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NORD STERN STAFF

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or editor@nordstern.org

Ad Mgr.

Jill Daneu, Staff Writer/Photog

952 432-3486

Ron Faust, Staff Writer/Photog

507 282-3294

Teresa Vickery, Staff Writer/Photog

952 474-7126

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: <http://www.nordstern.org>

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Front Cover:

When you have a party, what better place to put your balloons than on a Weissach Coupe whale tail? Everyone knows Weissach has two s's, but six letters is all you get in this state! Photo by Ron Faust

Address changes

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Officers

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Cal Townsend
15391 Flower Way
Apple Valley, MN 55124

952 431-4442
tw820@aol.com

Vice-President

Pam Viau
8010 59th St. N.
Lake Elmo, MN 55042

651 777-6924
pkviau@comcast.net

Secretary

Bob Barker
14867 Boulder Pointe Road
Eden Prairie, MN 55347

952 949-0140, x312
bbarker@slogic.com

Treasurer

Jeff Bluhm
6767 Marsh Ridge Ct.
Eden Prairie, MN 55346
952 975-5931 (h) or 612 371-1148 (w)
jbluhm@oldrepnatl.com

Advertising

Ed Vazquez
952 934 5093
edmn911@aol.com

Autocross & Time Trial

Harvey Robideau
952 361 4872
p911SC@earthlink.net

BIR Relations

Rick LaVerdiere
651 998-1511
ricklav968@hotmail.com

Board of Directors

Chip Smith
952 942-6686
chip13@mn.rr.com
Ron Smith
763 383.0123
rsmith@meridianleasing.net
Rick LaVerdiere
651 998-1511
ricklav968@hotmail.com

Charity Fundraiser

Keith Jones
952-829-5989 ext 203
keithj@moscoe.com

Concours

Dale Trippler
651 490-1485
dtripp@usfamily.net

Club Race

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Dealer Relations

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Driver Education

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

Road America DE

Dave Anderson
763 479-8231
david@anderson.com

Driver Education Registrar

Keith Fritze
612 275-4891
nsrfritze@yahoo.com

Driver Training

Jon Beatty
952 449-0187
jon@minnetonkasoftware.com

German Car Fest

Paul Bergquist
952 937-1822
Mercedes-Benz Club

Insurance Chair

Michele Johnson
952.476.7445
micheledj@earthlink.net

Membership

Steve Sherf
952 471-1054
ssherf@att.net

Met Council

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

Newsletter

Christie Boeder
952 593-5544
editor@nordstern.org

Rally

Lon & Lorry Tusler
763 383-1798
lon@snsabling.com

Rules

Chuck Porter, Chair
612 348-8150
Bret Bailey
952.240.4782 (cell)
bbailey@iqmarketing.com
Harvey Robideau
952 361 4872
p911SC@earthlink.net

Shop Relations

Ron Johnson
952.476.7445

Social

Kim Fritze
612 275-4891
kimfritze@aol.com

Safety

Jim Bahner
715.549.5486
jbahner@tela.com

Taste of the Track

Bob Barker
952 949-0140, x312
bbarker@slogic.com

Timing and Scoring

Ed Tripet
952 471-0065
tripet5@mchsi.com

Touring

Sarah DeLong
612 866-7490
sdelong@ald-mpls.com
Mike Lancial
952 929-2762
thelancials@msn.com

Zone 10 Rep



Doug Pierce
19412 West 100th Street
Lenexa, Kansas 66220
913-897-5444 Cell
913-780-6979 Home
FAX: 913-780-6863
zone10rep@yahoo.com

Addresses available upon request for chairperson/s or Board members. Call Christie Boeder 952 593-5544.

From the Editor. . .

by Christie Boeder

Spring is just around the corner and that means the driving season is not too far behind. And Nord Stern's driving season has lots to offer members. Be sure to take a look at the calendar in the middle of the newsletter and get your calendar marked with those events that interest you!

There is a great online FAQ document that answer a lot of questions about our Driver Training (the school) and Driver Education opportunities. It's not been updated for 2007 but most of the information is pertinent - the only difference this year concerns our new online registration process (www.clubregistration.net) so check it out at: <http://www.nordstern.org/Forms/FAQDriverEd.doc.pdf>.

And it's not just the track season at BIR, either. There are tours, car shows, social get togethers and more. Take a look and if you have any questions, don't hesitate to call the eventmasters or any of the many committee chairs - conveniently listed on the page opposite.

Lots of things in this issue and some things to point out. This month features several member contributions for us to enjoy - check out Dave Weisel's story about getting a drive with the 'Carrera King' himself, Bruce Jennings.

A Chicago Region PCA member wrote an interesting article on digital photography and was willing to share it in our newsletter after it's original publication in their *Chicago Scene*.

I have also included the first half of a recent thread on ClubTalk which I thought was a very interesting back and forth of opinions on Porsche's business philosophies and model development. Next month I will include the second half.

There are follow up photos from our recent Holiday dinner late January which featured Chris Economaki. It was a fun evening (thanks again, to Bill Berard for securing Interlachen Country Club for the us, it's a great spot for a dinner).

Biz Talk!

by Ed Vazquez

Those of you who read this magazine from cover to cover will notice this column and it may save you time, money and aggravation one day! My purpose is to give you timely updates from our current and New sponsors. Ed says "*Love makes the world go around but our sponsors can help you and your Porsche get around.*"

In this month's magazine, you will see four new advertisers to *Nord Stern*. Three of these businesses may be new to some of you, but not to me. I can personally endorse Diamond Interiors, Jeppesen Imports and Bill's Glass. The fourth is new to me but came to my attention through one of our members and advertiser. Did you know that there is a National Dent Removal Contest, and this new advertiser placed in the top 10 in the country? You got to love that! More on Dent Kraft PDR later.

Let's start with Harry Unger at Diamond Interiors. When I bought my first Porsche, Harry helped me restore that '85 Targa Carrera to 1st place in full Concours. Yes, all the flaws I would find AFTER buying my first Porsche, he cured. Front dashboard, rear deck, Targa top - to replacing those pesky snaps that seem to pop off every time you replace a battery or go digging for tools. I have seen him work on sports cars, custom hot rods, classic's etc. He is not afraid to tackle any job, is very reasonable and has been in business for 32 years. He does work for Carousel Porsche, Sears, and Maplewood Imports. He restored Jerry Seinfeld's Spyder. Harry is a one-man shop in Robbinsdale about 7 minutes from Hwy 100 and 36th Ave. He is the guy to call to work on your Porsche's interior.

Jeppesen Imports is Joe Jeppesen. Joe has worked on Audi's, Porsche and VW's since 1982. He's loves to work on 911's! He told me that his comfort zone ranges from SC's, 911 Carreras, 964, 993 and 996's. Joe has serviced my '85 Carrera, 964, '86 VW Cabriolet, and some Audi's. I can recommend him without any hesitation. Joe is an approved Nord Stern tech inspection shop.

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2007 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95

Ad sizes (maximum dimensions):

Full page:	8" wide by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Contract and 6 month payment required for ad insertion

Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!

Joel L. Aberg

Eau Claire WI
911 1998

Ken Alme

St. Paul MN
912 1968

Adolph & Zeanta Barclift

Chanhassen MN
996 2002

Thomas Braun

Eden Prairie MN
944T 1986

Chester & Sharon Ellingson

Rosemount MN
997 2006

Brooks Forde

Minneapolis MN
911 2001 Cab

John & Johnny Gibas

Plymouth MN
911 2000

Michael Grape

Vadnais Heights MN
911 1979

David & Lauren Hoel

New Brighton MN
928 1985

Mark Kedrowski

White Bear Lake MN
914 1970

Jess Meyer

Minneapolis MN
944 1986

Mischa & Shelly Redmond

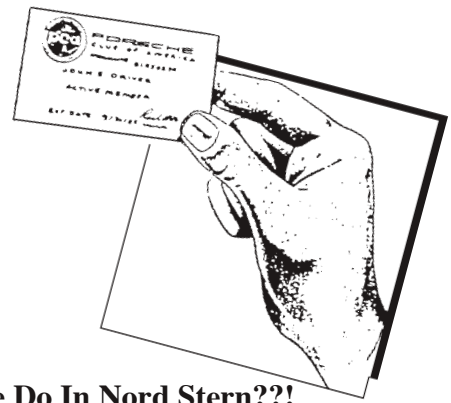
New Prague MN
911 2007

Mark Schumacher

Minneapolis MN
356 1958

Kevin & Bradley Weiss

West Lakeland Twnshp MN
996 1999



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.

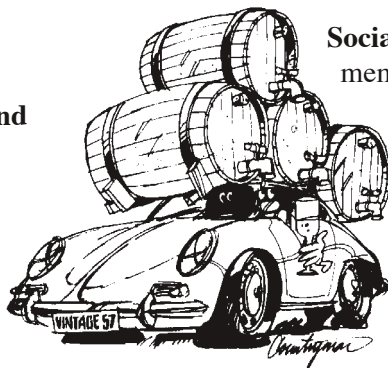
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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 pg. 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 Cal Townsend

First, let me congratulate Steve Sherf for organizing the new members meeting. It was an excellent turn out with close to 50 attending and 3 attendees joining the club on the spot. I also, would to take this opportunity to thank all of the committee chairs for their presentations.

We are soon ready to get started with our first track event . . . are you ready? I think that I have shared with some of you my first experience at BIR. My long time dream was finally coming true. I was going to BIR with my first P car. I was a novice driver and apparently novice about the set-up of my car, I could not wait to get on the track so that I could finally go fast legally. However, one must set up their car mechanically. Nobody ever told me anything about car setup. I arrived at BIR with street tires, regular brake fluid and no replacement parts in case I encountered a problem. Obviously this sequence of events did not deter my desire to have fun on a race track. Many years later here I am still at it and still trying to figure out turns 5, 6 and 7.

Our First Fling DE event is scheduled for April 28th-29th. Our First Fling DE driver school will be held on, Friday April 27th.

Don't be like me at my first time at BIR. Come prepared and come prepared to have a great weekend with other DE enthusiast. Let's keep up our Nord Stern tradition and make this a very successful DE event. (editor's note: see our FAQ section on the web for details on 'how to be prepared!')

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My Ride With "The King"

by Dave Weisel

Summer, 1962, Vineland, New Jersey, on the local SCCA circuit as a pit crew member with my mentor and friend, Charlie "Smokey" Stover, driver of an E Production Porsche Super Speedster. (I had met Charlie a couple of years earlier when I saw his Speedster driving around town and I simply followed him home to meet him-another story-another time).

The very first issue of Panorama that I ever saw had a photo on the cover of Bruce Jennings's three Carrera Speedsters with several additional four-cam engines sitting on the ground next to the cars. Bruce's mechanic, Heinz Bade, was in the photo watching over the machinery. King Carrera is what they called Bruce. I first saw him race at Vineland a couple of years earlier, a lone Carrera competing against a gaggle of Austin Healey 3000's and AC Bristol's. Bruce won and the sound of the Sebring exhaust system is something that will forever stay with me.





