Knox	David	234	Muldowney	Daniel	511
Fresh	Gregory	83	Johnson	Tom	153	O'Brien	James	240	Magel	Richard	512
Johnson	Chris	85	Smillie	Brian	154	Lewis	Brian	241	Erickson	Don	621
Townsend	Cal	85	Elsing	Rodney	155	Schaal	David	244	Doyle	Nathan	631
Pfister	Joel	86	Washburn	Steve	156	Kaye	Marty	249	Skweres	Mark	632
Knox	David	87	Teteris	Mark	157	Tripet	Ed	250	Adams	Greg	633
LaVerdiere	Rick	88	George	Peter	158	Rothman	Michelle	251	Albrecht	Mark	634
Breakey	Jim	89	Crumb	Betty Ann	159	Houghton	Todd	253	Gault	Dara	635
Kelly	Patrick	90	Christopherson			Searls	Mark	254	Doyle	Dennis	638
Ingraham	Dave	91		Tyler	160	Sogge	Phillip	255	Harralson	Bill	639
Wood	James	92	Polk	Rick	160	Drake	Marsha	256	Newport	Billy	640
Anderst	Scott	93	Swanson	Tony	162	Schwabel	Mark	257	Polk	Rick	661
Bryant	Jim	94	Pilhofer	Wendy	164	Dodson	Darryll	259	Beers	Richard	666
Weber	Christopher J.	95	Viau	Bob Jr	164	Schwartz	Jesse	260	Hazelwood	Frank	671
Rogers	Henry	96	Potts	Jim	165	Kelly	Tom	262	Brennan	Karen	689
Dvorak	Chris	97	Renwick	Eleanor	166	Greene	Jerry	263	Bowers	James	705
Summers	Nick	98	Porter	Betsey	167	Johnson	Jeff	267	Kittock	Pat	706
Passananti	Steve	99	Bogema	Bruce	168	Parsons	David	269	Neid	Mark	707
Walker	Tim	100	Osgood	Rodney	169	Hazelwood	Ed	271	Meacham	Kris	720
Meyer	Rick	101	Engh	David	170	Tripet	Shawn	275	Marple	Dave	721
Holm	Chris	102	Sabers	Steve	171	Robideau	Harvey	277	Kuhne	Jessica	724
Jones	Keith	103	Sabers	Candace	173	Pladson	Mark	285	Meacham	Kris	727
Anderson	David	104	Hoel	David	175	Gale	Brian	286	Piper	Bob	738
Bowers	Michael	105	Sabers	Mike	176	Chadwick	Randall	287	Knettel	Janine	751
Leslie	Jim	106	Michals	Mark	177	Johnson	John	295	Garske	Jeff	761
Dvorak	Susanne	107	Michals	Rob	178	Harding	Mark	297	Macfarlane	Ron	766
Softing	Jeffery	108	Wilmes	Peter	179	Groschen	William	300	Walsh	Bryan	767
Robertson	Scott	109	Clark	Garfield	180	Bailey	Becky	302	Tourtillotte	Jim	777
Hanson	Brian	110	Olson	Arden	181	Ivey	Shannon	303	Wright	Harlan	778
Sundet	David	111	Marlow	Ken	182	Brabec	Mark	306	Wood	James	782
Newman	Ray	112	Wood	Denise	182	Beaumont	Curtis	308	Summers	Nick	789
Roberts	David	113	Fresh	Brad	184	Kelly	Kevin	312	Schaal	David	806
Fraguada	"Luis, Sr."	114	Doyle	Dennis	185	Alpeter	Steve	313	Bailey	Becky	821
Guettler	Greg	116	Gruebele	Keith	185	Hubbell	Kelly	315	Puffer	Pete	824
Hanson	Andrea	118	Vickery	Teresa	186	Hubbell	Platt	316	Hanson	Steven	830
Merriman	Ben	119	Gette	David	187	Holm	Chris	317	Rempfer	Tommy	845
Dvorak	Susanne	120	Carideo	Tony	188	Roth	Joe	321	Busche	Andrew	850
Joseph	John	121	Schmid	Andrew	190	Roth	Terry	322	Johnson	Chris	851
Smith	Ron	123	Tanler	Richard	191	Lano	Brad	323	Macaluso	Michael	852
Kuhne	Scott	124	Lawrence	Jeffrey	193	Macaluso	Michael	330	Cleppe	Mark	853
Adams	Greg	125	Johnson	Ron	195	Mortenson	Tim	331	Delong	Sarah	854
Mayer	Kelly	126	Anderst	Margo	197	Hancock	Phil	356	Dekutoski	Mark	855
Harralson	Bill	127	Summers	Nick	198	Johnson	Michele	395	Dekutoski	Michael	856
Sundet	Mike	128	Tanler	Richard	199	Kelly	Patrick	400	Hayden	Steve	858
Lee	Susan	129	Dekutoski	Mark	202	Kelly	Suruchi	401	Larson	Glen	865
Jones	Keith	130	Oakes	Sandra	207	Boeder	Geoffrey	403	Kardashian	Chris	870
Courtney	Mike	131	Beeman	Gary	209	Fraguada	Vilmarie	411	Perl	John II	874
Gjerdingen	Scott	132	Brewer	Michael	210	Jenny	Eric	416			

