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# From the Editor. . .

by Christie Boeder

What is there not to love about this new digital age we all live, work and place in?! Here we are at Mid-Ohio for their region's annual club race, I have my laptop and am frantically working away to get the June issue finished so I can send it off to the printer for proofing, setup, mailing and on it's way to your mailbox. All while having a great time with a bunch of fun Nord Sterners and other PCA folks we know through the club or have just met as a result of being here.

And there is a reason it's called 'Mid-Ohio'! It really is in the middle of the state surrounded by a lot of farmland and very small towns. Arriving in the area late at night after an hour drive north by northeast out of Columbus, it's really dark and when you zoom up on one of those Amish horse-drawn carriages it's more than just a bit jarring. We came up on two of them, no less (you can imagine the warning lights on the backs of the carriages - they are BIG and for a good reason).

The juxtaposition did give us a bit of pause; here are a group of people living their lives as simply as they can in this beautiful, peaceful countryside and we are here to zoom around a track at high speed, burning up a lot of gas, tire tread, brake pads all in the name of fun, and camaraderie with more than a little competition thrown in.

And even with the track being fairly remote, I could check e-mail even though I had to walk up onto the porch of the house owned by the owners of the bed and breakfast we were staying in as their wireless network did not reach the actual B&B - a 110-year-old farmhouse that was just wonderful. So, in the spirit of the area I decided not to worry about 'being in touch' at all.

After all, that's what 'vacations' are really supposed to be about! Getting away, having fun, seeing friends, no cooking, no cleaning. The weekend had it all.

Oh, and by the way, the racing was pretty darn good, too!

# Biz Talk . . .

by Ed Vazquez

Rick Moe is please to announce that he has a new partner at The Nurburgring, Inc., Justin Christenson.

Justin a top 2001 graduate of Universal Technical Institute in Glendale Heights, Illinois. After his graduation from UTI he entered the Volvo Factory Training Program. Upon completion of Volvo training he quickly became a top tech at a local Twin Cities Volvo dealership. Justin has been apprenticing at the Nurburgring for the last 4 years and is now on board as the future of the Nurburgring. After 30 plus years of doing this on my own I thought it was about time to share the fun.

On a second note, The Nurburgring, Inc. is now a stocking dealer for Brad Penn Racing Oil. If you have not heard of this product... a Google search will answer all your questions. Those of us who been around way to long will remember it as Kendall Green Racing oil. Great oil that tests right up there with the Mobil 1/Redline/Royal Purple products at a much better price. We currently stock the Racing 1 in the following weights: 10w/30..20w50..0w30 (perfect for the newer viracam Porsche motors).

Give Rick or Justin a call 952-446-8185 or e-mail [nurburg@citlink.net](mailto:nurburg@citlink.net) to get started on great Brad Penn products.

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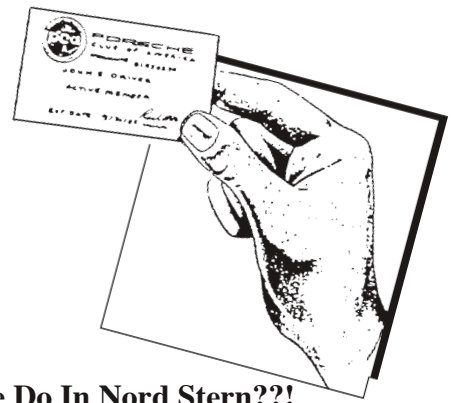
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# Welcome

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## Welcome . . . New Members

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



### Eric & Heather Pikula

Brainerd, MN  
2000 996

### Mary & John Malsam

Stillwater, MN  
1999 Boxster

### Kelly Manley

Annandale, MN  
1973 914

### 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.

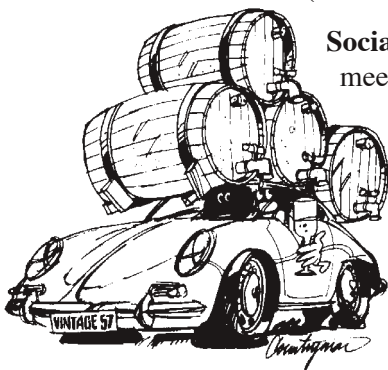
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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

Now that spring is here our many variety of Nord Stern events are underway. First let me congratulate Sarah DeLong and Mike Lancial for a very successful Spring Drive and Lunch event. The participants met at Point Douglas Park, drove thru Wisconsin to have lunch at The Pickle Factory in Pepin, WI. Because of the limited space, registration was held to 70 entrants. Sarah and Mike accomplished their goal. We held our 1<sup>st</sup> track event of 2007 on April 28-29 . . . First Fling Driver Education event. However, on April 27, Jon Beatty held a First Fling Drive Training school for novice and advanced students. Both events were very successful. I want to first thank Jon for all of the time and effort that he extended to make the school a success. The DE event was also a success thanks to the efforts of Bret Bailey the Eventmaster, Keith & Kim Fritze for Registration and Jim Bahner, Safety. Lastly, I had an opportunity to attend the Autocross event at Dakota County on May 20<sup>th</sup>. By the calendar this is supposed to be Spring, however, because of the weather, I thought that I was attending the Fall Autocross event. There were about 100 registrants included many from Nord Stern. Harry Robideau, Eventmaster along with members from Met Council put on another outstanding event.

What's next? **June 9-10** are the dates for our Fast Fling Driver Education event. If you have not already registered, please do so by registering soon. Because of the success of our Novice Driver Training school some people were not able to register. That has changed. Jon Beatty is conducting a Novice only drivers school in conjunction with the Instructor Training class on **June 8**. So, if you are a novice driver and missed the school on **April 27th**,

*Continued on page 26*

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## 2001 996 No Power Increase

I thought this was an interesting tech question and am forwarding it to the list.

-Roger Johnson

**Classification:** Engine Subject: 2001 996 No Power Increase  
**Model:** 996 C2 **Year:** 2001 **Total Mileage:** 57,000 **Car Use:** Street use only

**Question:** I upgraded my totally stock 996 with B&B Headers and Muffler, Evo Air Intake, and an Upsolute ECU Upgrade. The car was put on the dyno before and after the modifications. I actually "lost" 2 horsepower! The shop that installed the mods other than the computer upgrade had no explanation. I had that done while living in Atlanta. I now live in the Orlando area and am using a local shop for maintenance. They told me the Porsche engines are built at such a high level of high performance from the factory that these upgrades don't offer much of a gain. I find that hard to believe. Is it possible Upsolute accidentally "detuned" my computer? The car drives great and performs well but I certainly expected to get better performance for all the money spent. Any ideas??? Thanks.

**Answer:** If you read some of my previous answers to this sort of question, you will know that I am not surprised at your report. Basically as I've said repeatedly, over the years Porsche has left less and less "on the table" in terms of easy power increases. I also say that the only way to know what you're getting is to dyno the car before & after. The next step could be to systematically work through the combinations. For example try the stock exhaust, or another brand of exhaust, and see if that makes any difference, with the other changes still on the car.

Joel Reiser/PCA WebSite - 4/20/2007

I know a lot more about the pre 964 cars than I do about the new ones, and there's always things on the table to work with from that era of 911 for performance up-ticks. That said, the newer stuff is much tougher to extract gains from. A few years back Ruf did a big work up on the then new Boxster and after all their tedious labor and flow analysis of the exhaust system extracted something like a whopping 3 horsepower over factory. Not a knock on Ruf but rather a testament to the factory engineering. I've noticed in general that gains can always be made over factory in one area or another, but overall driveability is likely to suffer somewhere else as a result. A goal that must be kept in mind when doing any mod...ask yourself what problem am I trying to solve? I would bet the mods below offered a quicker rev or shifted the power curve one way or the other, but didn't really do anything for the guy's butt dyno.

If he really wants to make his 996 quicker, put it on a diet and ditch a couple hundred pounds.

-Brian Gale

Very interesting and it is certainly true that the NON TURBOCHARGED Porsches are difficult to wring much more power out of, I would have expected to have some HP increase, say 12-20 hp??? Turbo Porsches are a different story, My old '91 911 Turbo responded very well to the old 1 bar boost spring and headers/muffs/no cats. The modern 996 Twin Turbos (like I have) respond VERY well to ECU and exhaust system change and that generally yields an increase from 415 hp to 485 hp (70 real horsepower). I saw my 60-130 mph go from 12.8 seconds (stock) to 10.96 seconds, which confirmed approximately 70 hp increase.