I began hatching my plan early in 1962 when I purchased a Bell Helmet (\$37.50-white or \$50 if you wanted the silver Magnum model). Opportunity struck that summer when at the Philadelphia SCCA Regional race (Vineland, NJ, 1.5 mile road course), my friend Charlie was not only driving but was serving as one of the pit stewards for the race. In those days, the E and F Production classes were made up primarily of Porsches, mostly Speedsters, with the "Supers" in class E and the "Normals" in class F. Triumphs, Healeys and MG's along with an occasional Turner and Elva Courier filling out the field. With E and F classes usually running together in the same race, it wasn't unusual to see 30 Porsches in one race (and there was always one or two "Normals" running well up into the pack of "Supers"). It should be noted that many of these races were won by Mark Donohue driving an Elva. By now the Carreras had moved up a class or two to BP running against the 283 cu. in. Corvettes. The Carreras had been proving their potential all too well during the previous years costing them an upgrade in classification.

During the Saturday practice session, I approached the "King" and asked him if I got the proper authorization from the SCCA officials, would he let me ride along with him in a practice session? (Times were different then). "Sure" was his reply. I made my way up into the near empty grandstands where the SCCA Region Officials were viewing the practice. John Holmes was the head man and his assistant, Guy somebody, (hey, this was 45 years ago) had no idea what this 21 year-old might have in store for them. I politely told Mr. Holmes that I had talked with Bruce Jennings and if he would provide authorization, Bruce agreed to let me ride along with him in a practice session. Before Mr. Holmes could even respond, "Guy" spoke up and politely told me, "Kid, fuggedaboutit." But then Mr. Holmes interrupted Guy and told him to wait a minute, maybe something could be worked out. He told me to return to the pits and check with the pit steward and he would

send word down if it could be "arranged." By the time I got back to the pits, approval had been granted. I bounded over to Bruce's car which was getting ready to go out for the next practice session. I told him my good news and he said, "Hop in." With my new helmet in place and firmly strapped in the car, t-shirt and jeans for attire, we drove to the pit lane. Bruce was flagged to the front of the waiting line of cars and when the cars from the previous session cleared the course we were sent out. The sound now was "really good" as we accelerated down the straight. Into fourth gear then braking for the 180 back to the stock car oval that was part of the track, down the hill and back up heading across the stock car oval into the infield hairpin (down to 1st gear and the car was just "tossed" around the hairpin) then back onto the oval and around to the start/finish line where we were black-flagged into pit lane. I had been hoping for more than one lap and curiously there were no other cars on the track. We were waived to the front of the line where my friend Charlie apologized to Bruce because "things got a little screwed up" and sent us back onto the track for another lap with the full field in tow. Another wonderful lap filled with exhilaration for "the kid." We returned to the pit lane and I unstrapped and climbed out of the car with profuse thanks to the King. A dream had truly been fulfilled.

I followed the progress of Bruce Jennings through the SCCA monthly publication and newspapers as well as in person at Lime Rock, Thompson, Watkins Glen and Connellsville. Most often he won his class and many times won overall. He later drove Spyders and 911's successfully for other owners at venues such as Sebring and Daytona. He passed away too early some years ago but I along with many others will remember him for his kindness, friendly and jovial manner, but most of all his competitiveness and commitment to Porsche.



 <p>Diamond Interiors</p> <p>Harry@diamond-int.com</p> <p>2832 Drew Avenue North Robbinsdale, Minnesota 55422</p> <p>HARRY UNGER (763) 588-9378</p>	 <p>Don Kavanagh</p> <p>PHONE 763.559.7171 FAX 763.559.7277 12809 INDUSTRIAL PARK BLVD. • PLYMOUTH, MN 55441-3911</p>
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Biz Talk . . .

continued from page 5

He has worked on a lot of Nord Stern member's cars and I am happy that he is now advertising with us. If you ever find a RUF in your garage, Joe can work on it. He is approved by Tire Rack, MTM and works out of the QUATTRO garage in Chanhassen just north of Hwy 5 and Dell Road.

Our third sponsor is Bill's Glass. Bill was recommended by several members of our club and I met Bill when I worked at Maplewood Imports. You have to trust a guy when all of his clients say "Bill is good." Word of mouth is the most powerful endorsement. More on Bill in next month's BIZ TALK. Call Bill because *Bill is Good!*

The fourth 'Ace' in our new advertiser's deck is Dent Kraft PDR. Did you ever park your Porsche 10 miles from the front door of the store you were going to, nobody within 5 miles of you, and come out to find four beaters parked all around your beloved Porsche? Two weeks later, you notice it, A NEW DING. Grrrrrr. Don was also recommended to me by our members. When I talked to Don Kavanagh about advertising in Nord Stern he was concerned about competing against his teacher and mentor, Juergen. Being in sales, I said "Don't worry about that, we have plenty of dings to take care of both of you." It worked! He is a new

Advertiser. As concerned as I am about my car, so is Don about the appearance of your car. His shop finished in the Top 10 in a National contest. He has a great web site and lots of other products to protect your car including pre-cut paint protecting film that is superior to 3M's product. Dent Kraft is located in Plymouth, on Hwy 55 (just east of 494) and north on Industrial Park Blvd.

These are all shops who believe in excellence and quality at reasonable prices.

- Other Biz News: Sheila Andrews (Maplewood) says check out the new and improved Maplewood website. She says that she has a 'Out of Storage' and Tech Inspection special. She is thinking of adding Saturday Service for Porsche's at Maplewood. Call her if you are interested.
- Next month: The Cayenne 2008 New and Improved!
- Tom at Higgins Insurance Agency reminded me to tell all of you that he has Collector vehicle insurance and may have a source for track insurance.
- Mark at Carousel may have some windshields for a 964 and 996 that may be suitable for track use at bargain prices.
- Well, I have run out of space but when you take your Porsche out of its storage space, take it to one of our Advertisers for service and tech inspection. Support Our Advertisers - They Support our Club!
- See You in May!

New Member Social

Thanks Steve for a great New Member gathering. We had over 50 people show up last night and many were new members. The chairs all gave very nice short and concise presentations, several questions resulted, and it appeared everyone had a good time. The pizza was wonderful, the location easy to find, and the room fit the crowd very well.

Once again Steve did a great job. Thanks Steve for all the work you put into making this a success.

- Dale Trippler

DeLorenzo on Porsche and the Cayenne

Peter DeLorenzo rants about how Porsche has sold it's soul on his Autoextremist website today. Not much new, just the same old rants about how the Cayenne is not a real Porsche, etc.... <http://autoextremist.com/page2.shtml#Rant>

The thing I find interesting is that he fails to recognize the fact that Porsche is not really a "quirky sports car company", it is an engineering company. As I've noted in print, Porsche and the 911 represent the idea of development and engineering over design. The original 911 is a bad idea that was eventually made brilliant. To say that the Cayenne (or anything else) is not a "real Porsche" is to totally miss the point.

sigh....

He does have a few good points. For instance, why are they not doing more than LMP2 racing with all the money they are making? Why are they holding back the Cayman (lack of limited slip, etc.) instead of advancing the 911 further and letting their whole line be all it can be?

- Luke Ibis

Here is my .02c and a rant. Cayenne sales have dropped dramatically every year and if that is not bad enough it was discovered that Cayenne owners when they trade in the Cayenne they do not buy another Porsche.

In any business you take your eye off your premium (aka 911) and you stand to lose. When you used to hear "Porsche" you think 911. Just look at the 996. So much like the Boxster that you could not tell which one was coming at you. Hurt the image of the 911 and it's mystique and I believe the Porsche brand. That and it's mechanical shortcomings.

The 997 was an attempt (and a good one) to bring the mystique back but then it comes down to engineering and the 996/997 drive train is what I will call less than Porsche quality for an engineering company. Heck the Turbo is a derivative of the 993 block.

And... At Sebring you have to look back into the 70's to see a Porsche dynasty. Were not Porsche and top level racing always in the same sentence?

Don't get me wrong. Porsche is a great car, a huge part of my life (aka PCA National Club Race Scrutineer) and my 993 delivers every time I turn the key. But...Let the responses begin. :)

- Scott Kuhne

Agreed, look at my 996. Granted, I have a new engine and transmission now but what a pain. I'm buying the 944 because the whole car is cheaper than just the engine in the 996.

I'll buy a 997 gt3 one day but I'd my buddy is anything to go by, if I ever drive a radical or stohr then even that's in doubt. A nice radical is 25k and basically bomb proof. My perception of Porsche was hurt but the dealer, Maplewood was awesome.

I wouldn't buy one again without a factory warranty.

- Billy Newport

OK, another perspective on this topic. At the Club Race at the Autobahn Country Club this past summer, the guest dinner speaker was Vic Elford. He has driven some pretty incredible vehicles over the years, 908s, 917s, and all manner of 911s, and he had recently come back from a Targa Florio re-creation - a race and course in Sicily that he won in the late '60's, I think. Along with many other Porsche endurance race wins.

He was asked during the Q & A what he would first choose as a competent road-going vehicle for this type of driving. His answer, without hesitation, was the Cayman S which Porsche had provided for his recent experience on the Targa Florio course. While apologetic to the 911 fans in the room, he said that its road manners and capabilities were superior, and that it was probably the best balanced and most capable street legal car he has driven. He was gushing with praise. I'm doing some paraphrasing as I don't recall his exact words.

My point in this is, that Porsche is in a dilemma with the 911. There are too many inherent compromises in a rear engine configuration even with all the engineering efforts for it to make real sense to hold on to. But so much of their customer base will hear no other. Witness the 928 and 944 (and now the Boxster/Cayman). All are dissed as not being "real Porsches" while they are immensely more capable of being developed into true world-class sports cars. If Porsche were to expend the same energies and offer the real performance options on the current Boxster/Cayman platform it would make the 911 variants look like a second best choice, which I believe it is. And it's comforting to have Vic Elford as a sympathizer.

Maybe the real future success of Porsche lies with its stuck-in-a-rut customer's willingness to move on and embrace a wider product offering. So that's my response,

- Dave Galey (who will probably be getting some crap over this)

Well, no crap from me and that is from a long time 911 bigot. Mark at Carousel let me take a Cayman S for a test drive last summer. I was truly impressed and, except for the no-sunroof issue (a problem for me) the car is truly amazing. After that Keith Fritze took me for a ride at BIR in his Cayman and with the AC on we proceeded to pass almost every car in the run group.

Racing a class D 911 and finding the Cayman in my class, I

Some Notes On Photographing With Small Digital Cameras . . .

by Neil MacDonald, reprinted by permission from *Chicago Scene* February 2007

I'm a latecomer to digital photography. I shot with film cameras as a freelance photographer for over 20 years, but got completely out of photography in the early 1990s, just as "digital" was starting to be a hot topic.

I got my first digital camera late last year. Much to my surprise, the sophistication of the current generation of small consumer cameras (I now have two, as well as a quasi-professional single lens reflex) is astonishing. Photographic problems that would have taken substantial professional judgment to resolve are now analyzed correctly by the camera's on-board computer and set automatically, as quickly as you can push the shutter release button.

Surprisingly, a lot of the available information about digital cameras is unnecessarily dense and complicated, and seems almost designed to keep you from using the camera controls. In response, I decided to explain—and hopefully, to simplify—some of the basic *photographic* issues that every camera owner faces.