Continued on page 21

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

February

- 10** Nurburgring Open House**
Noon to 3 p.m.
Restoring Vintage Porsches
See pg. 12 for details...
- 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
- 24** Yesterday's Auto Open House**
10:00 a.m.
Lyndale Ave. S. and 28th Minneapolis
www.yesterdaysauto.com
Contact: Greg Thompson/Mercedes-Benz Club (651) 735-1578

March

- 7 NS New Member Social**
Wednesday evening 6:30 pm
Green Mill in the xxx Hotel
Corner of Hwy 494/55
RSVP: Steve Sherf: sherfs@aol.com
- 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

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

- 27 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
- 28-29 First Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

May

2007

- 6 Annual Maplewood AutoFair**
Details: TBA
Maplewood Imports (see inside back cover)
- 12 Spring Drive and Lunch Tour**
Location: TBA
Eventmasters: Mike Lancial, thelancials@msn.com and
Sarah DeLong, sdelong@ald-mpls.com
- 20 Nord Stern Autocross**
Dakota County
Co-host w/COM - Details TBA
- 20 Inter-Marque Spring Kick-Off: Car Show & Banquet**
Hosted by Inter-Marque Council & several foreign car clubs
Radisson Plymouth (Hwy 494 and Hwy 55)
Car Show: 10 to Noon; Brunch/Awards Noon to 2 pm
Cost: \$15.75 for Brunch, car show free
?: Andy Lindbergh at: andylindbergh@earthlink.net

June

2007

- 8 Fast Fling Track Day - Format TBA**
Brainerd International Raceway
- 9-10 Fast Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com
- 8-10 13th Annual German CarFest**
Rice Park/Landmark Center, Downtown St. Paul
A week of various events including a dinner cruise, car show, dinner dance, concours
Contact: Paul Bergquist 952 937-1822 More Details TBA
- 24** Annual Nord Stern Concours**
Central Park - Roseville, MN
Eventmasters: Dale Trippler & Phil Saari
Details TBA

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August

2007

- 3-5 Nord Stern Club Race and DE Fling**
Brainerd International Raceway
Club Race Eventmaster: Roger Johnson
DE Eventmaster: Andy Busche 612 824-3547 or e-mail:
andrew.busche@watsonwyatt.com

July

2007

- 16-17 Road America Driver Ed** Note Date Change!**
Monday and Tuesday
Elkhart Lake, WI - Eventmaster: TBA
Contact Dave Anderson;; dave@anderson.com

September

2007

- 9 Nord Stern Autocross**
Dakota County
Co-host w/COM - Details TBA
- 15 Fall Drive and Lunch with Shell Brewery Tour**
Start Location: TBA
Eventmasters: Mike Lancial, thelancials@msn.com and
Sarah DeLong, sdelong@ald-mpls.com
- 21-23 Annual North Shore Fall Color Tour**
1-800-BlueFin for Room Reservations under NS
Eventmaster: John Dixon, eyerack@tcq.net
- 28 Last Fling Driver Training**
Brainerd International Raceway

Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com

- 29-30 Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

October

2007

- 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
town820@aol.com

November

2007

- 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: Cal Townsend 952 431-4442
town820@aol.com
- 18 Old Log Show - Sponsored by Mercedes-Benz Club**
Contact: Paul Bergquist 952 937-1822
Details TBA

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experience :	air cooled 911 and 356 specialist

Dechiphering Porsche Numbers/Names

by Andy Lindberg, Editor InterMarque Monthly, Vintage Foreign Motorsports of the Upper Midwest, February 2007

As you might suspect from a German engineering firm, the Porsche model numbers 356 and 911 actually mean something. Let's start with the venerable Porsche 356.

In 1931, the Professor, Ferdinand Porsche the elder, started up a firm with the catchy name of Dr. Ing. h.c. Ferdinand Porsche GmbH Konstruktionsburo Fur Motern, Fahrzeug, Luftfahrzeug, and Wasserfahrzeugbau. The first project out the door was number seven, a chassis design for Wanderer (later part of Auto Union). There is some disagreement over whether this was actually the firm's seventh design (the first six never being sold) or whether the label 007 was just stuck on the first design to convince Wanderer that Porsche was an old and experienced firm.

Other designs spewed out of the company in short order. Some of the more notable included 022 (Auto Union gran prix car), 060 (Kdf small car, also know as the VW Beetle), and 300 (jet engine for the V-1 flying bomb).

After World War II, the firm was in desperate shape and the Professor was being held hostage by the French. His son, another Ferdinand who went by Ferry, tried to raise the cash to free him. The company, now housed in an old sawmill in Austria, repaired cars, sold winches, and in 1948 produced design number 356. The car, a midengined two-seater, received rave reviews and Ferry thought the company could sell a few of them, five hundred tops, and make a little money.