- Cheers, Marty Kaye

My 2005 GT3 did 348 hp (400 crank hp) to the wheels on Evo's mustang dyno completely stock. After their software upgrade, Milltek Headers, high flow cats and mufflers and intake, it did 372 to the wheels (428 to the crank).

I do agree that most normally aspirated cars do not gain much power from these sort of modifications, but my particular set up was tested on other cars prior to mine with the same results. The gentleman with the original question chose to use a B&B muffler and upsolute (ECU piggyback tuning) which would not have been my first choice, however, I believe that most of the power on my car was gained from the headers.

- Regards, Luis Fraguada, Jr.

## Clear Bra and Dent Removal

There have been a number of e-mails flowing back and forth over the past few months about the application of a clear bra on our cars. I wanted one installed on my track car before the start of the Club Racing season and at the suggestion of Ed Vazquez, I tried Dent Kraft in Plymouth this past week. Don Kavanagh, the owner, was extremely helpful and did a great job working with me to get it installed.

Those of you who know my car, know that it spent one year on track with no protection. So Don was starting with a hood and fascia that were less than perfect. He and his installer worked their back sides off to make a silk purse out of a pig's ear, touching up the car where they could, getting rid of a ding in the front fascia, etc. They went well beyond the call of duty! I am ready for the Concours again this year. (Mac, it is going to take more than a new paint job to displace the Blue Devil as the first place winner again this year.)

In conclusion, this e-mail is a long winded way of saying, "if you are going to install a clear bra, give Don a try". I don't think you will be disappointed. Besides, you may see something cool sitting in his shop. Nothing like a prancing horse to get the blood pumping.

- Dave Roberts



# Porsche Shows First Photos 2008 911 Turbo Cabriolet

**4**80 Horsepower Convertible Offers Super Car Performance Making It The Ultimate Open Top Sports Car From Porsche  
ATLANTA (May 7, 2007) – There is nothing soft about this soft top. Beginning September 8, sports car drivers who love extreme high performance and the whimsy of feeling the sun and the wind will be able to have the best of both worlds when Porsche unleashes its ultimate open-air 911 sports car – the new 2008 Porsche 911 Turbo Cabriolet.

Continuing the company's esteemed 20-year tradition of pairing a classic soft top with extreme Porsche 911 Turbo performance, this 2+2 seater can reach speeds of nearly 200 mph and accelerate from a stop to 60 mph in just 3.5 seconds. Starting at \$136,500, the all-wheel-drive 911 Turbo Cabriolet is available with the same 3.6-liter, six-cylinder, twin-turbocharged boxer engine that delivers 480 horsepower in the 911 Turbo Coupe.

The 911 Turbo Cabriolet uses a light, three-layer soft top that can be opened and closed at speeds of up to about 30 mph in just 20 seconds. Once open, the car boasts top-down beauty



and sophistication in its extensive details: including hand-stitched leather, a high-performance Bose Surround Sound System stereo with settings ideal for top down driving, a wind buffeting system, Bi-Xenon headlights, 19-inch forged wheels with two-tone appearance and Porsche Communication Management (PCM) – a sophisticated entertainment and navigation system that seamlessly combines audio, navigation and timing features.

Still, the 911 Turbo Cabriolet not only has the competence and capacity of a true super sports car; because of its new turbo technology, its 2+2 configuration and ample compartments it is the perfect daily driver for business and pleasure.

In addition to extensive passive safety features, including six airbags and full rollover protection, the 911 Turbo Cabriolet other active safety features include a race-bred braking system, an automatic rear spoiler for high-speed grip in the rear, as well as an array of directional and traction control systems that work in conjunction with the car's secure all-wheel-drive system.

## May Spring Drive and Tour

**C**ongratulations to Sarah DeLong and Mike Lancial for organizing another wonderful scenic drive and lunch tour.

I counted 32 cars. 911's, 944's, Boxsters, Caymans and a 928. Lots of good colors too. (editor's note: And one Ferrari!)

Mary and I are waiting for the Fall rendition.

- Joe and Mary Olson

**I** will second Joe's comments. Very good job by the organizers. My wife and I had a splendid time.

- Michael John

**T**hanks to Sarah, Mike, Lori and Tim for all their hard work, planning, organization, and time for putting together a truly wonderful day of driving.

The food was good, the smoozing was great, the weather couldn't have been better, and almost everyone had a grand time.

Mike and Lori ended the day with car trouble, but Ed Vazquez came thru for them. Ed drove to Prescott to look for a battery, but had to go to Hastings to find the right one. After installing the new battery, the famous 911T was back in service and taking Mike and Lori home.

Aside from the unfortunate mishap of a dead battery, the whole day went without a hitch. Thanks again to everyone who

participated and to the organizers who did a wonderful job putting it all together for us. AND thanks to Sheila and Maplewood Imports for the juice and coffee at Point Douglas.

- Dale Trippler

**D**ale, Joe and Michael, Thank you so much for the wonderful feedback. We really did have perfect weather, a great turn out and a variety of old & new beautiful cars. Our timing was a bit off and our lunch location was very popular, but people seemed to roll with it which was greatly appreciated.

Thank you to Sheila and Howard from Maplewood Imports for providing coffee and juice at the start location while people registered and visited before we left.

Also, thank you to Ken McNeill and his brother for taking video of various parts of our event. It will be very fun to see what they put together. (editor's note: See page 14 for further info!)

- Sincerely, Sarah DeLong

**I**t seems that the gremlins that went after our car also took a swipe at my e-mail. Obviously the e-mail is back up!

Thanks so much for the possitive feedback. And I echo all that Sarah wrote. A special thanks to Ed and Ali Vazequz for picking up the battery and the company at dinner afterwards. And the phone calls of concern from Dale and Sarah.

- Mike Lancial

*Continued on page 10*

# First Fling Yahoos

by Bret Bailey

**F**irst Fling Driver Training and Driver Education was held April 27, 28, and 29th this year. Sunny skies and warm temperatures made for absolutely perfect weather and track conditions.

There were a lot of new things and some old items for the first Nord Stern track event of the year.

**New:** New faces! Driver Training was a sell out event. Many new members took the class but there were some familiar faces in the group with sons of long time members Jim Breakey, Doug Scovanner, and Jim Bryant finally getting a chance to take their father's car on the track. To name a few . . .

**New:** Turn Two had a new look this year. Many of the trees on the outside of the turn have been removed and new safety barriers were being put in place. This is just the first of many improvements that are expected to happen at BIR with the new ownership in control.

**New:** Passing rules were revamped for this year. This was our first event using "point bys" and having the passing car go

off line while the car being stays on the driving line. This change provided lots of paddock conversation. The new method was executed safely by the drivers, without incident.

**New:** On-line registration [www.clubregistration.net](http://www.clubregistration.net): <http://www.clubregistration.net> was implemented. The process is easy to use and went smoothly. Thanks to Registrars Kim & Keith Fritze!

**Old:** The 356 group brought up three of their cars. They are not as fast as the cup cars, but are fun to watch on the track.

Thanks should go to Lon Tusler, my co-event master, Jon Beatty for Driver Training, Jim Bahner and Dave Engh in Safety, Keith and Kim Fritze for registration and social hours, and everyone who attended and made the weekend so much fun.

## Letters to the Editor . . .

*continued from page 9*

**S**arah, Mike, Lori and Tim, It is well-deserved feedback. I had a great time. It was a fun route. As the one doing the observers report, I was especially impressed by the way the passengers in the lead car (Mike and Lori), the sweep car (Dale and Jo), AND a middle car (Sarah and Tim) maintained radio contact to keep the group together without the YO-YO effect.

- Roy Henneberger

## First Fling

**I**want to thank everyone who worked so hard to put on a wonderful weekend at BIR. I am too tired to list everyone, but thanks to Jon Beatty for the school and all the instructors for helping. I did Intermediate with Ron Faust as my instructor. He was great. Thanks to Bret Bailey and Lon Tusler, event masters, Jim Bahner for safety and Andy Busche for DE Chair.

A special thanks to Kim and Keith Fritze for registration and for beer runs. They really did a lot of work this weekend. Also special thanks to the guys who filled in for Ed Triplet on timing. They had a little trouble getting the computer program to work at first, but once they figured out the problem, the timing run ran smoothly. Anyone who hasn't helped with timing, REALLY should. It is unreal. I think the program was written by the same guy who designed the Abacus. Right after completing the timing program he got so frustrated with trying to figure out how to run it, he invented the Abacus as a simpler tool to use.