I. Digital Basics. When you point your digital camera at something, the camera's lens projects an image of that object onto a light sensor inside the camera. Push the shutter button to take a picture, and the image is recorded as millions of tiny, individual picture elements, called "*pixels*," that look like the individual tiles of a mosaic. To illustrate just how small pixels are, Picture B is an extreme enlargement of a section of Picture A. It shows how the glint on the right headlight of Car 9 in Picture A is recorded as individual pixels.¹



Pixel count is one of the ways that manufacturers differentiate their cameras from one another. A camera with three million pixels, for example, has three "*megapixels*," and is called a "3 MP" camera. If you could shoot Picture A with a 6 MP camera and a 3 MP camera simultaneously, the 6 MP camera *potentially* could render the scene in finer detail and smoother tonality than the 3 MP camera.

Increasing pixel count comes with a trade-off. All of the pixelized information that makes up each digital image is captured and recorded as an electronic file, and then stored in your camera's

memory card. The size of the electronic file that your camera records depends, in part, on the camera's pixel count. The more pixels your camera has, the larger the digital file that your camera creates.

Bigger digital files, however, take up more room in your camera's memory. This means that you won't be able to shoot as many pictures before you either have to download your pictures, or swap out the full memory card for a fresh card. In addition, large digital files are slower to download from your camera or upload as e-mail attachments. And if you edit your pictures at home, larger files require a more powerful computer to process.

To solve these and other problems, a group of experts developed a file format that actually compresses the raw digital information collected by your camera. The higher the degree of compression, the smaller the file size recorded, and the more pictures you'll be able to store on your camera's memory card before you run out of storage space.

The bad news: although increasing pixel count tends to increase image quality, increased compression tends to degrade image quality, because pixel information gets lost as the image is compressed. This is why a camera with a higher pixel count is only "*potentially*" more capable of rendering higher-quality images than one with a lower pixel count.

The good news: you have a choice about the amount of compression that your camera applies. When you set up your camera, there is a "picture quality" control that includes settings like "normal," "fine," "super fine," or "highest quality." Set it for higher compression ("normal"), and you'll increase storage capacity, but lose some picture quality. Set it for lower compression ("highest quality"), and you'll decrease storage capacity, but increase picture quality.

By now, your head is probably spinning! Pixels! Compression! What's the right choice? In large part, it depends on what you're going to do with your pictures. A 3 MP camera set at low to medium compression will make excellent 4x6 inch prints. If you want to make 8x10 inch prints, crop your pictures to get close-ups, or intend to publish your images, however, use at least a 5 to 7 MP camera, with only minimal compression. In addition, many of the picture editing programs included with consumer digital cameras give you the ability to create low resolution duplicate images. That way, you can still print high resolution pictures with the large, original files, and shrink them later if you want to send pictures quickly as e-mail attachments.

Finally, the most practical solution to the storage capacity problem is simply to buy a larger memory card. If you use a 6 MP digital camera and shoot with minimum compression and maximum image size, each individual file will be about 2 or 3

Continued on page 13



Driver Training & Driver Education 2007 Registration Procedures!

We are Going Digital! All Registration will be handled online at:
<http://www.clubregistration.net>

Questions: Keith Fritze, Registrar at nsrfritze@yahoo.com

No paper forms, just follow the directions on the website
Costs for Driver Training & Driver Ed

**(remember, these are two separate events and require
two separate registrations and costs)**

Cost for Driver Ed at Road America:
1st Driver \$290 2nd Driver \$250.
Non-PCA members \$325

Driver Training Only (PCA Members):

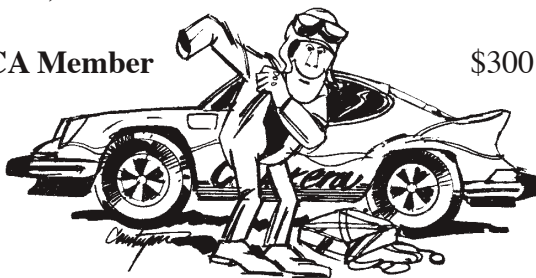
Novices and Intermediates	\$200
Advanced Lapping	\$100
Non-PCA Members - Add \$50 to above pricing	

Both Driver Training + Driver Ed, First Time Drivers \$350
(reflects \$75 discount)

Driver Ed Only - PCA Members

First Driver	\$225
Second Driver (shared Car)	\$200

Driver Ed Only, Non-PCA Member \$300



megabytes. Based on those settings, a 2 gigabyte (“2GB”) memory card in your camera will hold between 650 and 750 images. For most of us, that’s a huge amount of storage, and it’s relatively cheap. You may also want to consider buying two smaller cards, rather than a single large card. With a second card as a back up, you’ll still have plenty of storage room if you fill up your primary card, or it malfunctions.

II. Camera Controls: What You Choose Affects What You Get.

A small, compact digital camera and a professional single lens reflex camera with a full array of lenses both rely on the same basic controls to capture images. If you understand and master these controls, you’ll significantly increase the quality of your pictures, no matter what kind of camera you use.

The first of these controls is *shutter speed*. Shutter speed refers to the amount of *time* that the camera’s light sensor is recording the image projected onto it by the lens. Depending upon the speed of the object you’re photographing, you might use a high shutter speed to “freeze” the moving object. On the other hand, if the object you’re photographing isn’t moving fast (or at all), or if you’re trying to blur the picture to convey a sense of speed, you might choose a slower shutter speed.



Photographs C, D, E, and H illustrate the effect of varying shutter speed. Picture C, which was shot at approximately 1/1000 of a second, freezes the motion

of the car. Picture D was shot at approximately 1/15 of a second. Not only was the shutter speed so low that the car was recorded as a blur, but “camera shake” is apparent, *i.e.*,



the shutter speed is so low that it became impossible to hold the camera steady, and the whole picture looks wobbly. If you’re not shooting moving objects (such as the car in Picture H),



shutter speed will not be your primary concern.

Many consumer digital cameras

don’t have a separate, continuously-variable shutter speed control. Instead, they contain a single dial or menu setting that *favors* higher shutter speeds. Look for a setting called “Kids and Pets,” “Sports,” “Action,” etc., or which includes an “action” icon, such as a running figure. By putting the camera in action mode, the camera’s computer will select a higher-than-normal shutter speed in an effort to freeze motion.



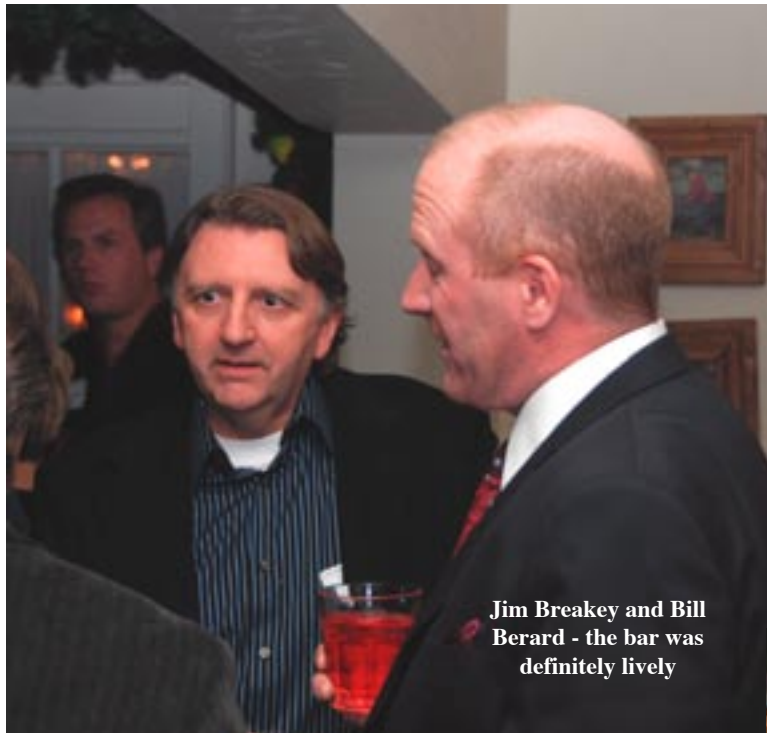
At the same time, the camera’s computer automatically adjusts the other controls to compensate for the increased shutter speed. If the camera’s computer senses that the shutter is too slow (generally this will happen in dim light), you’ll get a warning that the light level is too low to shoot without a flash.

Blur caused by slow shutter speeds is not necessarily a bad thing, however, *if you’re careful*. The car in Picture E was photographed using a technique called “panning” which refers to using a slow shutter speed and tracking the object as it moves across the picture frame. Look carefully at Picture E: the background is blurred from side to side, but the car still looks relatively sharp. By panning, the photographer has isolated the car from its background. In comparison, the background in Picture C seems cluttered, disorganized, and distracting. Although the technique takes some practice, panning can be very effective if mastered.

Lens aperture is the second important camera control considered in this article. It refers to an adjustable opening inside the camera lens that controls the *intensity* of the light striking the image sensor. In consumer digital cameras, the camera’s computer automatically regulates the lens aperture *and* the shutter speed control. By opening or closing the lens aperture, and increasing or decreasing the shutter speed, the camera’s computer attempts to produce a theoretically “perfect” exposure every time: not too light, not too dark, but just right!

Does lens aperture have some independent function, or is it only important as a counterbalance to shutter speed? The answer is,

Continued on page 18



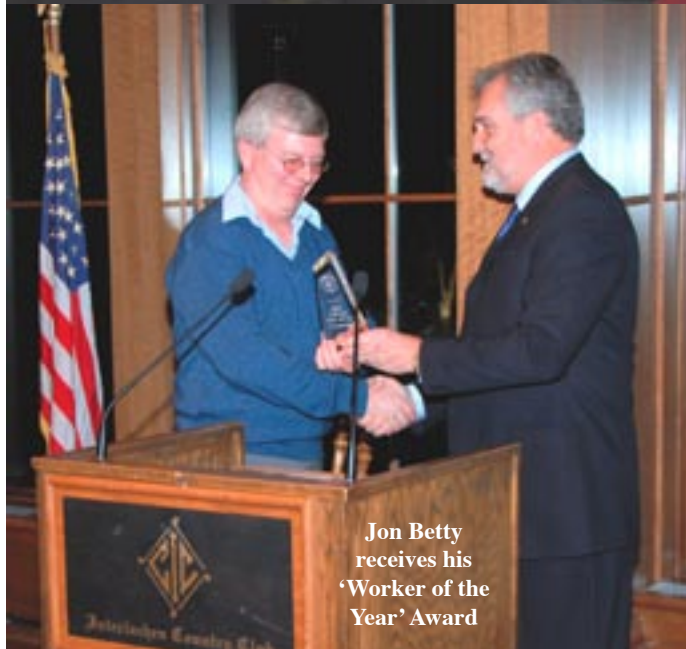
Jim Breakey and Bill Berard - the bar was definitely lively