A few changes were needed, however. First, to make the car easier to produce, its space frame was replaced by a monocoque design. Second, to make it more marketable, it needed a back seat. This required moving the engine from in front of the rear differential to a position behind it. Ferry figured that the VW 1100 cc mill he was using was light enough that it wouldn't upset the vehicle's handling very much, even with the car's potentially diabolical rear swing axles. He was right.

The redesigned car was known internally as the 356/2. After signing a parts contract with VW, production began. It was slow going as cars were essentially built by hand. There was only one person who could hammer out the aluminum bodies. When he went on a bender, apparently not that uncommon an occurrence, production ground to a halt. In 1950 production moved to Stuttgart, steel replaced aluminum, and things really got underway.

Many changes were made to the 356 over the years and, by the time the 356C went out of production, it was wearing body T-6. That series of numbers was, however, different than the ones that distinguished 356/1 and 356/2.

The cavalcade of designs flowing out of the Porsche company never ceased and by 1962 they were up to 804 (their formula one car). VW, however, used a lot of 800 numbers so when Porsche started thinking about a 356 replacement they decided to skip ahead to the 900s.

In September, 1963, the Porsche 901 appeared at Frankfurt's Internationale Automobil-Ausstellung. Peugeot saw the 901 label and informed Porsche that only Peugeots could be labeled XZero-X (e.g., 403).

Attorneys in the audience are probably already salivating at the grandiose fees such an intellectual property case could generate. Porsche, however, had a different attitude—they just changed the name to 911. What difference did it make anyhow?

After a few years, however, the name acquired some marketplace traction and Porsche was loath to replace it even when a new car appeared. This occurred in 1989 (the 964), 1993 (the 993), 1998 (the 996), and 2004 (the 997). All of these were labeled as 911s.



Car Number Assignments . . .

continued from page 17

Carlsson	Magnus	875	Rempfer	Tom	918
Lepisto	Antti & Paul	876	Joseph	Gerald	921
LaVerdiere	Mike	881	Knoll	Brent	922
		882	Allington	Jill	923
Walsh	Bryan	883	Fischer	Ken	926
Townsend	Cal	885	Galey	Elliot	927
Barclift	Adolf	886	DeLong	Sarah	930
Barclift	Jill	887	Anderst	Margo	931
Smith	Greg	892	Chadwick	Randy	944
Benedict	Jack	893	Rempfer	Tom	945
Hagen	Jeffrey	894	Read	Mark	951
Johnson	Kyle	897	Velure	John	968
Johnson	Tom	898	Pierce	Jack	986
Puffer	Jacob	900	Trippler	Dale	987
Clay	Patrick	907	Berard	Bill	993
Vazquez	Edmund	911	Butler	Bob	996
Meyers	Bruce	914	Erickson	Keith	999
Beatty	Nick	917			

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2007 Concours News!

by Dale Trippler, co-chair

Time to start planning for the next Concours. Who cares that it is snowing outside right now. Think sun, think warmth, think clean car and spending the day with other Porsche nuts.

The plan is for the Concours to be held on Sunday, June 24th at Central Park in Roseville. The park is on Dale Street, just south of County Road C and just north of Hwy 36. More details to come. The park offers lots of open space to display cars, ample parking and room for semis! There will be a vendor with food/beverages and the site has picnic tables and BBQ stands for picnicing.

We are encouraging everyone to stay until at least 1 or 2 p.m. as our goal is to have results available by 1:30 p.m..

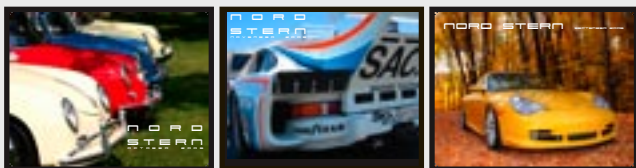
It is going to be a wonderful sunny day. Temperature will be in the mid-70. But in the off chance of clouds or any moisture, the parking lot can accommodate over 100 cars. So plan on coming regardless of the weather conditions.

Also, this year we are adding a 4th group. In addition to Full, Street, and Racing, there will be an area set aside for "Show" which gives everyone an opportunity to make a donation to the Courage Center, park with other "Show" Porsches. You won't be judged, but your car will be looked at, maybe photographed, and for sure admired by everyone who is there.

Remember, all registration fees go to The Courage Center. You and your family will have a wonderful day and you will be helping a worthy cause. So clear your calendar, plan to spend the day, and see you there.

Guess What?? Dues Are Over-Due

Your *Nord Stern* Subscription for 2007 was due 12/06



dues are:
\$20 per year
\$55 for 3 years
\$90 for 5 years

December & January issues of *Nord Stern* will include an addressed envelope for your convenience. Your Last issue will be February 2007, if not renewed...

(the label on your newsletter indicates the year your subscription expires so if it says '2006' then your subscriptions expires December 2006;
2007 means it expires December 2007, etc.)