Thanks to everyone else who was there and on the track. We had wonderful weather, good track and Jo and I had a wonderful time visiting with everyone there and driving.

- Dale Trippler



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*Norge Sjø Stua*

Ron & Michele Johnson | 952.476.7445 | 612.730.2351  
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# velocity



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# Wanted: PCA History

By Ellen Beck, PCA National Historian

An important goal of an historian is to collect and archive significant items of our club's history, in addition to the typical paper records and documents. Our premier national event since our club's inception has been the national Porsche Parade, yet we have very few examples of Parade memorabilia in our collection.

I hope to acquire a selection of memorabilia from each of our 51 previous Parades which would include the following items: a Parade binder, a Schedule of Events, a Trophy, a logo patch, decal and grille badge, a wine glass and a Yearbook (from Parades that had these items), and any other unique items, video and photos from individual Parades. I appeal to our membership to consider donating any of these items (or other historical items)

where you may have duplicates or find you no longer have the room or inclination to store your old Parade memories. They will find a welcoming home and attractive display space in our new National Offices.

Please contact Ellen Beck at [historian@pca.org](mailto:historian@pca.org) or (301) 788-0370, or Vu Nguyen at [admin@pca.org](mailto:admin@pca.org) or (703) 321-2111 if you have questions or are able to assist in our search. Items may be mailed to the PCA National Office at P.O. Box 1347, Springfield, VA 22151. A PCA Certificate of Appreciation will be sent as a thank you for your generosity.

## Porsche 'Spelunking' . . . Or, Guess What I Spotted?!

By Keith Jones, and other various world traveling contributors! - submit your sighting's to the editor

I was by myself with 3 hours to kill in Hong Kong. I have seen all the sights, seven times over.

Inspired by John McCarthy's May 2007 *Nord Stern* photos of the Shanghai Porsche dealership, I embarked on a mission to find the Hong Kong Dealership.

One train and two subway lines later, I was standing in the Porsche Showroom. The showroom is about 2,000 square feet per floor, but they had 6 floors. The floors housed two Carrera GTs, numerous 997 Turbos, a couple Cup Cars, several GT2s and GT3s. They even had an orange Rennsport Reunion GT3 RSR in the house!

The showroom price was \$160,000 USD. Hong Kong has a 100% auto tax, so it's a tad expensive at \$2,525,200 HKD.

The salesman explained, they will wait to add the GT3 RSR insignia, after it's purchased. He said, some of his clientele would feel it's "too ostentatious".



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# Just Who is that 'Masked Man?'

by Ken McNeill, foreword by Christie Boeder

*Editor's note: The Nord Stern calendar year is in full swing and if you have attended an activity or event lately you may have noticed someone 'lurking' in the background and foreground catching moments on video! Just who is this guys and what is he doing? He looks vaguely familiar...and he is, it's member Ken McNeill and he has a very, very special project he is working on for the club. I asked him to share with us exactly what he is doing. It's a wonderful idea and project for the club. He told me when he first joined the club he really didn't know what the club did and how frankly it was a tad intimidating to attend that first event not knowing anyone else or having any idea as to it was going to be fun or of any interest to him personally or whether anyone would even talk to him! And I certainly could relate as it so reminded me of our first year in the club when I especially did not have any idea about what it meant to drive on the track, attend a rally, or even drive on a tour. Boy, talk about clueless.*

*So, in response, he felt showing 'Nord Stern in Action' could effectively showcase the club, it's membership and activities to new members, potential new members, and frankly as a memento to those of us already involved. Ken is in the business of media production so the project is a 'perfect fit!' Wow...I am looking forward to the finished production. What a great idea.*

I am currently planning to create a 'video-based' project (essentially a documentary) entitled 'A Season of Nord Stern'. It will consist of several different segments each approximately 10-12 minutes in length. The segments currently planned are: Club Racing (Driver Training, Driver Education & Club Race), Autocross, Rally, Touring, Concours (including the German Car Fest), and possibly a comprehensive club overview to include all of above plus: Social events, Tech Sessions, Web page, our charitable recipient Courage Center and ClubTalk/TechTalk listservs.

Event chairs are giving me interviews talking about each of the events. I'm also approaching Nord Stern members asking for candid comments about what they like about particular events. These interviews will be used as voice-over against the video along with great, royalty-free music in the background. At the Concours, I may spotlight a couple of special cars while doing an interview with the car owner talking about their car. (editor's note, gee, NONE of us like talking about our cars, right?!!)

There will also be some virtual high-speed rides around BIR (in Hi-Def) with multiple camera angles (Gran Turismo-like). So far, Mark Brabec has agreed to do this with his Carrera GT. I'm still looking for a Cup Car owner to work with (any volunteers out there?). Hopefully Road America, too, at the annual DE. I'd also

like to take folks for a virtual ride in an older vintage car (such as Keith Jones Beck 550 Spyder) during the Fall change of colors. This is what is planned, but it could change without notice!

Distribution format is undecided as of yet. Initially I thought of DVD Video but that doesn't take advantage of the HDV (High Definition Video) I'm shooting it in so I'm considering releasing it as an interactive DVD-ROM for the PC. This would allow everyone to view it in much, MUCH sharper detail and resolution. Ultimately, BluRay would be my premier choice of format . . . but my guess is few people would be able to play it so that's definitely out (this year at least). Either way, that can be decided much later.

I'd like to see it released at our annual Holiday party (highlights only - 15 minutes or so). Personally, I'm hoping each and every member paying a 2008 membership fee will get a free copy mailed to them in February or March of next year! Distribution costs and availability are yet to be worked out - so stay tuned for more information. Sponsorships will be available, contact me directly at kenamcneill@hotmail.com (Ken McNeill).



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# 2007 Club Race Artwork Raffle

This year Nord Stern Club Member Michael Jekot, has created an original pieces of artwork celebrating Nord Stern Porsche Club Racing at BIR.

Through the generosity of one of our Club Race sponsors, this original, one-of-a-kind acrylic painting signed by the artist will be raffled off with all proceeds going to Courage Center.

Mathew Hall Lumber is giving every club member a chance to be part of our track's history!

*100% of all proceeds benefit Courage Center.*

Tickets are \$10 each or buy 3 get 3 free!

Send checks to:

Keith Jones  
Nord Stern Charity Coordinator  
6265 Ridge Rd  
Chanhassen, MN 55317

We can also take PayPal, contact Keith Jones at [kj996@hotmail.com](mailto:kj996@hotmail.com) for details

Need not be present to win!



Artist: Michael Jekot GMA  
Title: Racing For Courage 2007  
Details: Acrylic on stretched canvas, unframed  
Size: 18" x 24"  
Completed April 2007

**Tickets are \$10 each - or buy 3, get 3 free.**

Send your checks to:

Keith Jones, Nord Stern Charity Coordinator  
6265 Ridge Road  
Chanhassen, MN 55317

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone and email: \_\_\_\_\_

Number of Tickets (1/\$10, 2/\$20, 6/\$30)

Your tickets will be mailed to you.

Contact: [kj996@hotmail.com](mailto:kj996@hotmail.com) for further details.

Special thanks to Loran and Bonnie Hall for sponsoring this artwork,  
and Mike Jekot for his talent and cash donation

***Nord Stern Annual  
Concours D'Elegance and Car Show  
Porsche Club of America***

***Date: Sunday, June 24, 2007***

***Place: Central Park West, 2555 Dale St. N., Roseville***

**Registration Form (Please PRINT all information)**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_ **Email:** \_\_\_\_\_

**Car Model:** \_\_\_\_\_ **Year:** \_\_\_\_\_ **Color:** \_\_\_\_\_

**Group (Check One):**

☐ Full ☐ Street ☐ Race ☐ Show (Donation encouraged)

**Class (Check One):**

- ☐ A- All 356's;
- ☐ B- Air Cooled: all 911's (Up to 1998); all 912's;
- ☐ C- Water Cooled: all 911's (1999 to 2007);
- ☐ D- Front engine: all 924's; all 928's; all 944's; all 968's;
- ☐ E- Enclosed mid-engine: all 914's; all Boxsters; all Caymans;
- ☐ F- SUV Class: all Cayennes;
- ☐ G- Super Car: Carrera GT's;
- ☐ R- Race Class: all Race Cars.