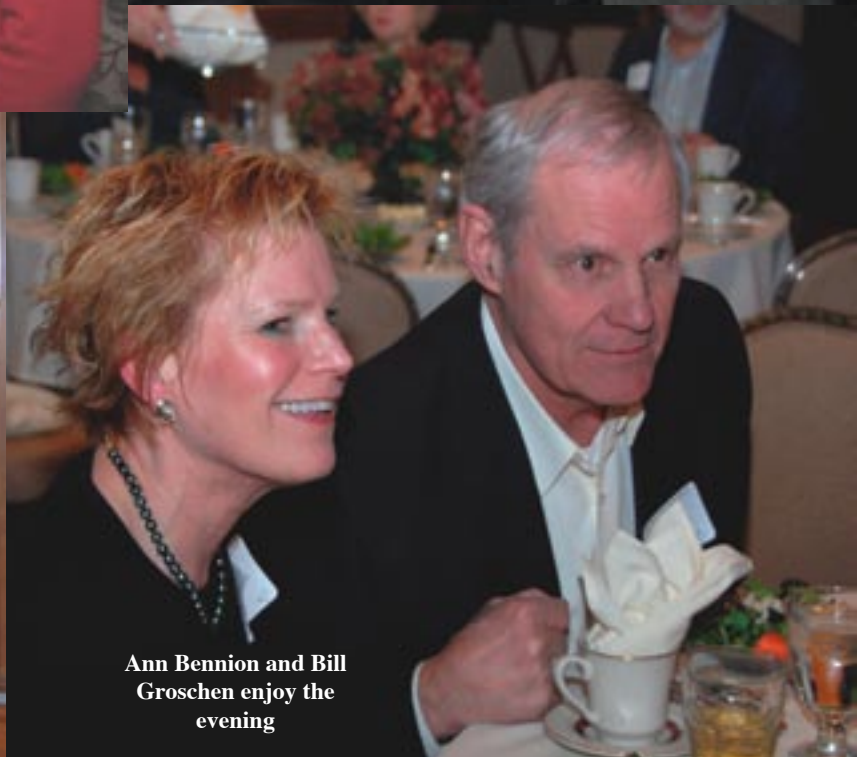
Chris Economaki and Bob Kosky settle in for the scrumptious dinner at Interlachen Country Club



L, Mark Bouljon of Carusel Porsche joins other Nord Stern members for the social hour



Jon Betty receives his 'Worker of the Year' Award



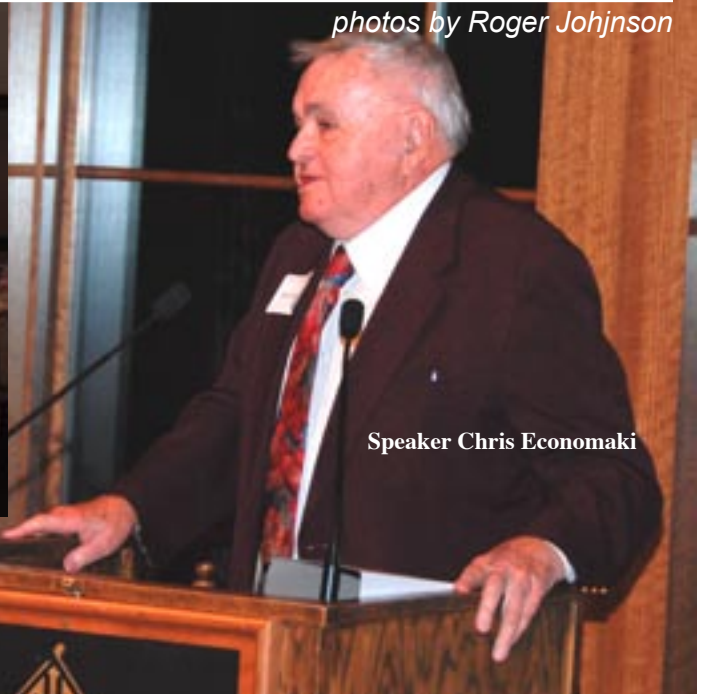
Ann Bennion and Bill Groschen enjoy the evening

Holiday Dinner Well-Attended, Interesting and Fun . . .

photos by Roger Johnson



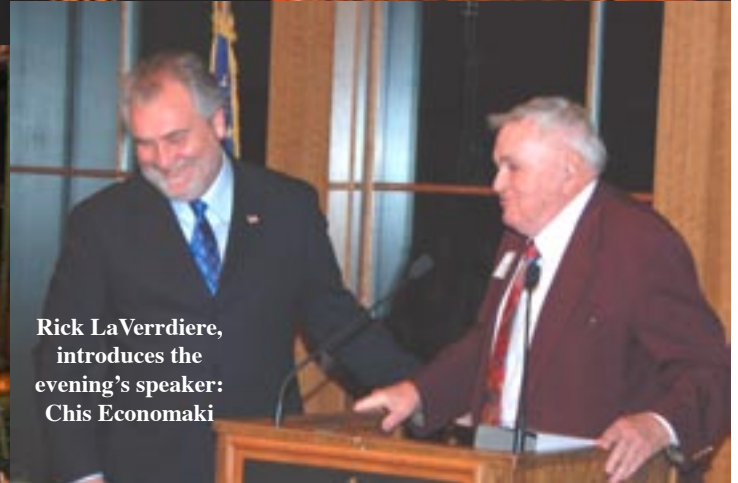
Christie Boeder, Mark Bouljon and others enjoying the evening



Speaker Chris Economaki



Chris Economaki and Cal Townsend enjoy the hospitality of the Interlachen Club



Rick LaVerdiere, introduces the evening's speaker: Chris Economaki



Members of the Year John and Susanne Dixon pick up their well-deserved award



Rick LaVerdiere, R passes the gavel to 2007 president Cal Townsend

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 _____

Local Service Shops For Tech Inspection . . .

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Mahtomedi, MN 55115
651-777-6924
www.auto-edge.com

Carousel Automobiles

Attn: Bret Dahlgren
9191 Wayzata Blvd.
Golden Valley, MN 55426
763-744-9191

Courtney Truck Service

14205 62nd St. West.
Eden Prairie, MN 55346
952-934-0931

Elias Import Repair

Attn: Eric Mortimer
24212 Greenway Ave.
Forest Lake, MN 55025
651-464-8890

FlatSix

Porsche Specialist
9010 Pillsbury Ave. S.
Bloomington, MN 55420

Jeppesen Imports

Attn: Joe Jeppesen
7700 Quattro Dr.
Chanhassen, MN 55317
952-934-5511

Johnson Autosport

1511 Maras St.
Shakopee, MN 55379
phone: 952 233 2752
fax: 952 233 2241
website: www.johnsonautosport.com
racing@johnsonautosport.com

Leighton's Garage

Attn: Leighton Reese
14301 W. 62nd St.
Eden Prairie, MN 55346
952-934-8900

Maplewood Imports

2780 N. Hwy 61
Maplewood, MN 55109
651-483-2681

Nurburgring

Attn: Rick Moe
4213 Steiner Street
St. Bonifacius, MN 55375
952 446-8181
www.the-nurburgring.com

Sterling Enterprises

Attn: John Biesecker
6305 Cambridge Street, Suite 106
St. Louis Park, MN 55416
952-929-1044, cell 612-598-7920

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Bloomington, MN 55420
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“both.” Not only do lens aperture setting and shutter speed control proper exposure, but the lens aperture affects something called *depth of field*. Depth of field refers to the distance surrounding the main focus point of your subject that also is in focus.

Look at Pictures F and G. Notice how the background in Picture F is out of focus? Compare it to the background in Picture G, which is sharp as far into the background as you can see. In technical



terms, the *depth of field* in Picture F is narrow (or shallow), whereas the depth of field in Picture G is very great.

The smaller the lens aperture setting, the greater the depth of field (Picture G). Conversely, the wider open the lens aperture, the shallower the depth of field (Picture F). As with the shutter speed control, many consumer digital cameras don't have a separate, continuously-variable lens aperture control. Instead, they contain a single dial or menu setting that *favors* larger aperture settings, to reduce depth of field. Look for a “Portrait” setting on your camera: the background in traditional-style portraits is often out of focus, to concentrate attention on the sitter. When you select the “Portrait” setting, the camera opens up the lens aperture, which decreases depth of field. The camera's computer automatically adjusts the other controls to compensate for this setting.

Depth of field also is controlled by the *focal length* of the lens, or its zoom setting. (The least complicated way to explain *focal length* is by comparison: a wide angle lens has a shorter “focal length” than a telephoto lens, which has a relatively longer “focal length.” A zoom lens simply is a variable focal length lens.) Zoom your camera's lens to maximum telephoto setting, set your camera to “Portrait,” and you not only get a close-up of your subject, but the depth of field in your picture will narrow (the background will be out of focus). Zoom your camera's lens to wide angle setting, take your camera out of “Portrait” mode, and the depth of field in your picture will increase (the background will be sharp).

Knowledgeable viewers who look at Pictures F and G will realize that Picture F was shot with a telephoto lens at a wider lens aperture (producing shallow depth of field), and Picture G was shot with a wide angle lens at a very small aperture (producing very wide depth of field). In either case, select the control that gives you the principal effect you're trying to achieve, and the camera's computer will adjust the other controls so that you get a proper exposure.

The last set of pictures in this group also concern wide angle and telephoto lenses. In general, telephoto lenses let you view things that are far away, whereas wide angle lenses require you to get in closer to your subject. There are other differences in the way they record pictures, however.

The car shown in Pictures H and I was photographed so that the front bumper was approximately the same size in both pictures. Picture H was shot with the lens zoomed in to its maximum telephoto setting, whereas Picture I was shot with the lens zoomed out to its maximum wide-angle setting. Notice how the front end of the car in Picture I looms toward the viewer and the rear of the car seems disproportionately small, compared to Picture H? If you get in close, wide angle lenses tend to elongate and distort, compared to telephoto lenses. Conversely, telephoto lenses tend to flatten the subject when compared to wide angle lenses.

Another difference between wide angle and telephoto lenses is how much of the background is captured. A wide angle lens (or a lens zoomed out to its maximum wide-angle setting), gives us just that: a *wide angle of view*. Look at the background in Picture I. You can see all of the buildings and much of the neighborhood, which seems small and far away. Look at how the same background has been rendered in Picture H: only a small section of some of the



buildings is included, and the entire background seems much closer than it did in Picture I. This is because a telephoto lens (or a lens zoomed in to its maximum telephoto setting) captures a much *narrower angle of view*, and tends to compress

distances between objects in the picture.

As a practical matter, therefore, use your lens at a wide angle setting when you want to emphasize your subject's prominence in the picture, and still be able to capture the background. Use a telephoto setting and you can isolate your subject, or compress the apparent distance between the foreground and the background. Finally, don't forget depth of field: wide angle lenses tend to increase depth of field, and telephoto lenses tend to decrease depth of field.

III. Summary: Hopefully, reading this article hasn't discouraged you from bringing your camera to the next PCA event! Even if you leave your camera set to “Auto” and forget every confusing thing you read in this article, however, your camera's computer will probably give you very good pictures. If you want to capture the scene in a particular way, or if you want to create a particular effect, leaving your camera in “auto” may not give you what you want. That's why understanding the concepts and controls in this article is important. And if you practice, practice, practice, I'm virtually certain that your pictures will improve. You'll also be much happier with your camera.