Membership/Renewals Chair:

Steve Sherf

2675 Pheasant Rd., Excelsior, MN 55331

or email: ssherf@att.net; 952.471.1054 (hm), 612.867.1649 (cell)

Daytona to Host Rennsport Reunion III in 2007 . . . World's Largest Gathering of Porsche Race Cars and Drivers to Highlight Porsche 917 and Celebrate 25th Anniversary of Porsche 956/962

courtesy PCNA

917s from the 1998 Monterey Historics

962s and 956s from Rennsport Reunion I
at Lime Rock

All generations of Porsche endurance winners.

Grand Am Rolex Sports Car Series, Rennsport
Reunion III, Preview

ATLANTA, GA – Dec. 20, 2006 — Porsche Cars North America (PCNA) and Daytona International Speedway today announced Porsche Rennsport Reunion III will take place at the famed Florida racetrack the weekend of November 2-4, 2007.

Sponsored by PCNA and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion III is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and those who have driven them to victory in the world's most famous sports car races. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation. In addition, special activities are planned honoring the series of awesome Porsche 917 racecars and commemorating the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototype racers.

Held at three-year intervals, the third edition of Porsche Rennsport Reunion returns to Daytona International Speedway following that track's highly successful staging of Porsche Rennsport Reunion II in 2004. On that occasion, more than 600 Porsche racecars and dozens of legendary Porsche race drivers participated in a truly memorable weekend dedicated to Porsche's motorsport heritage.

"Given the tremendous response to our last event there," said Peter Schwarzenbauer, president and chief executive officer of Porsche Cars North America, "Daytona International Speedway is the logical choice as the site for Porsche Rennsport Reunion III. It is filled with Porsche racing history and is one of the few tracks in America capable of conducting an event of this magnitude."

Porsche Rennsport Reunion III will honor two of Porsche's most historic racing models – the Porsche 917 and Porsche 956/962. In coupe form, the 12-cylinder 917/K was the first Porsche to score an overall win the 24 Hours of Le Mans, scoring back-to-back victories in the 1970 and 1971 editions of the French racing classic. Fitted with twin-turbochargers producing more than 1000 horsepower, the mighty open-cockpit 917/10 and 917/30 rocketed to Sports Car Club of America Can-Am championships in 1972 and 1973.

These achievements by the 917 moved Porsche to the forefront of the sports car racing world.

Since making its Le Mans debut in 1982 with a stunning one-two-three overall finish, the Porsche 956 and its 962 stable mate have established themselves as the most successful models in the history of international sports car racing. Among their record number of overall victories spanning 14 seasons are seven in the 24 Hours of Le Mans, six in the Rolex 24 at Daytona, and four in the 12 Hours of Sebring.

Additional details of the Porsche Rennsport Reunion will be published on Porsche's press web site (www.press.porsche.com), Brian Redman's Intercontinental Events web site (www.rennsport2007.com), and Daytona International Speedway's web site (<http://www.daytonainternationalspeedway.com/>), as they become available. Ticket information is available by contacting Daytona International Speedway at 1-800-PITSHOP.



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2007 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____ Phone _____

PCA #/Exp. Date _____ Drivers License # _____

(Required)

(Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

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



Technical Safety Inspection

To be completed by qualified shop or inspector.

Shop/Inspector Performing Tech _____ Shop Stamp: _____

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 2000/Better	_____
Brake Lights	_____	Brake Lines	_____	Helmet required after 6/1/2006	_____
Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required Yes No

Items to be corrected _____

(Continue on back)

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

.Driver/Owner's Signature _____ Date _____

Carmugdgon Chronicles . . .

Look To Your Ancesters to Ease Winter Angst

by Ken Kamstra

The hurt starts right after the Christmas Holidays. Real bad. January, February, March . . . maybe even April before it's drive time again. Fun time. A time when engines rev up and the soul is revived by those wonderful, guttural sounds.

But what to do now. Now when it's cold and crappy outside. Can't go skiing. Tried it once. Fell off the ski lift on the first ride up. Hurt like hell and embarrassing to boot.

Can't go south. Get bored to death by day two. Rather putter with my cars than putt on some Florida golf course. (for more on that, see my best selling book, "GOLF IS AN UNNATURAL ACT").

Deep in my self-pitying pondering, I finally realized the phone was ringing. My sister. We get along fine. That in spite of the fact that she's a far left college teacher and I'm a far right high school drop out. And she's an Auto Immune so we can't talk cars. No matter what we talk about, she always comes around to the "Roots" thing. It's her thing. Spent much of her life doing it. Trips to our grandparent's birthplace in Holland; weeks in Europe or wherever the ancestral trail led her,

She closed the conversation the way she always does.

"Have you read any of my research?" Long pause. "You need to know about your Roots."

In the interest of full disclosure, I must confess that my disdain for genealogy is driven by more than mere slothful self-centeredness. It stems from a mortifying moment that happened in front of the entire staff of my ad agency, Kamstra Communications. An aggressive salesman was demonstrating a new computer system. He was especially proud of its research capabilities.

"Let's look into the ancestry of Mr. Kamstra," he announced, not unaware of whom would provide his sales commission.