**Concours Cost: \$20 per car, payable to: Courage Center**

**Send to: Dale Trippler**

**1201 Junction Ave.**

**Maplewood, MN 55109-3433**

**Payment:**

**Cash\_\_ Check\_\_**

RELEASE: The undersigned, on behalf of himself and all those participants and guests, does hereby release The Nord Stern, Porsche Club of America, Nord Stern Concours d'Elegance committee, staff & sponsors, The City of Roseville, and any and all facilities used by this events, their owners, employees and representatives from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

**Name Printed:** \_\_\_\_\_

**Signed:** \_\_\_\_\_

# 2007 Concours d'Elegance and Car Show

by Dale Trippler

The Concours d'Elegance and Car Show will be held on Sunday, June 24, 2007, at Central Park West, 2555 Dale Street North, Roseville. We are strongly encouraging everyone to Pre-Register using the Registration Form in the newsletter OR going online to the Nord Stern web site and downloading the Registration form found there. Upon arrival, check in at the registration table.

If you haven't pre-registered, you must register for the Concours/Car Show event upon arrival. Check-in and Registration will be from 9:00 to 10:15 AM at the Concours/Car Show Registration table in the sheltered area. Check-in and Registration must be completed by 10:15 a.m. in order to qualify for judging that will begin promptly at 10:30 a.m.

**Concours Registration:** \$20.00 (Make checks payable to: Courage Center)

**Car Show Registration:** Courage Center donation encouraged!

**Car setting-final touches:** 9:00 to 10:30 a.m.

In the event of rainy weather or soft ground, cars will be positioned on the asphalt parking lot and grouped by classes. Judging will begin promptly at 10:30 a.m. At that time, you will

not be allowed to prepare your car, which includes "light dusting." We STRONGLY encourage owners to stay at the event until the winners are announced at 1 PM. This will give everyone at the event ample time to view your car after it has been judged.

A vendor will be at this year's event. They will have beverages, water and a limited selection of food for sale. There are picnic facilities at the park for those of you who would like to BBQ a picnic lunch. We have the park from 9 AM until 2 PM, so you will have plenty of time to see all the cars and enjoy visiting with friends and acquaintances.

The Concours is a special once a year club event for Nord Stern members. Unlike racing and the driving events, members get a chance to showcase their cars as a thing of beauty. You don't have to be the fastest, the newest or the most expensive. Last year's big winners were three 356's and a 944TCS. Other first place winners included a 1965 911, 2002 GT2, 1969 912, 1972 911, 1988 944, 2006 911, and a 2001 911 Turbo.

Doing well in the Concours doesn't require a lot of skill. It does require time and patience and elbow grease to clean and polish your car so it looks like a million bucks. That is what most of us think they are worth anyway, so why not take a few hours

*Continued on page 18*

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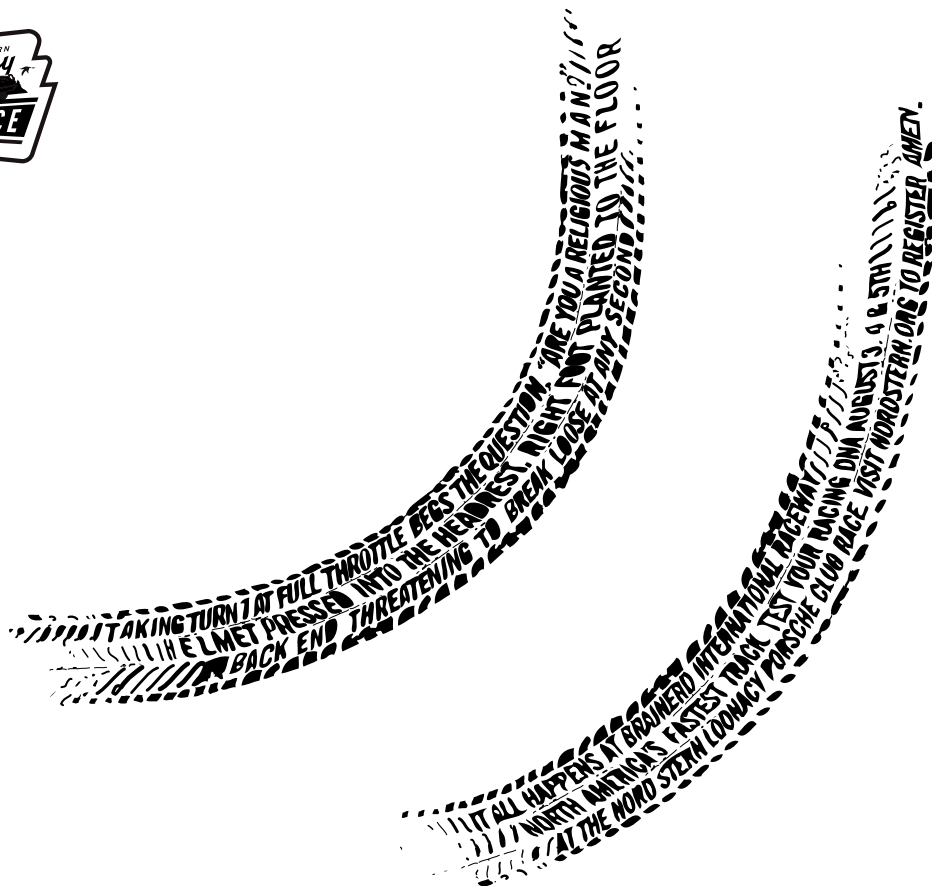
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## Concours 2007 . . .

*continued from page 17*

and shine her up. You will be doing yourself and your car a favor. You will also be helping a worthy cause, the Courage Center.

Set aside Sunday, June 24<sup>th</sup> and plan to enter the Concours. If you don't have the time to clean up your car or don't want your car to be judged, come anyway with your Porsche and enter the Car Show. Bring the family, invite your friends and neighbors to come and see all the cars. If you know anyone else who owns a

Porsche, but may or may not be a Nord Stern member, invite them to enter their car and meet other club members at the Concours. I am sure everyone will have a good time and you will be supporting a great organization, the Courage Center and the work they do.

Hope to see you there. If you have any questions, email me at dtripp@usfamily.net.



# Slowpokes

## Open Track Events 2007

### MAY 21<sup>st</sup> & JULY 4<sup>th</sup>

## Brainerd International Raceway

Get as much seat time as you can handle!

Cost: \$250 per car per event

(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.

**Register *ONLINE* and pay with *PAYPAL* or fill out this form and mail with a check payable to:**

Slowpokes Inc.  
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: \_\_\_\_\_

# 2007 Kalender . . . Check Here for New and Added Events \* \* !

---

## June

2007

- 8 Fast Fling Track Day - Format TBA**  
Brainerd International Raceway  
<http://www.clubregistration.net> to register
- 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](mailto: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
- 16\* Dent Draft PDR Open House**  
12809 Industrial Blvd. Plymouth  
763.559.7171, Don Kavanaugh  
20% discount on all dent removal appointments scheduled the day of the show, see ad page 22
- 21 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at [eric.erickson@theoxfordpcg.com](mailto:eric.erickson@theoxfordpcg.com)
- 24 Annual Nord Stern Concours**  
Central Park - Roseville, MN  
Eventmasters: Dale Trippler & Phil Saari  
Time: 9:30 am to 2:00 pm

## July

2007

- 16-17 Road America Driver Ed\*\* Note Date Change!**  
Monday and Tuesday  
Elkhart Lake, WI - Eventmaster: Dave Anderson  
Contact Dave Anderson;; [dave@anderson.com](mailto:dave@anderson.com)
- 19 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at [eric.erickson@theoxfordpcg.com](mailto:eric.erickson@theoxfordpcg.com)

## August

2007

- 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](mailto:andrew.busche@watsonwyatt.com)
- 16 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis

Meet After Work...