Happy shooting! (**Footnotes**) One of the many great things about PCA Chicago's website, which you can visit at <http://www.pca-chicago.org/?getpage=>, is that *Chicago Scene* is posted on-line. If you go to the website and view this article on your computer, you can enlarge the individual pictures to see more closely the effects described here.

NORD STERN SPRING DRIVE & LUNCH

Saturday May 12, 2007

Join us for a casual spring drive on great Wisconsin roads and lunch at The Pickle Factory in Pepin, WI.



Start time: Arrive around 9:30 am. We will be leaving the lot at 10:00 am.

**** Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief meeting.**

Start & End location: Point Douglas Park
(US Hwy 10 - just prior to crossing over into Prescott, WI)).

**** Due to limited seating for lunch, the event will be open to the first 70 Nord Stern club members who register by May 9th, 2007. Contact Sarah DeLong after this date to see if space is still available. The event will be open to non Nord Stern club members if space is available.**

No registration will be accepted the day of the tour - pre-registration is required

To register and also make a lunch selection(s) please click on the link or type this link into your browser
- <http://www.911t.org/tour.htm>

*** PLEASE help us out by registering sooner than later so we can have an accurate account of the event open/closed status! Remember, no registrations accepted on the day of the tour!**

If you have any questions, you can contact either of the Eventmasters:
Mike Lancial: thelancials@msn.com or Sarah DeLong: sdelong@ald-mpls.com

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

April

- 10 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: Radisson Hotel 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
- 27 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 28-29 First Fling Driver Education**
Brainerd International Raceway
Eventmaster: Bret Bailey bbailey@iqmarketing.com
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

May

- 6 Annual Maplewood AutoFair**
Details: See page 26
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: andylindberg@earthlink.net

June

- 8 Fast Fling Track Day - Format TBA**
Brainerd International Raceway
<http://www.clubregistration.net> to register

2007

9-10

Fast Fling Driver Education

Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
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

August

3-5

Nord Stern Club Race and DE Fling

Brainerd International Raceway
Club Race Eventmaster: Roger Johnson
<http://www.clubregistration.net> to register
DE Eventmaster: Andy Busche 612 824-3547 or e-mail
andrew.busche@watsonwyatt.com

July

16-17

Road America Driver Ed** Note Date Change!

Monday and Tuesday
Elkhart Lake, WI - Eventmaster: Dave Anderson
Contact Dave Anderson;; dave@anderson.com

September

3

Annual Rochester Labor Day BBQ & Picnic

Location: TBA

Eventmaster: Jeff Boehm and BJ Peterson
jbandbj@chartermi.net or 507-261-9407

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
<http://www.clubregistration.net> to register

2007

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Porsche Enthusiasts!

Bill Berard Waving Goodbye to his beloved 993



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www.mmamortgage.com

29-30 Last Fling Driver Education

Brainerd International Raceway

Eventmaster: TBA

<http://www.clubregistration.net> to register

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: TBA

Eventmaster: Cal Townsend 952 431-4442

tw820@aol.com

November

2007

14 Nord Stern Business Meeting

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: TBA

Eventmaster: Cal Townsend 952 431-4442

tw820@aol.com

18 Old Log Show - Sponsored by Mercedes-Benz Club

Contact: Paul Bergquist 952 937-1822

Details TBA



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experience :	nord stern open class autocross champion
experience :	nord stern concours winner
experience :	nord stern technical editor
experience :	factory training school graduate
experience :	hundreds of satisfied customers
experience :	air cooled 911 and 356 specialist

February Business Meeting Minutes

February 13, 2007

by Bob Barker

The meeting was called to order by Cal Townsend at 7:00pm on Tue., Feb. 13th.

There was no Old Business

Committee reports are as follows:

Treasurer: No report

Autocross: No report

BIR (Rick): Cost has increased from last year and track has unbundled some services. BIR will provide ambulance this year. We have a contract, but need info from Jon Beatty to arrive at final event pricing.

DE (Andy): At BIR we need at least 72 participants to make an event work. Cost looks like \$225 with additional drivers at \$200. We need this years pricing from Road America to determine the cost of DE there.

Charity/Fundraiser (Keith): Courage Center will be taking donations at the Concours event. For the Club Race, it looks like we'll get the Quattro garage again. Help is needed taking cash at the silent auction.

Concours(Dale): Will be held Sunday, June 24th in Roseville's Central Park. Cars will park on soccer fields or a parking lot in the event of rain. There will be food vendors. Trophies & certificates to be handed out at the awards dinner. There will be a "Car Show" this year to allow people to show off their beauties without being judged. Maplewood imports is on-board to take part and discussions are still in progress with Carousel.

Club Race (Roger): There will be a vintage group and they will fund their run sessions. Carousel continues in their sponsorship this year.

Road America: No Report

DE Registrar (Keith): on-line registration is being tested. There are no big conflicts with car numbers, and things are going smoothly.

DT (Cal reporting for Jon): There will be an instructor school at the June event.

Insurance (Michelle): Concours, Touring and First Fling are all taken care of.

Membership (Steve): 80 non-renewals (which is less than last year). Net this year has been growth. New member social coming up on Wed. Mar. 7th at the Green Mill/Kelly Inn in Plymouth.

Met Council (Bob K): Nothing to report

Newsletter (Christie): Nothing to report

Rules: No Report

Social (Kim): Done with big events for the year. All that's left is to get the end-of-day track refreshments!

Safety: (Jim via Cal): Working to secure radios for corner workers this year.

Setting up meeting with lead corner workers to discuss upcoming season.

Taste of the Track (Bob B): Getting briefed from Pam to ensure it goes smoothly again this year.

Timing & Scoring: No report

Touring: Things are on-track for the May 12th event between Prescott and Pepin

New Business:

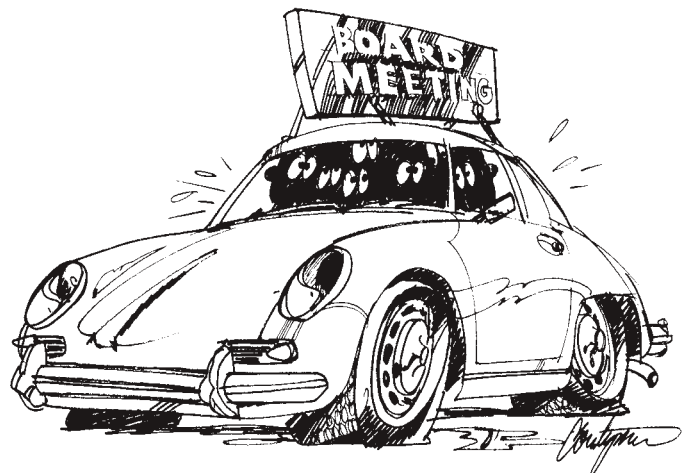
Website is being redesigned with help from Brett Bailey.

Mike Jekot briefed the group about the automotive art exhibit that is coming to the Hopkins Arts Center in July of 2008.

Discussion on possible change of venue for our monthly meetings due to Axel's change in policy and possible additional cost. Decision was made to stay there at least for Mar. & April and then TBD after that.

Roger Johnson announced that a PCA mailing list function is coming soon.

The meeting was adjourned at 8:30pm.



PCA Zone 10 Calendar . . . Updated Feb. 2007

by Doug Pierce, Zone 10 Re

APRIL

1	Carrera Classic DE @ Gateway International Raceway	St. Louis
7	Annual Spring Car Thing, ImagineAuto, Lenexa	Kansas City
8	Easter Car Show @ Forest Park	St. Louis
13	Friday the 13th Party	Dakotas
14	Detailing Clinic @ Plaza Collision Center	St. Louis
14	Ultimate Detail Tech Session, Iowa City, IA	Central Iowa
14	Fun Drive to Marina Grog & Galley Restaurant	Kansas City
18	Break Bleeding Tech Session, Springfield, MO	Ozark Lakes
20-22	Porsches in the Heartland PCA Club Race & DE, Heartland Park Topeka	Kansas City
20-22	Koni Challenge Cup @ Iowa Speedway, Newton	Schönesland
21	Breakfast & Fun Run to MPH	Great Plains
21	Spring Driving Tour	St. Louis
21	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
27-29	First Fling Driver Training @ Brainerd	Nord Stern
28	Ultimate Detail Tech Session	Central Iowa

MAY

5	Driving Tour for the Ladies	St. Louis
5	Tech Session, various technical aspects, Cedar Rapids	Central Iowa
5-6	DE @ Motorsports Park Hastings (MPH)	Great Plains
6	Annual Auto Fair, Maplewood Imports	Nord Stern
12	Nord Stern Spring Drive and Lunch	Nord Stern
12	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
11-13	Annual Ozark Weekend at Tan-Tar-A Resort	Kansas City
18-20	RVBOWWOW trip to Minnasota/Wisconsin	Dakotas
19	Porsche Car Fest Multi Region Event, Valley Imports, Fargo, ND	Dakotas & Red River
19	Spring Tour	Schönesland
20	Autocross @ Dakota County Tech College	Nord Stern
20	3rd Annual Poker Run Tour	St. Louis
20	Spring Drive, details to be determined	Central Iowa

JUNE

1-3	PCA Club Race & DE @ MPH	Great Plains
2	Beaverdale European Carr Show	Schönesland
3	European Car Show	St. Louis
8-10	Fast Fling Driver Training @ Brainerd	Nord Stern
8-10	13th Annual German CarFest	Nord Stern
9	Vision Industrial Golf "Driving Event"	Central Iowa
16	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
20	Automania Car Show & Dinner @ Bracco	Dakotas
22-24	DE @ Heartland Park Topeka	Kansas City
23	Autocross @ Marshalltown, IA	Central Iowa
24	Annual Concours @ Central Park, Roseville, MN	Nord Stern

JULY

1-5	52nd Porsche Parade	San Diego, CA
13-15	Grand-Am Rolex Series Race @ Iowa Speedway, Newton	Schönesland
14	Social and trip down the River	Dakotas
16-17	DE @ Road America	Nord Stern
21	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas

AUGUST

3-5	PCA Club Race and DE @ Brainerd	Nord Stern
5	Autocross @ Marshalltown, IA	Central Iowa
11	Summer Tour	Schönesland
11	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
23-26	Run for the Hills Multi Region Event, Rapid City, SD	Dakotas
25-26	DE @ Mid America Motorplex (MAM)	Great Plains

SEPTEMBER

9	Autocross @ Dakota County Tech College	Nord Stern
15	Fall Drive & Lunch w/ Shell Brewery Tour	Nord Stern
21-23	Annual North Shore Fall Color Tour	Nord Stern
23	Autocross @ Marshalltown, IA	Central Iowa
28-30	Last Fling Driver Training @ Brainerd	Nord Stern
28-30	Carrera Classic DE @ Gateway International Raceway	St. Louis

OCTOBER

6	Tech Session	St. Louis
13	Fall Color Tour	St. Louis
13-14	Okoboji trip	Dakotas
14	Fall Leaf Tour	Central Iowa
19-21	DE @ Heartland Park Topeka	Kansas City
20	PCA Fall Hayride	St. Louis
20	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas

NOVEMBER

3	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
3-4	Iowa Wine Tour	Central Iowa
15	Social & Dinner @ Spezia, Sioux Falls	Dakotas

DECEMBER

13	Social & Dinner location to be determined	Dakotas
19	Changing of the Guard meeting	St. Louis

For detailed information about listed events, see the respective Region's website or the PCA National website at www.pca.org.