The computer screen lit up and for a split second, data about a horse thief hanged flashed on the screen.

"Moving right along", the quick-witted salesman said as he hit the "delete" button while the staff stifled snickers. I suddenly remembered a call I had to make.

And I never forgot why I should avoid any further ancestral adventures.

"Roots, schmoots" I would think as I lied to my sister about "getting right on it."

Then an epiphany happened.

Maybe I should see what this roots thing is all about. Well at least see until the new car magazines come in. With trembling trepidation, I opened one of the bulging files and an elegantly official document greeted my eyes. It had to do with my great, great grandfather (Starkenberg on my mother's side) leaving Holland to become a U.S. citizen.

Apparently, in those days, you couldn't just sneak over

the border and declare yourself legal. No way!

Jan Starkenbberg a native of Holland makes a solemn oath it is his intention to become a citizen of the United States and to renounce forever all allegiance to William III, King of the Netherlands. (Dated June 29, 1869)

Wow! This Roots stuff is not nearly as dull as I thought it would be. And there was no further mention of horse thieves. I dug further. Wanted to find out just how the Starkenbergs got to America. Turns out they sold their gristmill to fund the voyage. Took six weeks.

During the trip their adventurous six-year-old son fell into the ship's hold and was killed. They buried him at sea.

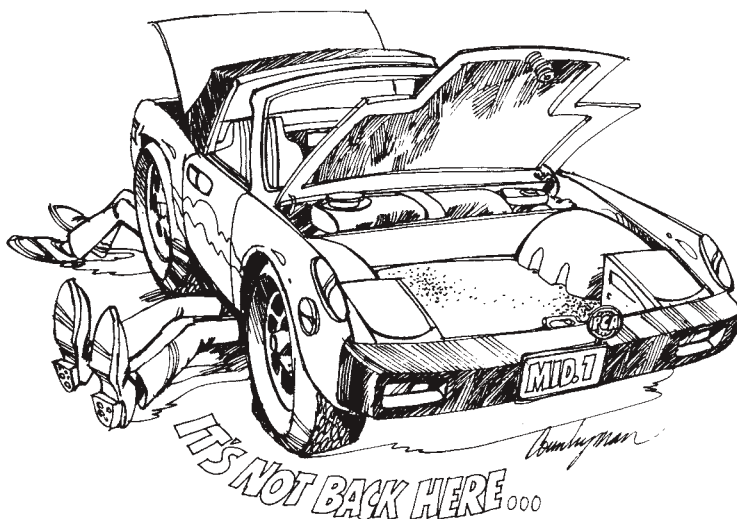
Life was brutal then. No cars. No time to worry about playing with them. I pressed on, no longer longing for a new batch of car magazines. Another document took the Starkenberg ancestry even further back.

The Encyclopedia Britannica notes the ruins of the Starkenberg Castle near Heidelberg, Germany. Built in 1064. Another, near Jerusalem was described as a "Crusader Castle".

Don't think I would survive a visit there. Too much torturing and beheading going on. I'll just take my sister's word for the castle being there.

Must admit that I already feel connected with my ancestors and I still have another thousand or so pages to study. By then it will be springtime car time.

Wonder if I should call my sister one of these days . . .



Nord Stern is How Old??

Believe it or not – the Answer is 50
in the year 2009

Yes, Nord Stern celebrates it's 50th year in 2009
And the club is starting to plan . . .

The newsletter will be looking for old photos, old newsletters
in a quest to find those fun and interesting

People - Places - Programs

which helped make this organization what it is today . . .

Looking for: 1960s and 1970s newsletters
(We have newsletters from 1985 til the present and 1972)

Memories
Momentos

The Year '08 Each *Nord Stern* Will Feature 'The Way it Was'
So dust off those memories . . .

Contact Editor Christie Boeder (editor@nordstern.org)

Conversation: Real (?) Flag Rules at the Races . . .

by Ted Glaser

- **Standing Yellow** - There may be something interesting to look at in this corner, so slow down and block the road like all the other drivers do on the interstate.
- **Waving Yellow** - Not only is there something to look at, you may have a small skill test to see if you can keep from hitting it yourself.
- **Surface Flag** - Surprise driving skill test ahead, especially for Formula Ford drivers, whom are easily confused. Try not to crash.
- **Green Flag** - Everybody else has already started racing, you might consider joining them.
- **Checkered Flag** - One more lap, so I better go like hell, put it in neutral, and shut off, so I can coast into the pits and get a good plug reading or check tire temps.
- **White Flag** (other than the first lap) - moving chicane ahead. See if you can chop them off so bad that they crash and get the heck off the track so REAL drivers can go back to racing.
- **White Flag on first lap** - This is either a driver intelligence test or a vision test, to see if the driver can figure out that all those folks standing around in White are flaggers, not painters or bakers.
- **Black Flag** - Just ignore it, it's a flagger fashion statement.
- **Mechanical Black Flag** - Keep going, because it is another driver test, to prove that you can drive what ever pile of junk you crew gave you today.
- **Stationary Blue Flag** - you are not going fast enough, speed up and "drive like a man".
- **Waving Blue** - Why, oh why, did your crew let you out onto the track is such a slow sh*tbox? Return to the pits, chew them out, and have them fix the stupid thing before the next session. Remember, it's never the drivers fault.
- **Double Yellow** - Flagger skill test. Flagger must hold two flags, balance clip board on knee to write down notes about the pass under the yellow and talk to control over the radio all at once.
- **Red Flag** - Displayed at the end of a session. Everybody knows that Red is the racing color of the Italians, and is associated with Ferrari more that any other make. In respect of Ferrari's position in the world of motor sports, the red flag is displayed to the driver who has done an outstanding job displaying their driving skills (remember all those tests) for the session. As you drive by each flag station, note how emphatically the flag is displayed to you, in honor of your outstanding skill. Of course, the flag is not always displayed. Sometimes there are no drivers who measure up the high standards required. If you see the flag, wave back to the nice workers.