?: Eric Erickson at [eric.erickson@theoxfordpcg.com](mailto:eric.erickson@theoxfordpcg.com)

## September

2007

- 3 Annual Rochester Labor Day BBQ & Picnic**  
**Location: TBA**  
Eventmaster: Jeff Boehm and BJ Peterson  
[jbandbj@chartermi.net](mailto:jbandbj@chartermi.net) or 507-261-9407
- 9 Nord Stern Autocross**  
**Dakota County** - Met Council event  
Eventmaster: Dick Beers at [rwbeers@qwest.net](mailto:rwbeers@qwest.net) or 612-827-7556  
Registration opens 30 days prior to event on [www.myautoevents.com](http://www.myautoevents.com)
- 15 Fall Drive and Lunch with Shell Brewery Tour**  
Start Location: TBA  
Eventmasters: Mike Lancial, [thelancials@msn.com](mailto:thelancials@msn.com) and Sarah DeLong, [sdelong@ald-mpls.com](mailto:sdelong@ald-mpls.com)
- 20 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at [eric.erickson@theoxfordpcg.com](mailto:eric.erickson@theoxfordpcg.com)
- 21-23 Annual North Shore Fall Color Tour**  
1-800-BlueFin for Room Reservations under NS  
Eventmaster: John Dixon, [eyerack@tcq.net](mailto:eyerack@tcq.net)
- 28 Last Fling Driver Training**  
Brainerd International Raceway  
Eventmaster: Jon Beatty 952 449-0187 or [jon@minnetonkasoftware.com](mailto:jon@minnetonkasoftware.com)  
<http://www.clubregistration.net> to register
- 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](mailto: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](mailto:tw820@aol.com)
- 18 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at [eric.erickson@theoxfordpcg.com](mailto:eric.erickson@theoxfordpcg.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
- 15 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at eric.erickson@theoxfordpcg.com
- 18 Old Log Show - Sponsored by Mercedes-Benz Club**  
Contact: Paul Bergquist 952 937-1822  
5:00 pm Cocktails, Dinner 5:30 pm, Play 7:30 pm  
Cost \$48 @
- "Proposals" by Neil Simon: The year is 1953 and the scene is an old summer home in the beautiful Pocono Mountains. *Proposals* tells the charming and nostalgic story of the Hines family as they gather for the last time in their beloved mountain retreat. The romantic entanglements and heartwarming laughs are abundant in this ode to a more innocent era.

## December 2007

- 20 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work...  
?: Eric Erickson at eric.erickson@theoxfordpcg.com

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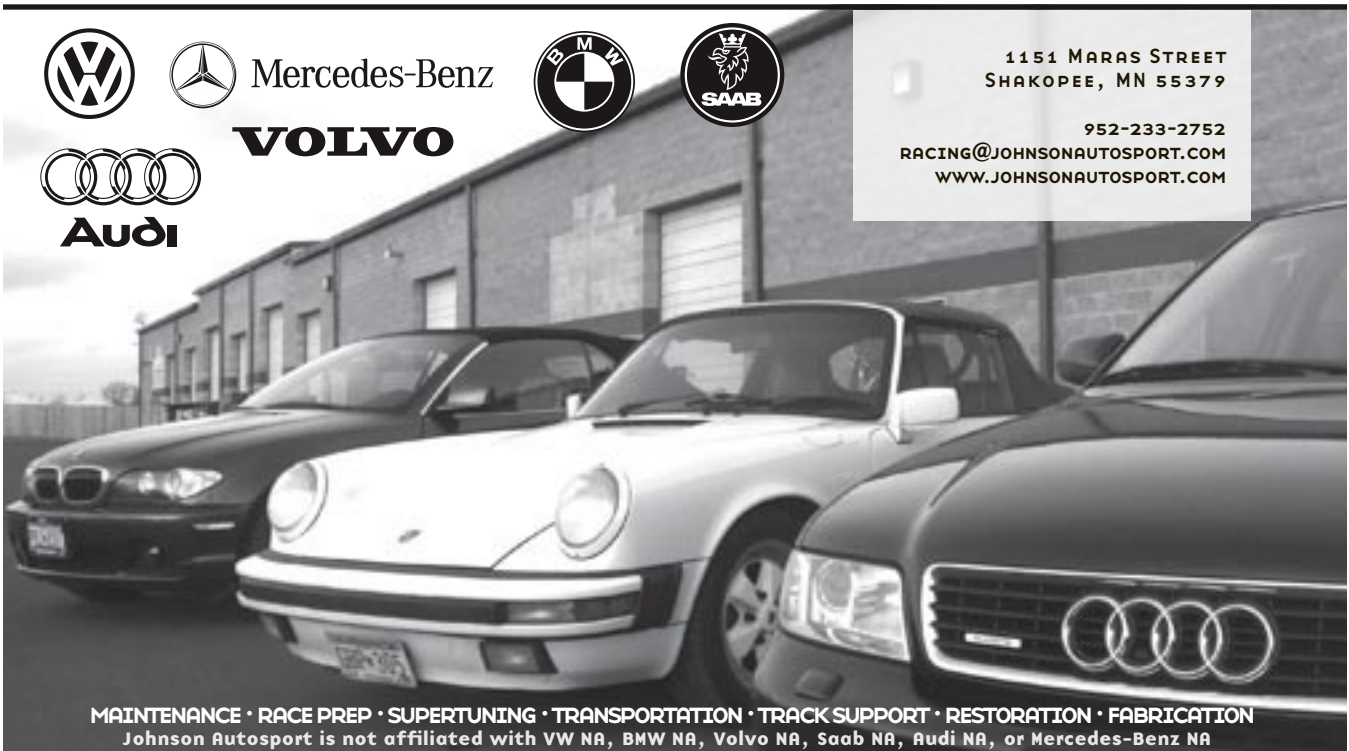


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# Biz Talk: Dent Draft PDR Open House June 16th . . .

Courtesy Ed Vazquez

Dent Kraft PDR is hosting an Open House for Porsche Club members on June 16, 2007 at our facility in Plymouth, Minnesota. Dent Kraft is celebrating 16 years of serving hi-line car owners with the "Best of the Best" in paintless dent removal. Don Kavanagh started Dent Kraft in 1993 in Roseville, moved to Golden Valley and now they are in Plymouth, just north of Highway 55 and Industrial Park Blvd.

Dent Kraft specializes in repairing dents many PDR techs turn away. Porsche Club members attending the open house will receive a 20% discount on all dent removal appointments scheduled the day of the show, June 16th. Dent Kraft also will offer a 10% discount on all "Clear Bra" appointments scheduled that day. Dent Kraft uses VentureShield® film for their Clear Bra installations. The film is cut on a plotter from a template that matches your exact year and model of Porsche. This allows Dent Kraft to wrap the film over hood and fender edges. Many hood, fender and mirror applications will cost approximately \$399.

Bumpers, rocker panels, headlights and other areas of exposure can be covered as well.

Dent Kraft placed in the top 10 in a nationally sponsored contest, competing against PDR techs from all over the world. They use custom hand made tools to reach areas many techs cannot reach. We also do light wet sanding and buffing of scratches. If you need touch up before we apply a Clear Bra, we have a state of the art paint touch-up system that is second to none. Don't miss this tremendous opportunity to see Dent Kraft's shop and see their techs at work. You will get a chance to see many fellow Porsche Club members and some pretty nice cars as well. Feel free to check out our web site at [www.dentkraftpdr.com](http://www.dentkraftpdr.com) <http://www.dentkraftpdr.com> and send us an email letting us know if you plan on attending. Please feel free to call (763.559.7171) or stop in before the open house as well.

VentureShield® is a registered trade mark of Venture Tape Corp.

*Photo, right, from Don: In his shop, a favorite shot and example of his work. Get Ready for the Annual Concours...*

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*"Thank you very much. You did an absolutely beautiful job on my car!" - Paul Magers, Former KARE 11 Anchor*

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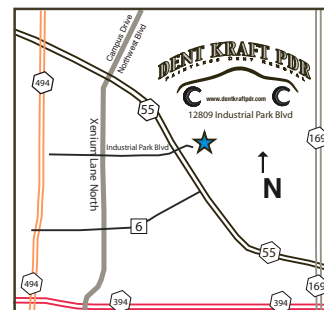


**20% OFF Dents**  
**10% OFF Clear Bra's**

Must be estimated and scheduled day of show, June 16th!

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Discounts not valid with hail damage repair. Not valid with any other offer or special.





## Changes To New Proposed Rules . . .

### Passing Rule Change

---

Passing may be accomplished on any straightaway where the driver of the car being overtaken feels that the pass can be completed before the turn in point for the next corner and with reasonable safety. No pass may be initiated until the passing signal has been clearly given by the driver of the car being passed. It is the lead car's responsibility to watch his or her mirrors, select a proper passing zone, signal the driver of the overtaking car and slow sufficiently to allow the pass to be completed safely before the turn in point of the next corner. The car being passed shall drive on the driving line. Do not follow too closely, regardless of the speed differential. Following too closely is dangerous and may result in the driver's expulsion from the event.