Central Iowa Region: www.ciapca.org

Dakotas Region: www.dak.pca.org

Great Plains Region: porsche.elipse.net/

Kansas City Region: www.kcrpca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: www.olar.pca.org

Red River REgion: rev.pca.org

Schonesland Region: www.shonesland.org

St. Louis Region: www.stlpca.org/

Wichita Region: www.pca.org/wic

2007 Concours d'Elegance and Car Show . . .

Nord Stern Porsche Club

by Dale Trippler

Nord Stern Porsche Club will be holding its annual Concours d'Elegance and Car Show at Central Park West in Roseville, Minnesota, on Sunday, June 24, 2007. Car prep starts at 9 AM and judging begins at 10:30 AM. Event proceeds will be donated to the Courage Center. All Nord Stern members are encouraged to participate, show your pride and joy to others, enjoy a morning and afternoon with other Porsche owners and friends, and help raise money for a wonderful cause, the Courage Center.

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

For those of you who aren't into competition, we have added a Car Show. Bring your Porsche and put it with others to show your car, your pride, and share your joy of ownership with others who are attending the event. You can put your car in the "Show" area regardless of how clean or dirty it is. There is no fee, but the club strongly encourages its members to make a donation to the Courage Center when you are there.

If you are into competition, then you will have to select which category you want to enter. In the Full Concours group the judges will be looking at the exterior and interior of the car, the trunk, the engine compartment, wheels and wheel wells. The judges won't ask you to take your car apart, but if they can reach it or touch it, it might be judged.

The Street group is for people like me who love their car and are proud to show it to others. In Street group the exterior, interior, wheels and fender area of the car will be judged, but nothing else. The judges will not look in the trunk, engine compartment, or under the car. The Street group is for people who actually drive their cars regularly and wash and wax them at least once or twice a year.

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

In addition to the three groupings, the cars will be further divided by model and by year. There will be eight separate classes within the three

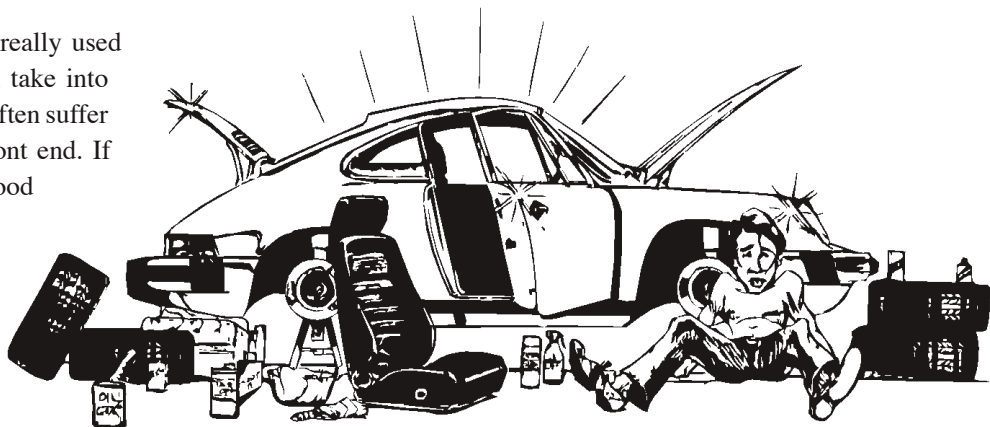
groupings. The classes this year are a little different from past years. The classes are:

- A. All 356's.
- B. Air-cooled: all 911 up to 1999; all 912's.
- C. Water-cooled: all 911's from 2000-2007.
- D. Front engine: all 924's; all 928's; all 944's; all 968's.
- E. Mid-engine: all 914's; all Boxsters (986/987); all Caymans.
- F. SUV Class: all Cayenne's.
- G. Super Car: all Carrera GT's.
- H. Race Class: all Race Cars.

Winners will be announced at 1 PM. There will be trophies for class winners, certificates for second, third and fourth place winners, and a prize for the People's Choice winner that will be awarded during the club awards dinner later in the year.

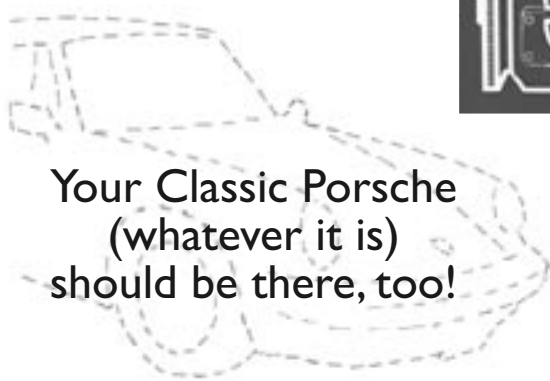
So take a day or two before the Concours to cleanup your Porsche, put a picnic lunch together and bring your family and friends down to Central Park West in Roseville and be a part of this year's Concours/Car Show. You will be helping out a wonderful charity, the Courage Center, be able to see a lot of really great Porsches all cleaned up and shinny, enjoy visiting with your Nord Stern friends, and have a great time with our family and friends.

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

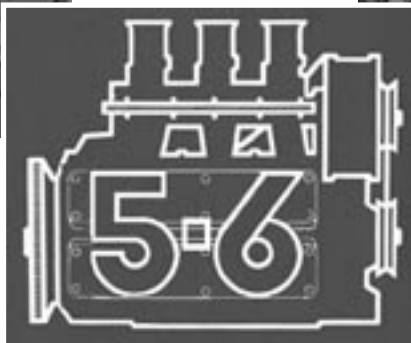




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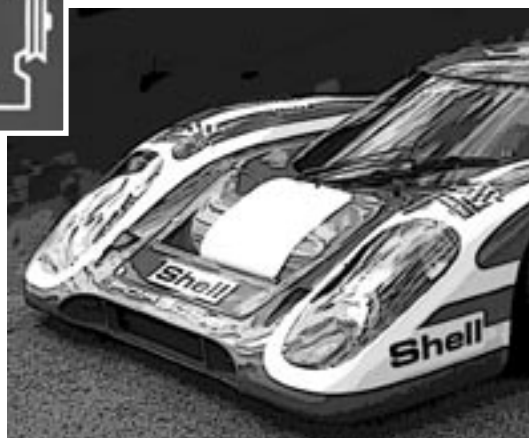
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Fair
2007



Children's Cancer
Research Fund



May 6th, 10 am - 1 pm
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Letters to the Editor . . .

continued from page 8

dread the inevitable day when I have to face one on the track in a race. My opinion is that I'm toast.

So, we have digressed a bit from the initial Cayenne topic but the central point is still that Porsche is trying to protect the current 911 from being outdone by the new up and coming models. I will always love my 911's but a Cayman is really a platform that has a lot of potential.

- Jon Beatty

I've done quite a few laps in Karen's Cayman S. What a car. I wish Porsche would let the 911 become a great GT car and turn the Cayman into a hardcore sportscar. It's actually a little embarrassing that Porsche holds back the better car to keep it from beating the 911.

- Jim Breakey

All, Dave is right in that the Porsche customer is the limiting factor. In order to sell the "mystique" their products need to look like a 911. Someone on this list recently asserted that Porsche itself was limiting their options to 911 variant when it's their customers. Even their SUV had to have a distinctly 911

front end and it turned into a wildly successful product beating sales goals by 2x.

They tried in the past to branch out in what a Porsche car can be but are constrained by what their customers will buy. Being a business, and not a symbol or concept, they give the people what they want and it has been a smart move. Yes, I can't tell a Boxster from a 996 unless I'm behind it but those people who bought the new entry-level Porsche to have "A Porsche" are getting their value from it.

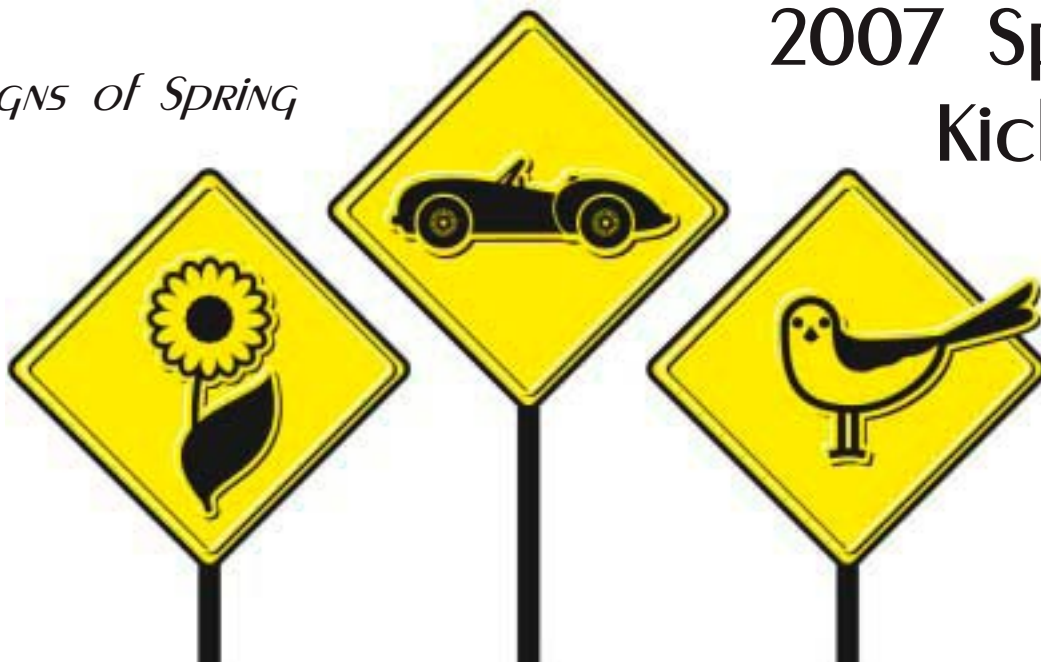
The current state of Porsche is that they make a huge amount of money off their racing past and the 911 motif. What's interesting to see is their re-appearance in racing. This is well timed to re-establish high performance credentials and image with a new generation of car buyers. Smart business. Again.

- Glen Larson

Editor's Note: check in next month for the rest of this 'conversation' which recently occurred on ClubTalk.