That's it, what the flags really mean. It's my story, and I'm going to stick with it!

Letters to the Editor . . .

Nord Stern member Lon Tusler submitted the following comment about oil changes/usage:

I have a track-only '86 951 as well as my daily driver. I installed an hour meter in the track car and decided to have oil analyzed to determine change intervals. I changed the oil after two weekends (six hours) and sent a sample to Blackstone Labs. They advised that the oil and additives were fine and that I should send again after 25 hours. I did that and the oil was fine. They advised that I should lengthen the interval to 50 hours.

Well, I run about ten track weekends per year at about three hours each so I changed it at the end of the year and Blackstone determined that the oil was fine!

Make of it what you will.

Happy New Year to all,
Claus Groth

Happy Valentine's Day



New Zone 10 Rep Introduced

by Doug Pierce, Zone 10 Rep



My name is Doug Pierce. I am your newly appointed PCA Zone 10 Representative replacing Mr. John Phillips. I have very large shoes to fill, my processor having served in the position well, initiating some new and efficient information dissemination systems, and generally being a great guy to work with.

My somewhat brief PCA history started in 2002 with the purchase of a 1988 911 Carrera, Anniversary Edition, one of only 120 coupes imported into the United States. I was actually initially wanting a Turbo, but was convinced by much more experienced Porsche owners that I should maybe start a bit lower on the 911 chain. I have been the Kansas City Region Membership Chairman since about the second month of membership, have served two terms on our Region's Board of Directors, and have been the Kansas City Region PCA Club Race registrar since its Halloween on the Plains race four years ago. I feel very honored to be appointed as the Zone 10 Rep.

The function of the PCA Zone Representative in a nut shell, according to the book, is to assist the Regions in any way they

can, and help to ensure the general welfare of each Region in their Zone. I will be working to get needed information to Region officers and members as efficiently as possible and will make myself available to answer questions and run interference with PCA National as is necessary. To that end, I am making plans to visit all 10 Regions in Zone 10 this year if at all possible, at least and still earn a living.

If you have any PCA related questions or problems that you think that I can help with, my contact information is as follows:

Doug Pierce

19412 West 100th Street

Lenexa, Kansas 66220

Primary voice: 913-897-5444 (work/cell)

Secondary voice: 913-780-6979

FAX: 913-780-6863

Email: zone10rep@yahoo.com

I hope to attend one of your functions soon and meet as many of you as I can.

(Editor's Note: We look forward to meeting you soon! Hopefully one of our upcoming events will fit your schedule and interests - although I think our region offers plenty of choices!)



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Tech Quiz . . .

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

1. The first business meeting of the Porsche Club of America took place at Blackie's Grille in Alexandria, VA. What was the date?

- a. February 8, 1956
- b. July 4, 1962
- c. September 13, 1955
- d. None of the above

RPM 2004, page 4-c

2. The first president of PCA was Burt Propp.

True or False

RPM 2004, page 4-F

3. Which PCA region arranged the first Porsche Parade?

- a. First Settlers
- b. Gold Coast
- c. Loma Prieta
- d. Potomac

RPM 2004, page 4-d

4. PCA's founder came up with the idea of the first Treffen (trip to Germany) in 1958. What was his name?

- a. Bob Miller
- b. Bill Sholar
- c. Bruce Anderson
- d. None of the above

RPM 2004, page 5-b

5. The Porsche Parade moved west for the first time in 1960 to what location?

- a. Aspen
- b. Salt Lake City
- c. Denver
- d. Los Angeles

RPM 2004, page 5-a

6. The Porsche crest first appeared on the steering wheel hubs of 1953 model Porsche cars.

True or False

Excellence Was Expected, Vol. 1, page 1-T

7. Professor Ferdinand Porsche made frequent use before World War II of the special car designed for the stillborn Berlin to Rome race. What Type was the car?