#### WINDOWS DOWN

Windows shall be down on either side where there is an occupant when on the track. It is strongly encouraged to install a window net on the driver's side.

#### PASSING SIGNAL

The driver of the car being overtaken shall signal an overtaking car with a hand signal to initiate a pass. The hand signal shall be a pointing gesture of either the left or right hand with the arm extended. A left pointing signal shall extend the left hand/arm out of the driver's side window in a manner to be clearly seen by the overtaking car. A right pointing signal shall be done by

keeping the right hand/arm inside the car in such a manner to be clearly seen by the overtaking car. The driver of the overtaken car should use animated signals of the hand/arm to enhance the communication of the driver's intent. The pointing signal to the left means the overtaking vehicle shall pass on the left, and a pointing signal to the right means that the overtaking vehicle shall pass on the right.

Since some of the cars have roll bars or safety cages which will obstruct some view of the driver in the car being overtaken, the driver should make every effort to make a clear and obvious signal. The wearing of colored gloves is encouraged to make the hand signal more visible.

A separate signal shall be given for each car when there are multiple cars in line for passing. An overtaking car may not pass unless a clear and obvious signal has been given to that overtaking car.

The overtaking car, when given an invitation to pass, is responsible for moving off line and safely completing the pass on the side directed by the overtaken vehicle. If required, the overtaken car must slow sufficiently to allow the overtaking car to make a safe pass. No passing is allowed unless there is a proper hand signal inviting a pass, and the overtaking vehicle has no obligation to pass and may decline the invitation.

# Carmudgeon Chronicles . . .

## Silent Spring: a car freak freaks out

By Ken Kamstra

No question about it. This was my own “Silent Spring” nightmare. It had nothing to do with the infamous Rachel Carlson’s “birdless” nightmare of the same name.

Mine was worse. I was trapped in a deathly silent universe. It was a universe overrun with spooky creatures driving noiseless contraptions. Not what you would call cars really. They had wheels but there the similarity ended. I could picture in my mind their steely-eyed owners – more on them later – proudly building each one.

All featured an electrical cord dangling behind. They bobbed and weaved as though searching for another plug-in with which to maintain mobility.

The night was as dark as it was noiseless. Still, I had no trouble tracing these electrically charged monstrosities. The drivers took care of that. They glowed with an eerie light. It was as though they had been charged along with their vehicles.

Strange orange-green rays of light seemed to flow from little green beanies they all wore. The rays swept the area revealing thousands of fellow travelers. No one spoke or made a sound. They moved like warships “running silent” to avoid submarines. Except none seemed to have a destination. I wanted my nightmare to end.

Then suddenly it did. My alarm clock – usually a hated device – went off. I was overjoyed to be awake. What’s more, as the nightmare wore off, I was even more overjoyed.

It was the day of the first annual “BMW Garage Opener”. A day I had previously predicted would replace fishing openers as a national – maybe even international – event. Soon, real engine sounds would echo through my neighborhood and I would be showing off my almost clean garage to fellow car lovers. Life doesn’t get any better!

I decided not to mention my “Silent Spring” ordeal.

## *Auto Body Beautiful*

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Novice Driver Tech Session at Johnson Autosport . . . Well-Attended by a Rapt Audience

*photos by Roger Johnson*



# PCA Zone 10 Calendar

*submitted by Doug Pierce*

## JUNE

1-3	PCA Club Race & DE @ MPH	Great Plains
1-3	Multi-Region, multi event weekend	Red River
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 & Car Show	Nord Stern
24	Cruisin' for MS (Multiple Sclerosis) charity event	Red River

## 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 TBA	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](http://www.pca.org).

Central Iowa Region: [www.ciapca.org](http://www.ciapca.org)  
 Dakotas Region: [www.dak.pca.org](http://www.dak.pca.org)  
 Great Plains Region: [porsche.elipse.net/](http://porsche.elipse.net/)  
 Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)  
 Nord Stern Region: [www.nordstern.org](http://www.nordstern.org)  
 Ozark Lakes Region: [www.olr.pca.org](http://www.olr.pca.org)  
 Red River Region: [rev.pca.org](http://rev.pca.org)  
 Schönesland Region: [www.shonesland.org](http://www.shonesland.org)  
 St. Louis Region: [www.stlpca.org/](http://www.stlpca.org/)  
 Wichita Region: [www.pca.org/wic](http://www.pca.org/wic)

## The Prez Sez . . .

*continued from page 7*

please contact Beatty to register for this special class. In June our annual Concours event will be held at Central Park in Roseville, **June 24<sup>th</sup>**. On **July 16-17** Nord Stern will host a DE event at Road America in Elkhart Lake, WI. If you want to drive one of the primer road courses in North America, come and have fun at Road America. In August, the Nord Stern Club Race and DE event, **August 3-5**. Please check the Nord Stern events calendar for other events throughout the year that you may want to attend that I did not reference. You can see the schedule of events in the monthly Newsletter or check out the new Nord Stern web site.

As I have said before, you belong to a very special family because you are a Porsche owner.

Hope to see you at an event soon . . .

# MCAS Calendar of Events 2007

DATE	EVENT	SPONSOR	LOCATION
June 1-2-3	CORVETTES & FRIENDS DO BIR	SCCM	BIR
June 3	AUTOCROSS	[MOWOGIII] MAC	DCTC
June 10	AUTOCROSS	[MCAS] CVSCC	CVTC
June 16	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
June 17	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
July 1	AUTOCROSS	[MOWOG IV] MAC	MIDWAY STADIUM
July 8	TEST & TUNE SESSION	MAC	DCTC
July 14-15	EVOLUTION AUTOX SCHOOL	MAC	MIDWAY STADIUM
August 5	AUTOCROSS	[MOWOG V] MAC	MIDWAY
August 11	CARS UNDER STARS(CAR SHOW)	SCCM	GROSSMAN CHEVROLET
August 19	TEST & TUNE SESSION	MAC	DCTC
August 26	AUTOCROSS	[MCAS] COM {NCCC}	DCTC
September 9	AUTOCROSS	[MCAS] PCA & COM	DCTC
September 16	AUTOCROSS	[MOWOG VI] MAC	DCTC
September 30	AUTOCROSS	[MCAS] CVSCC Mason Shoe	Chippewa Falls, WI
October 6 (Sat)	AUTOCROSS	[MOWOG VII] MAC	DCTC
October 7	AUTOCROSS	[MOWOG VIII] [MCAS] MAC	DCTC
October 14	AUTOCROSS	[MOWOG IX] MAC	MIDWAY STADIUM

PCA DRIVER TRAINING @ BIR: APR 27 & SEP 28

SCCM PRACTICE DAYS @ BIR: MAY 23, AUG 23, SEPT 13

MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 5, MAY 20, JUN 10, AUG 26, SEP 9, SEP 30, OCT 7

COM = CORVETTES OF MINNESOTA--[www.corvettesofmn.com](http://www.corvettesofmn.com)-

CONTACT:WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--[www.cvscc.org](http://www.cvscc.org)

CONTACT: BOB DRUSCHEL 715-552-0266

MAC = MINNESOTA AUTOSPORTS CLUB--[www.mnautox.com](http://www.mnautox.com)

CONTACT: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--[www.nordstern.org](http://www.nordstern.org)

CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--[www.scca-lol.org](http://www.scca-lol.org)

CONTACT:JOHN PARIZEK 952-496-1919

SCCM = SUBURBAN CORVETTE CLUB of MINNESOTA--[www.suburbancorvettesofminnesota.com](http://www.suburbancorvettesofminnesota.com)

CONTACT: LAURIE STONE 612-619-8615

VOLKSPORT = VOLKSPORT--[www.volkspport.org](http://www.volkspport.org)

CONTACT:AARON JONGBLOEDT 952-270-3349

**BIR** = BRAINERD INTERNATIONAL RACEWAY, BRAINERD MN

**DCTC** = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

**CVTC** = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

**VALLEYFAIR** = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

**MIDWAY** = MIDWAY STADIUM PARKING LOT, ST. PAUL MN

**NCCC SUPER SUNDAY** IS A MET COUNCIL SERIES EVENT -- OPEN TO ALL CARS

**NCCC** = NATIONAL COUNCIL OF CORVETTE CLUBS

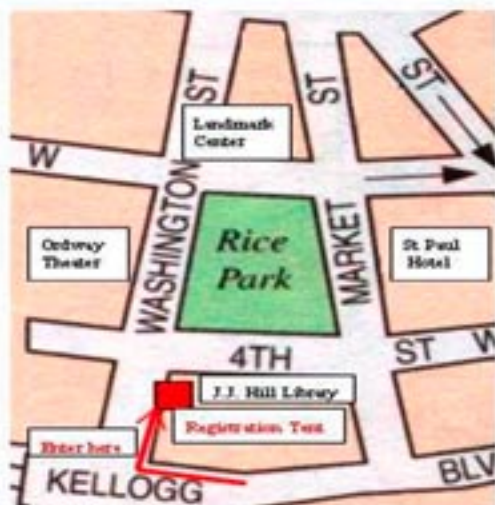


# 13TH ANNUAL GERMAN CARFEST

Saturday June 9, 2007

9:00AM - 3:00 PM

RICE PARK, ST PAUL



## The Great Annual Get-together of German Car Fans:

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

The German Carfest is open to all German makes & models. Beautiful Rice Park is right in the heart of Downtown St Paul!