Signs of Spring

2007 Spring
Kick Off



INTER-MARQUE SHOW AND BRUNCH

May 20



1. VINTAGE FOREIGN CAR SHOW (10:00 A.M. - 3:00 P.M.)

The famous spring kick-off show returns to the walking path around the Radisson Plymouth. The show is **FREE**. Show cars, race cars, and works in progress are all invited. This year's theme is "007," and a special invitation is extended to any of James Bond's cars. *(No RSVP is required for the show, but it helps us to prepare enough entry packets.)*

2. AWARDS, BRUNCH BUFFET & GET-TOGETHER (NOON - 2:00 P.M.)

Starting at noon, there will be a buffet, awards ceremony, and intermarque get-together at the Radisson. The price is only \$15.75 per person. *(Money collected at the door. Please RSVP if you wish to attend the banquet as the Radisson needs an estimate of the number of attendees.)*

Please RSVP for brunch by May 15

Name(s): _____

Car(s): _____

Club (if any): _____

Banquet Attendees: _____

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AWARDS AND PRIZES

Trophy Awards (people's choice)

BEST OPEN CAR (1, 2 & 3)

BEST CLOSED CAR (1, 2 & 3)

LADIES' CHOICE

MASTERS' CLASS (PAST WINNERS)

UNPOLISHED PEARL

PAPER AWARDS (judged)

MARQUE WITH THE MOST ATTENDEES

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BEST JAMES BOND

BEST BOND GIRL

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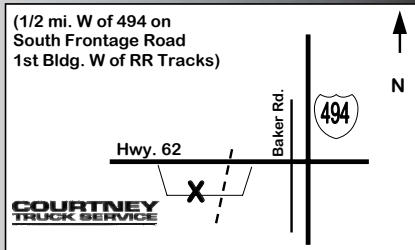


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The Kansas City Region of PCA would like to invite you and your club members to our Ozark Weekend being held May 11 through 13th. We are holding it at the Tan-Tar-A Resort in Osage Beach, Missouri (<http://www.tan-tar-a.com/>)

This Mother's Day weekend event has something for everyone in the family. In addition to the Concourse and Driving Event, there are plenty of site activities including golf, horseback riding and a spa. It is a family friendly facility sitting on the shores of the lake. We would love to share our weekend with your club.

For more information and reservations, please contact me at: sfkramer@earthlink.net or 913.766.1129.

Thank you and look forward to meeting you all.

Steven Kramer, Vice President, Social Activities
Kansas City Region PCA



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MAY 21st & JULY 4th

Brainerd International Raceway

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(Number of drivers per car unlimited)

Participants: 40 cars (maximum registration)
Requirements: Prior High Speed Driving School
Snell 90 or newer helmet
Current Vehicle Tech: Nord Stern certification or equivalent
(inquire if in doubt)

Contacts: <http://www.slowpokes.org>
Fred Jacobberger – 952.948.0600
Jim Bahner -- 651.492.9459
Linda Schmid – 612.859.2490

All drivers must have completed a high speed training event at BIR or have completed another high speed driving school. Please call if you are a new to Slowpokes to get any additional information.

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Linda Schmid
9719 Xylon Court
Bloomington, MN 55438

Driver: _____ Co-driver: _____

Phone(work): _____ Home: _____

E-mail _____ May 21, 2007 _____ July 4, 2007 _____

Address: _____

Make: _____ Model: _____ Year: _____ Color: _____ Car#: _____

BIR or equivalent experience: _____

Emergency Contact: _____ Emergency Contact Number: _____

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

Signed: _____ Co-driver: _____

Carmugdgeon Chronicles . . . Don't Look Now, but Your Ox is Being 'Gored!'

by Ken Kamstra

Your car is not an ox, I know, but it is in the cross hairs of a guy named Al Gore. He hates your beloved car(s) and your car-happy life style. And he damned well intends to put a stop to it.

"Global Warming" is the religious cult he has formed. His fanatic flock is out to save the world; a world that will have no room for people who play with cars. In Gore's gloomy world, in fact, most of us will be under water; melting icebergs and all that.

Read "An Inconvenient Truth" if you really must know about "Gore's World". Or you could see his Oscar-Award-Winning film of the same name.

Not incidentally – and solely in the interest of "Carmudgeon" research – I watched all four hours of the Academy Awards. Boring? Well, Gore was the star of the evening. Not once, but again and again he was called to the podium to accept still another shining statuette.

The Hollywood crowd went wild!

Is it possible to be bored and terrified at the same time? Yes. I saw myself in a world of eco-fanatics. Not just "Auto Immunes" indifferent to cars but wild eyed mass transit riders dismounting and shouting "death to the unbelievers!" as they tried to chase me down. Sobering even after a Scotch or two.

We can survive this nightmare but life will never be the same again. We will be making our way through hostile territory even if we are not underwater.

Gore has been plotting his strategy for long time. Way back in 1992 – 15 years ago -- he wrote another book. It was entitled

"Earth In The Balance". I was one of the few people who paid full price for it and actually read it.

Good thing.

In his book, Gore warns that our cars are "a mortal threat more deadly than any military enemy."

Don't scoff. This anti-car thing is big. Politicians embrace the idea of "Global Warming". So do the "Auto Immune" majority who rule the world, see cars as appliances and make all the rules.

Meanwhile, crusader Gore has somehow become obscenely wealthy. So wealthy, in fact, that he must face up to another "inconvenient truth": his mansion and pool now consume more energy in one day than most folks do in a whole year.

Yes, truth can indeed be "inconvenient" at times.

Now that the Hollywood types have switched from gay rights to global warming, I wonder who gets the concession for new ribbons, T-shirts and stuff. Want to guess?

So where do we go from here? I say we keep right on driving. We're not going to drown. We're not going to melt with our cars. Polar Bears are not an endangered species and neither are car lovers.

Sooner or later, old Al will retire. Comfortably. He'll be even richer than he is now but he'll be forgotten. And so will "Global Warming". This old world will keep on spinning just as it has for millions of years.

Enjoy the ride. And the drive.



BJ Peterson
Nord Stern Member
bjp@burschtravel.com

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Passing of Elmer Langren

by Roger Grimm

When I heard Elmer had passed away, I felt I should write something. You see, he was one of the first people I met after joining PCA and Nord Stern in 1994.

I bought my Sand Beige 1968 coupe in 1991. I was a newbie - didn't know a long hood from a short hood, a LWB from a SWB. But growing up with a 1967 Corvair, when I heard the car was out at our local dealer as a trade-in, I thought it would be an interesting comparison and went out to test drive it. It had the vintage look of a classic sports car - metal bumpers, chromed wheels.

And as soon as I pulled out of the lot, I thought *"now this is way more fun."* I drove home, my neighbor immediately told me it was a keeper, and my wife came out of the house and said it was cute and one of her colors (do you remember when women had their colors done--Carol is an "autumn" so looks good in earth tones, or at least that's the theory). So with that blessing, I drove it back and bought it - my greatest impulse purchase ever. PPI? Never heard of it. Heck, it only had 107,000 miles.

I drove it for a few summers, learning about the car and having a blast. Parked outside a friend's house one evening, I came out to find out I was just down the block from the PO's house and he had put a thick stack of receipts under the wiper. Looking through them, I discovered the car had a complete engine overhaul only 20,000 earlier.

There was no organized Porsche group in Fargo, but we still had a lot of fun. Then in 1994, I discovered PCA, Nord Stern and something happening in September down at Brainerd. Carol and I had been regulars at Donnybrooke (BIR will always be Donnybrooke for me) for the Can-Am and Trans Am races in their heyday, so we thought it would be fun to go down for the day and see the track again. We pulled in, noticed a few people looking over their shoulders (apparently SWB cars weren't particularly common in the club even then) and hung at the track. Toward the end of the day, we heard about a concours at Cragun, so thought we'd stop by on our way back to Fargo.

Upon arriving, some kind soul started to direct me down on to the lawn. Arguing that *"it's not really a show car,"* I insisted that we would just park along the side of the road, where we were joined by a 912 from Wisconsin. We chatted with the owner as the race cars could be heard in the distance coming over from the track.

As the lawn filled up, I went to look at the cars; Carol stayed behind, sitting on the front fender of the car. After a bit, a younger man walked by and gave her "the look." Undaunted, she continued to sit on the car.

A little while later, an older gentleman walked up, looked in the car, walked around it, looked back at Carol, and asked *"So, did you get the roll bar with the car?"* Surprised, she replied yes, that the dealership had called us a week after buying the car to tell us it was outside in back, against the building, and we could

pick it up if we wanted it. She asked how he knew. He said, *"I used to own this car. My name is Elmer Langren."* Carol noticed the same younger man a short distance away and told Elmer *"I don't think he likes me sitting on the car."* Elmer laughed and said *"That's my son, don't worry about him. Besides, it's your car, you can sit on it if you want to."*

About that time, I returned, and Elmer's wife joined us. They told us the story of how they came to own the car (the first owner was a kid who made speed runs to the Black Hills, joined by his brother's new Vette, didn't watch the oil, and blew the engine up not once, but twice. When he couldn't come up with the money to rebuild it the second time, Elmer made a deal with the owner and the shop). He and his wife talked about driving the car coast to coast for shows and race events; *"I lowered it, you know."* The car still sits at that height. He showed me where the air pump on the engine would originally have been and other things he thought I might not know about the car. As he and his wife prepared to leave, he said I should talk to this guy named Bob and motioned down toward his car. Then, as parting words, he said *"and get rid of that black plastic engine lid grill and get a proper aluminum one for the car (I did)."*

I never found "Bob" before we had to leave; as we drove out, I took one last look at Bob's car, hoping to see someone getting something out of the car or otherwise identifying himself as the owner. But as we drove home on one of those perfect cool, clear fall nights, we thought that this whole PCA thing could be a lot of fun.

Fast forward several years. Sitting at home one afternoon, I got an email from Mark Bouljon at Carousel. He wrote *"Bob Fleming called me a few minutes ago and gave me this e-mail address to contact you"* (after missing Bob at Craguns, I did eventually meet and get to know him). Bob had been helping him locate some of the older 911 models for the June 19, 2004 Forty Fast Years anniversary display at Carousel Porsche. He had told Mark that I had a nice original 1968. When I called, Mark said *"We need one; would you be interested in driving it down?"* I muttered my same *"you know, it's not really a show car"* phrase, but Mark insisted they wanted cars their owners drove, so I said yes. In emailing back and forth, Mark told me Elmer was not in very good health but he hoped to see him at the show.

If you remember, it was hot that day; not a cloud in the sky. I was taking a break inside and almost missed him. But when I came back outside, there was Elmer and his wife, looking at the '68. He looked a bit frail, but when I asked him if I could take a picture of both of them standing by the car, he straightened up and the years seemed to evaporate.

He will be missed.

Continued on page 38



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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 VW sports-car study that became the first Porsche, the Type 356 roadster, had which of the following features:

- a. Frameless windshield
- b. Full wheel covers
- c. High ground clearance to suit poor road conditions
- d. All of the above

Excellence, Vol. 1, page 29

2. The garage of the Porsche family villa was never used to build cars in postwar Stuttgart.

True or False

Excellence, Vol. 1, page 46

3. In the postwar renaissance of Porsche, the chief designer and the body designer were:

- a. Norbert Singer and Helmuth Bott
- b. Karl Rabe and Erwin Komenda
- c. Peter Falk and Jurgen Barth
- d. None of the above

Excellence, Vol. 1, page 47

4. A lone aluminum-bodied 1.1-liter Porsche coupe won its class and placed 20th overall in which 1951 race?

- a. Rolex 24 at Daytona
- b. 12 Hours of Sebring
- c. Le Mans
- d. Targa Florio

Excellence, Vol 1, page 53

5. The 500th German-built Porsche was completed at the Reutter plant on what date?

- a. January 31, 1959
- b. October 31, 1955
- c. March 21, 1951
- d. None of the above

Excellence, Vol. 1, page 54

6. Who introduced the Porsche to America?

- a. Bob Holbert
- b. Albert Prinzing
- c. Briggs Cunningham
- d. Max Hoffman

Excellence, Vol 1, page 60

7. The Porsche America Roadster body was built by:

- a. Erich Heuer
- b. Reutter
- c. Italdesign
- d. None of the above

Excellence, Vol. 1, page 74

8. On May 16, 1952, Porsche was awarded a contract to design a new car for which American automaker?

- a. General Motors
- b. Ford
- c. Chrysler
- d. Studebaker

Excellence, Vol. 1, page 76

9. The first Porsche 550 (550-01) was a winner its first time on the track at the Eifel Races at the Nurburgring on May 31, 1953.