- a. 356K
- b. 718
- c. 60K10
- d. None of the above

Excellence, Vol. 1, page 14-c

8. The Porsche designed mammoth 180-ton Type 205 Maus was a (an):

- a. Amphibious vehicle
- b. Airplane
- c. Tank
- d. Truck

Excellence, Vol. 1, page 16-c

9. Porsche's first big postwar project was the supercharged 1.5-liter Grand Prix car, the Type 360, for Cisitalia.

True or False

Excellence, Vol. 1, page 22-T

10. Advanced features of the Porsche design for the Cisitalia GP car included four-wheel drive, special Porsche synchromesh and side-mounted fuel tanks.

True or False

Excellence, Vol. 1, page 25-T

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

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4 cylinder 4 speed, 125k miles. The car runs and drives fine. It is a nice original looking car with ivory exterior and red interior. The car has new Bilstein shocks; also the brake calipers were rebuilt with new pads installed. The car has some rust in the floor pan, but jack receivers, rockers and battery box are fine. This is a fun little car as is or it would make a great vintage racer. \$6,000 jimwiggins@yahoo.com for pics or call 507-289-7580.



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Michelin Pilot Sport 18"

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original miles, silver metallic color, spotless grey inside, full grey leather seats, not driven winters (I had a winter car), garage kept, no accident car is in excellent condition, exterior and interior, no scratches, no nicks, no dents, one of the nicest you will ever find all records, service history available, clean CARFAX Vehicle History Report, brand new drive belts, new steering column bearing,

recently new glass in both headlights after a rock had chipped one glass, VIN# WPOAB0917KS120797. The car is also listed in carsoup.com with another photo. All service work done by Huber's Imported Car Service and Carousel Porsche. Asking price: \$ 28,000. Wolfgang Ebert 763 545-5945 or Guido Ebert at 612 251-5673.

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Technology and Business:

Forced-induction is a concept which pre-dates the automobile. America's Francis Roots patented a pump system designed to increase the power of blast furnaces as long ago as 1860. As early as 1900 Gottlieb Daimler obtained a patent for a similar idea in relation to automobile engines. He was followed down the same route by Louis Renault and the first "supercharged" engines began appearing in racing in the early years of the Twentieth Century. World War I played a big role in the development of the concept as engineers sought more power for their aeroplanes and in the years that followed supercharged engines began to invade the racing world. Mercedes-Benz led the way in Europe while Harry Miller's engines dominated in America.

Turbocharging developed as an alternative solution - superchargers were mechanically-driven while turbochargers are driven by exhaust gases. The idea was first patented in Switzerland in 1905 by Alfred Buchi but its development was slow and largely linked to the growth of aviation as turbocharging enabled planes to fly at higher altitudes. During World War II there was much development and turbo engines began to appear in land vehicles in 1949 with much success in trucks although in 1952 Fred Agabashian qualified for pole position at the Indianapolis 500 using a Cummins diesel turbo engine. It would be 10 years before the first turbocharged production cars appeared, the first being the Oldsmobile Cutlass Jetfire and Chevrolet's Corvair. They were not very reliable and while turbocharging continued to be used in racing, notably with Offenhauser and Porsche CanAm engines, it was not until the 1970s that BMW took the concept back to road cars with the launch of the BMW 2002 Turbo in 1973 and the Porsche 911 Turbo in 1974. Renault led the way in F1 in 1977 and in the years that followed development was such that a 1.5-litre turbo engine could be made to produce an astonishing 1500 hp. In the end the FIA had to step in and ban turbochargers in order to cut the costs in F1.

Diesel engines were first invented in the 1890s by Germany's Rudolf Diesel and were used in many forms of commercial vehicle although as early as 1931 a Cummins Diesel ran non-stop in the Indianapolis 500, finishing 13th, on the same lap as the winner. As previously mentioned a turbodiesel took pole position at Indianapolis in 1952 but the first commercial turbodiesels appeared only in 1978 with the Mercedes 300SD and the Peugeot 604 which followed in 1979. As gasoline prices rose, diesel cars became more economically viable and as sales increased so did development and in the 1990s turbodiesels were raced in touring cars, notably with BMW winning the Nurburgring 24 Hours with a 320d. In recent years the technologies have been applied in sports car racing with Audi winning the Le Mans 24 Hours this year, the first diesel-powered victory in the French classic.

Peugeot is now trying to achieve the same thing and earlier this summer the British-based earthmoving company JCB set a new diesel land speed record, achieving 350.092 mph with Andy Green at the wheel.

The increasing awareness of environmental issues has given the turbodiesels an additional boost. Diesel engines not only get 40% more miles per gallon than gasoline engines but they produce very little carbon monoxide. They do produce particulate matter (soot) if the engine is not properly tuned although the development of electronic injection systems has reduced this significantly.

When Rudolf Diesel first revealed his prototype engines in the 1890s these ran on peanut oil and as early as 1912 Diesel argued that the use of vegetable oils for engine fuels might one day become *"as important as petroleum and the coal-tar products of the present time"*. That now seems to be coming true as engineers look at what can be achieved using biodiesel rather than petrodiesel.