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

A variety of food and refreshments will be available

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

**Awards at 1:00PM!**

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

Get ready for the best Carfest yet! Be there!

Questions? Contact Paul Bergquist at 952-937-1822 or at  
[PBASSOCINC@AOL.COM](mailto:PBASSOCINC@AOL.COM)

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THE ULTIMATE COMBINATION

## 13th ANNUAL GERMAN CARFEST - SATURDAY JUNE 9, 2007 - RICE PARK - ST PAUL, MN Registration Form

NAME: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_ CAR MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

In order to speed up registration at the gates, we are asking Club members to pre-register by May 25th. The cost is \$10/car. Your advance registration packet will be ready for you when you arrive at the park. For non-preregistered participants the cost will be \$15 at the gate.

Please make check payable to MBCA TWIN CITIES SECTION and send it before May 25, 2007 to:

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

For additional information, please call 952-937-1822 or contact [PBASSOCINC@AOL.COM](mailto:PBASSOCINC@AOL.COM)



# 4th ANNUAL ROCHESTER PORSCHE PICNIC

Join us on Labor Day September 3rd, 2007 from 1:00 to 5:00 for the  
**4th ANNUAL ROCHESTER, MN PORSCHE PICNIC**

This is a BYOBB (bring your own beer and brats) event and is a great  
way to end the summer.

This years picnic will be held at  
3335 County Road 15 SW  
Byron, MN  
Just west of Rochester



We are trying to get a headcount early so please RSVP by email no  
later than August 15th.

If you need directions please contact us by email or phone

Jeff Boehm and BJ Peterson

[jbandbj@chartermi.net](mailto:jbandbj@chartermi.net)

507-261-9407 cell (Jeff)

Christie Boeder will also have directions

[editor@nordstern.org](mailto:editor@nordstern.org)

Families  
Welcome!

Grills  
Provided



# 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](mailto: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):**

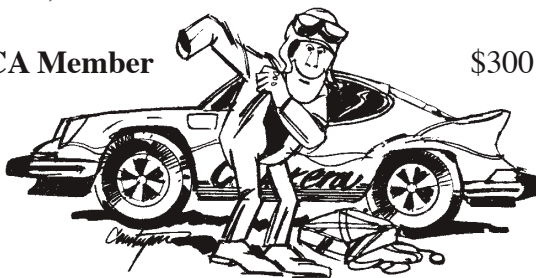
Novices and Intermediates	\$200
Advanced Lapping	\$100
Non-PCA Members - Add \$50 to above pricing	

**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







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Sunday, May 6th

Saturday, June 30th

Sunday, September 23rd

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[www.glacierlakesqclub.org](http://www.glacierlakesqclub.org)

[www.glacierlakesqclub.org](http://www.glacierlakesqclub.org)

# April Business Meeting Minutes

*Submitted by Bob Barker, Secretary*

**M**eeting called to order at 7:00 by Cal. No Old Business. Committee reports were as follows:

**Treasurer:** No Report

**Advertising:** Biz Talk page in Nord Stern is up and running with more advertisers in the works

**Autocross/Time Trials:** Everything is set for both Autocross events.

**BIR Relations:** Contract is signed and we should be ready to go.

**Concours:** We have the contract for the facility, food/refreshments vendor lined up, looking to attract members from other clubs.

**Dealer Relations:** Nothing to Report

**Club Race:** Nothing to Report

**Driver Education:** No Report

**Road America DE:** No Report

**Driver Education Registration:** 96 people registered for First Fling!

**Driver Training:** 36 people registered including 24 novices and 12 intermediates. More instructors needed!

**Insurance:** Michelle discussed an article she had emailed.

**Membership:** 35 new members which brings us even with last year. Current membership is 435, active, dues-paying members and 50-60 affiliates.

**Met Council:** Schedule of events will be in newsletter

**Newsletter:** Nothing to Report

**Shop Relations:** Event at Johnson Autosport went well – a good turn-out.

**Rules:** Waiting to hear from the Board on passing rules, etc.

**Social:** Nothing to Report

**Safety:** Nothing to Report

**Taste of the Track:** Nothing to Report

**Timing & Scoring:** Old technology will be used. Ed can't be at First Fling so he's looking for someone to fill in for him.

**Touring:** The upcoming event is full! 70 registered and a waiting list!

**NEW BUSINESS:**

Web site is almost done – thanks to Bret!

Cal adjourned the meeting at 7:54pm.

Right:  
First Fling  
Action by  
Brian Fink





# Porsche Announces Initial Lineup of Featured Cars and Drivers for Porsche Rennsport Reunion III

*submitted by Jill Beck, PCA National Editor*

ATLANTA, GA – May 3, 2007 — No less than 20 thundering Porsche 917s and approximately 30 Porsche 956/962 prototypes plus the famous drivers who drove these legendary models to victories around the world top the first entries for the November 2-4, 2007, Porsche Rennsport Reunion III at Daytona International Speedway in Florida.

Sponsored by Porsche Cars North America and organized by Brian Redman's Intercontinental Events, Inc., Porsche Rennsport Reunion is held every three years. It is open to the public and brings together an unprecedented gathering of significant Porsche vintage and current racecars and famous Porsche race drivers. It features a three-day program of on-track competition plus a concours d'elegance, which is open to the event's participants by invitation. In addition, special activities are planned including, for the very first time, a Porsche model car contest and a Porsche motorsport memorabilia swap meet, as well as events commemorating the awesome Porsche 917 and the 25th Anniversary of the racing debut of the all-conquering Porsche 956/962 prototypes.

Coupe Porsche 917s expected to appear at Porsche Rennsport Reunion III include the actual or similar 917/Ks that were victorious in such races as the Rolex 24 at Daytona, the 24 Hours of Le Mans, and the 12 Hours of Sebring; the elegant 917 Long-tail; and the striking one-of-a-kind 917/20 "Pink Pig." Spyder 917s slated to be in the field include SCCA Can Am championship-winning twin-turbocharged 917/10s and 917/30s as well as earlier

non-turbocharged versions of one of the world's most powerful road racing cars.

Porsche 917 drivers who will attend include Richard Attwood, Vic Elford, George Follmer, Hurley Haywood, Willy Kauhsen, Charlie Kemp, Gerald Larrousse, Rudi Lins, David Piper, Brian Redman, and Gijs van Lennep.

The large field scheduled to celebrate the "25th Anniversary of the Porsche 956/962" includes an equally famous group of Daytona, Le Mans, and Sebring winners plus the very first 962 ever built.

Porsche 956/962 drivers expected to attend include John Andretti, Derek Bell, David Hobbs, Bruce Leven, Jochen Mass, John Morton, Bobby Rahal, and Chip Robinson.

Porsche Rennsport Reunion III's featured 917 and 956/962 cars will take part in unique commemorative races, parade laps, and concours d'elegance classes. Their drivers will participate in a special autograph session with proceeds donated to an appropriate charitable organization.