True or False

Excellence, Vol. 1, page 101

10. Porsche 550-01 raced at Le Mans in 1953 and 550-02 at which other well-known race that year?

- a. Carrera Panamericana
- b. Sebring
- c. Daytona
- d. All of the Above

Excellence, Vol. 1, page 101

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

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Road toll in the UK:

- **£500m (~\$1b)** Annual cost of crashes by uninsured drivers
- **£1,000 (~\$2,000)** Maximum fine for driving without a valid tax disc (registration)
- **50,000** Uninsured vehicles seized by police in 2006
- **1,338,000** Untaxed (unregistered) cars in 2006 — up from 851,000 in 2004: Uninsured drivers in the UK are ten times as likely as insured drivers to have been convicted of drunk-driving, six times as likely to drive a non-roadworthy car and three times as likely to have been convicted of driving without due care and attention.

The UK government's proposal to introduce road pricing will mean every car owner having to purchase a tracking device for each car they own (including classic collections, one assumes) and paying a monthly bill to use it. The tracking device will cost about £200 (~\$400) and, in a recent study by the BBC, the lowest monthly bill was £28 (~\$56) for a rural florist and £194 (~\$380) for a delivery driver. A non working mother who used the car to take the kids to school paid £86 (~\$172) in one month.

On top of this massive increase in tax, cars will (of course!) be tracked and each car's whereabouts known at all times. It will also be possible for a car's speed to be monitored constantly, and fixed penalty notices or advice of intended prosecution issued with monthly bills.

The first Rolls-Royce Phantom Drophead Coupé destined for the United States has been bought at a charity auction held during the annual Naples Winter Wine Festival in Florida for \$2 million by a local resident, whose bid makes the 2008 Phantom Drophead Coupé the most expensive new car sold in the US.

Toyota builds more than 1 million vehicles a year in the U.S. at 10 plants that employ 33,500. It also imports nearly 1 million cars a year from Japan, including the Prius hybrid. Toyota actually sells more cars in the U.S. now than it does in Japan. 60% of its profits now come from North America.

Audi officials, at a roundtable discussion at the recent North American International Auto Show, admit they're considering doing away with the stick shift for its mainstream U.S. models.

The EU (European Union) in Brussels is getting NASTY with car makers and it could spell trouble for the US as well because there will a need to harmonize the designs in order to be profitable. Motorists are to be forced to change the way they drive to help car manufacturers to meet strict new emission targets, the European Union announced in February. All new cars will be fitted with devices that tell drivers when to change gear, what

speeds to drive, emergency braking systems will deter excessive use of brakes/accelerator, "Stop-go" technology will switch off an engine at traffic lights or when the car is stationary. Engines will turn on again when the accelerator is pressed. Also included is a warning system for times when it is necessary to pump up their tires. The introduction of new technology to reduce greenhouse gas emissions, ordered by Brussels could add more than €6,000 (~\$7,800) to the price of a typical family car. The measures will apply to all cars sold in the European Union, including those made in Japan, the US and China. There is still some SMALL hope for "enthusiasts" as the proposals will be debated by the European Parliament before going to heads of government for a final decision. Implementation is projected for 2009 but it is not considered a realistic plan by manufacturers.

Mini could soon start selling more cars in the US than the UK, historically its number one sales market, if the US sales staff has their way.

Mini now outsells Porsche, Jaguar and Saab in volume terms in America, while the model mix remains rich — 52% of US sales are for top-of-the-range Cooper S models, compared to a worldwide average of 31% for the Cooper S. Last year more than 39,000 of the 188,000 Minis sold worldwide were sold in America. In the longer term, they appear intent on becoming the number one market in the world.

Last year's sales were down on 2005's record year, as global Mini supply was limited by expansion work at the Oxford plant. But this year Mini should see record sales again, as capacity has been upped to 240,000 units per year from 200,000, and the launch of the new-generation Mini will give sales a shot in the arm.

Italian cars, such as those produced by Fiat and Alfa Romeo, are most likely to be broken into, while American vehicles are the most stolen, figures from Admiral, the UK car insurance company, found, based on 180,000 cases of car crime. The second-most likely to be broken into are French.

The Ferrari car company is doing very well financially at the moment, having just announced a profit of \$240m for the last financial year, an improvement of 16% on last year's numbers. Turnover increased to \$1.9bn thanks to the introduction of the F430, 612 Scaglietti and the 599 GTB Fiorano models with sales rising to 5671 cars. Sales in China doubled, helping to push up Asian sales by 15%.

The FIA has decided to push back new ideas it was planning for Formula 1 in 2010 because it wants to discuss the new plans for engines in 2011 and coordinate these with the ideas under discussion. The rules include a proposal to standardize or partially standardize aerodynamics, which was opposed by many of the



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teams (too NA\$CARish ?). In addition there were plans to use waste heat to help propel the car.

The negotiations will now move on to what kind of engines should be used and the FIA can - in all likelihood - forget about attempts to standardize aerodynamics, something which cuts at the very heart of the sport. Engine and tire development have been frozen and engineers are arguing that there must be technologies which can make a difference in order that F1 retains its status as the cutting edge formula. The delay means that the discussions can now move on to ways that aerodynamics can be made road-relevant.

Trivia:

George Lister & Sons Ltd is one of the oldest companies in Cambridge. In 1890 George set up a small company offering an engineering service. It grew and prospered in the first half of the 20th Century into a medium sized organization.

In 1954 Brian Lister, grandson of the founder, wished to gain the Company some publicity through the medium of motor racing. He produced a car for his friend and fellow competitor Archie Scott Brown to drive and another friend, Don Moore, to tune. The combination of Lister, Scott Brown and Moore was an immediate success. Less than 50 cars were made between 1954 and 1959 but these cars have won or been placed well over 2000 times world-wide since then.

George Lister and Sons Ltd are still in business making capital equipment and components for many companies in this, their 117th year of operation.

The Lister marque is now represented by Lister Cars of Leatherhead who are having similar success to the original cars on circuits throughout the world.

Anniversaries:

- **April 06, 1934:** Ford introduces whitewalls: The Ford Motor Company announced white sidewall tires as an option on its new vehicles at a cost of \$11.25 per set. Whitewalls soon became associated w/style & money. By the '50s, whitewalls were standard on many cars, & it would be hard to imagine a '55 Corvette w/out a corresponding set of whitewall treads. The popularity of whitewalls continued well into the '60s. Car companies offered different width white bands in a race to make their whitewalls whiter. Henry Ford was never known as a fashion revolutionary, but he was onto something w/the whitewalls.
- **April 17 1964:** The Ford Mustang was announced. Jay Leno says "That was a real American version of a sports car. It had such an impact because it was a reasonably practical car that middle-class people could buy. At the time, and this shows you how provincial Boston was, there was a bestselling book called Sex and the Single Girl by Helen Gurley Brown. And Mustang had an ad — they were trying to sell six-cylinder

Mustangs to secretaries — and the ad was “Six and the Single Girl”. The Boston newspapers wouldn’t publish it because they thought it was too racy.”

- In the 1962 James Bond film “Dr. No”, 007 drives a Sunbeam Alpine w/wire wheels & special-ordered 5” white-wall tires. The Sunbeam Alpine was a small but stylish sports car which James Bond drove in Jamaica for the film. Altho it contained no special modifications, it was of great help to Bond during the mission. On his way to Miss Taro’s house, Bond got into a chase w/the three (3) blind assassins in a hearse. Bond out-manuevered the hearse, sending them off the face of a cliff.

Crystal Ball:

2007 - In late spring, Mazda will begin retailing its first hybrids — versions of the redesigned ‘08 Tribute cross/utility vehicle. Volumes will be low, probably less than 1,000, but it will depend on demand. The HEV is built by Ford Motor Co. alongside assembly of the Ford Escape and Mercury Mariner HEVs.

The Tribute HEV is powered by a 2.3L 4-cyl. Atkinson-cycle engine making 133 hp at 6,000 rpm and 124 lb.-ft. (168 Nm) of torque at 4,250 rpm. The electric traction motor adds another 94 hp (70 kW) at 5,000 rpm. Combined output is 155 hp

2007 - A Formula 1 test at Spa has been given the go-ahead with the teams heading to Belgium immediately after the British GP for three days of running. This will add to the pressure in that part of the year when there are six races in nine weekends. The test has come about because Spa is now a permanent circuit rather than closed public roads and teams want to see the changes that

have been in the recent rebuilding that was demanded by the F1 authorities. This means that several corners have been reprofiled and teams want to see the effect of these changes.

The organizers are delighted as this will give them more chance to earn money from the F1 activities and will get interesting going in the run up to the race.

2008 - Pirelli Competizioni has entered into an agreement with Grand-Am under which the Italian manufacturer will supply its P Zero Racing tires to the teams competing for the Grand-Am Rolex Sports Car Series presented by Crown Royal Special Reserve during the three-year period from 2008-2010. The series currently run on Hoosier tires.

See you at the races!

Elmer . . .

continued from page 31

Editor’s Note: According to Elmer’s son, Mark: *he first joined in 1957, with his wife Vietta, (my mother) in 1957. They dropped their membership to pay for my eye surgery. They rejoined in 1960. He was president, etc. all in the 60’s. He brought more parade trophies to the region then any other member. His children are still Porsche pushers.*

And as Andy Busche notes: *Long time member is right - I found this: Elmer joined PCA in 1960. I don’t know if he also joined Nord Stern (yes, see above) at that time, but if, so I assume we just lost one of our longest standing members. In either case, 47 years behind the wheel of a Porsche - you could have done worse, Elmer.*



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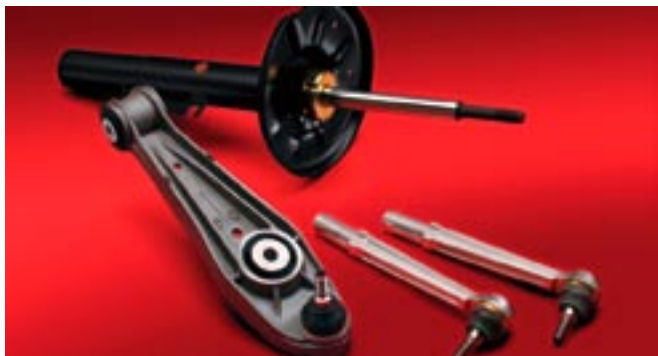
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