Biodiesel can be obtained from vegetable oil or animal fats which can be mixed with petrodiesel in any amount in modern engines. The most common mix is 20% Bio due to cost. It is biodegradable and non-toxic, and has significantly fewer emissions than petroleum-based diesel when burned. Biodiesel functions in current diesel engines and could in theory supplement fossil fuels as the world's primary transport energy source. Although it is currently more expensive to manufacture the price should reduce as economies of scale kick in and governments use subsidies to encourage users to switch away from petroleum. It is seen as the fuel of the future.

Helping the automotive industry develop turbocharged turbodiesels would be a major step for F1 in terms of the sport's relevance to the automobile industry. It would advertise the products and perhaps offer new scientific developments that could be applied to production cars. Certainly such work would have more ultimate value than the current gas-guzzling, high-revving 2.4-litre V8s that are used today.

- Toyota employs 27,000 people in Manufacturing in North America.
- Chrysler's 3-year cost-cutting effort resulted in 35,000 job cuts and seven plant consolidations — plus reductions at five more facilities — between 2000 and 2004.
- Toyota spends \$8 billion/year on R&D, while GM allocates \$3.5 billion.
- As of DEC 31 2006 GM will have bid farewell to 34,000 of 112,800 hourly workers with an attrition program that sets the stage to close nine U.S. assembly plants and eliminate shifts in at least four others by 2008. As part of its North American turnaround plan, GM will idle the No.1 line at Spring Hill,



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ending the production of Ion small cars in late March. The Saturn Vue CUV, built on Spring Hill's No. 2 line, also will cease production in 2007. A redesigned Vue for the '08 model year will be built in Ramos Arizpe, Mexico.

- Skip Barber's Driving Schools located at Laguna Seca, Limerock, Sebring, Daytona and Road America graduate over 7,000 drivers each year. The Racing Schools graduate more than 5,000 drivers at twenty different racetracks in the US.

Trivia:

1931-1934 - The original ALFA-Romeo 8C wins Le Mans four years running. ALFA-Romeo will attempt a repeat in GT2 with the current 8C in 2008.

1982 - Total U.S. light-vehicle sales fell to only 10.5 million units, a 39% drop from the record set four years earlier. Ford's stock price dropped 70%. By their 1985 launch the Taurus and Sable got completely different sheet metal — no badge engineering. The station wagons even got unique bodyside apertures. Three-time Formula 1 Champion Jackie Stewart was brought in to hone the Taurus' driving dynamics. By 1987, Ford posted a \$7 billion pre-tax profit. That's \$23 billion in today's dollars.

Crystal Ball:

- 2007 - Pirelli's centenary year in motorsport, but a lower level of on-track activity both in Europe and US will allow it to concentrate it's product development and R&D programs in Europe, specifically the FIA GT. It is unknown how this will affect Aston-Martin and Panoz chances in ALMS races

in '07 as well a signage around various race courses. The '08 program will be announced sometime before the end of this year.

- 2007 – In March, Saturn Ion production ends at Spring Hill TN and the Vue moves to Mexico. GM will spend \$225 million to retool for future production.
- 2007 – Possible September or October IRL street race in Biloxi MS.
- 2008 – Honda plans to build a new \$550 million assembly plant near Greensburg, IN, and start production in fall of 2008. Honda & Accura sales combined for a year to year 3.8% increase as of OCT '06.
- 2008 - General Motors Corp.'s OnStar telematics service says up to 500,000 customers will lose service due to a major infrastructure switch from analog to digital networks
- 2008 - Ford is expected to shed some 10,000 salaried and 30,000 hourly positions and shutter 16 plants by the 2009 model year.
- 2010 - North American small CUV production to grow from 412,918 units in 2006 to 784,628 in 2010.
- 2013 - J.D. Power & Associates predicts Hybrid EVs will have less than a 5% share of the U.S. market.

See you at the races!



Photographed by Keith Jones while at Carousel Porsche is the new 2007 GT3; lower right corner, a young guy trading in his 914-4 for a 1987 911 with 20K on the odometer gets last-minute info from Darin of Carousel.



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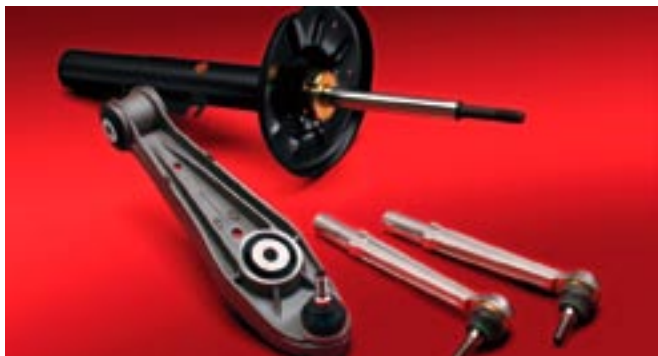
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9191 Wayzata Boulevard
Minneapolis, MN 55426
carouselautomobiles.com

Maplewood Imports

651-483-2681
2780 North Highway 61
Maplewood, MN 55109
maplewoodimports.com



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c/o Christie Boeder
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