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



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John V. Heath, President  
[john@amiotfinancial.com](mailto:john@amiotfinancial.com)

# Tech Quiz . . .

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

1. In the Porsche 909, the driver was moved back toward the rear wheels.

True or False

Panorama 3/01, page 55

2. The Porsche 909 and 907 share what characteristic?

- a. Driving lights
- b. Right-hand driving position
- c. Wings
- d. Twenty inch wheels

Panorama 3/01, page 60

3. The 908 provided Porsche with its first Makes Championship in:

- a. 1968
- b. 1969
- c. 1970
- d. None of the above

Panorama 12/01, page 25

4. The Porsche 935/78 is better known as:

- a. Moby Dick
- b. Henry
- c. The flying turbo
- d. None of the above

Panorama 7/01, page 31

5. The official driving school of Porsche Cars North America is called:

- a. The Porsche Cup
- b. The Driver's Edge
- c. The Porsche Driving Experience
- d. Porsche Driving Improvement Program

Panorama 5/01, page 21

6. The new Carrera GT is built in Stuttgart, Gemany.  
True or False

Panorama 8/02, page 31

7. In the September 2002 issue of Panorama there was a tribute to the legendary Al Holbert. Mr. Holbert's first Porsche racecar was a model:

- a. 911R
- b. 911S
- c. C-production 914/6
- d. None of the above

Panorama 9/02, page 24

8. The Porsche 935 "baby" had a 3.0-liter engine.  
True or False

Porsche 911 Story, page 270

9. Which item was not a main technical feature of the Porsche 959 when it was first announced?

- a. Four-wheel drive with variable torque split
- b. Six-speed gearbox
- c. Tiptronic transmission as an option
- d. Four shock absorbers per wheel

Porsche 911 Story, page 296

10. As part of the final testing program for the 959, a modified prototype was entered for the 1986 and 1987 Le Mans races. What model designation did it have?

- a. 960
- b. 961
- c. 964
- d. None of the above

Porsche 911 Story, page 313

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



# For Sale . . .

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

## For Sale: 18" BBS Wheels

BBS RE forged, one-piece wheels, 8 1/2 and 10 X 18. One wheel is brand new; the other three are about one year old. These wheels will fit 993 and 996 narrowbodies, later 944s and other Porsches. They are an ideal choice for track wheels because they're lighter and stronger than most other wheels. Save \$600 vs. new. \$2200. Ron Lewis, 952 932 0505.

## WANTED:

Porsche Panorama, 1957, 1958, 1961, 1962, 1963 1964. Also, CHRISTOPHORUS #40 and earlier (English edition) Need CHRISTOPHORUS binders (any color). Please advise price and condition. Mark Bouljon 763-744-9170 or e-mail at: markb@carouselautomobiles.com

## 1986, Guards red, Porsche 944,

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## Left: Mystery Photo of the Month - Guess the member?

Stay tuned: the answer to the Trivia Photo of the month will be in your next *Nord Stern*. Get your answer in to the editor!

Submit your 'old' photo to the editor and see if you can stump us...digital submissions preferred but editor can scan photos, too, and we all know our 'oldies but goodies' aren't digital!

Last Month's winner, Bret Bailey was the first to correctly ID Luis and Vilma Fraguada with Luis Jr. in the photo above and their 1973 blue 911T. Beautiful...



# Porsche Club of America: Mellow - with Character - at Road America

by Patti Mascone

*Editor's Note: Jerry Greene had this article pointed out to him by a friend and in as much as Patti Mascone (PR for PCA's Club Racing program) features several Nord Stern members and Chicago names familiar to a number of us Nord Sterners, I thought it appropriate to ask her permission to reprint the write up here in Nord Stern. She was more than happy to share her follow up on last Labor Day's annual DE and Club Race as hosted by Chicago PCA - an event the Boeders rarely miss! What a track, what a beautiful area in Wisconsin and who doesn't love both the Osthof and Siebkens Resorts - which are only two of the many outstanding places to stay in this gorgeous and historic area. Always a fitting 'end' to the summer season.*

Elkhart Lake boasts one - of only two - open road, racing circuits listed on U.S. historic registries (along with the town of Watkins Glen). It's a storied Wisconsin road map that inspired the building of Road America, whose 14 turns - including the kink - pay homage to the wide-open landscape. Bruce Boeder (racer rather than steward this time around), reports the feeling was "mellow" at Chicago Region's 2006 Road America Challenge (TRAC), Labor Day weekend, as Jay Culbertson - fresh off Baja 1000 off-road testing - worked his next-to-last PCA club race as steward.

Between deployments to Iraq as an F16 pilot, John Poor, a national scrutineer, also worked this event, where fully one-third of the 150 entries were various GTs, either heavily modified Porsches or factory racecars. Even with all the altered, upgraded, heavy-duty Porsches, Boeder says that only one major incident (due to a mechanical problem) occurred, so drivers shined, including several PCA volunteers, many of whom reside, fittingly, within reach of this racing mecca.

One thing all the Porsches could take advantage of over the four-mile course was throttle. Through the kink, Jerry Greene (1992 Euro Cup, GTC1, #92) went door to door with Claudio Kaempf (1970 911, GT4S), finally completing a pass there on the fourth lap by using more than the track. Kaempf then responded with a third overall in their Blue group sprint, with Greene one spot behind, winner of the Porsche Cars North America Corner Worker's Choice award.

Bob Van Zelst, who struggled mechanically all weekend in GTP (the classification for tube-frame, prototype or atypical Porsches), attacked a tough Red field after starting last, making it back up to 11th. John Crosby (GTC3), club racing chair, drove the 2005 Cup, #3, to third overall, second in class.

With temps in the 70s, local atmosphere and recent track renovation, Steve Rashbaum (F), the national sponsor coordinator, fired off a personal record in the Fat Rabbit 951, three seconds better than his prior best, taking the 14th class position in the deep Green sprint. Keith Clark, race chair, found time to crank up a Turbo as well, for the fastest lap, fourth overall and a podium in F.

Van Zelst experienced the other side of the spectrum in the Orange enduro, when he joined Ray Van Zelst, to co-drive a 1955 356 (GT6S) with its horsepower somewhere under 100 for 36th place out of 53 entries.

But when the last names differ, co-driving plans are sometimes made at the last minute, with those sans car (for whatever reason) or with similar machines being picked up by other generous car owners. Greg Gatlin, who won twice at Texas this year, spanned the stints of both enduros and jumped in three different racecars: the Cups of Gerald Isbell (GTA) and Barry Moore (GTC3), and the RS America of Wally Ruiz (D). His best finish was the bridesmaid spot he earned with Ruiz, overall and within class, in the Gold enduro.

Front-engine drivers and volunteers both, Rashbaum and Chris Ingot, Zone 13 Rep and prior TRAC co-chair, also shared a Class-F ride in the Enduro. Because volunteers race, PCA racing stays in touch with its drivers!



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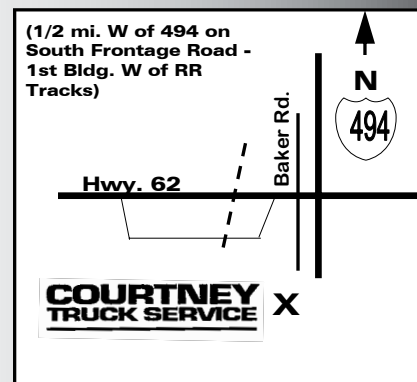


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# What's New From PCA . . . Time to Update E-mail!

by Roger Johnson

PCA is very excited to announce two new on-line tools to assist club officers in communicating with their Region as well as organizing events.

The first new tool is on-line event registration. Our region, Nord Stern, is already utilizing this tool with having just completed our first driving event of the year, First Fling, requiring all registration via the web. It can be accessed at: <http://clubregistration.net/>.

Key features include:

- Registration for any type of event, while it can be used for complicated events like DE's and Club Races, it can just as easily be used for a dinner meeting or a tech session. Club Racing has already adopted it as their preferred method for registration
- Members will create a profile and then never have to enter that information again
- Car numbers are saved for future events
- Run groups can be assigned
- Accepting credit cards through PayPal is an integrated feature which makes it easy for your Region as well as members
- A variety of reports are available
- Available 24/7

ClubRegistration.net was developed by Chris Alvarado of the Hill Country Region working closely with both the PCA Website Committee and Club Racing. We thank Chris for all his hard work on this and Chris is making it available at no charge to those Regions who wish to use it.

Secondly, we are very excited about the new E-mailer. It gives Regions officials (specifically the region president and membership chair) the ability to e-mail all their Region's members in the PCA membership database who have not opted out of receiving e-mails. This tool allows PCA to have more frequent and more immediate contact with its members.

Key features of the E-mailer are:

- Region Presidents and Membership Chairs have the capability of e-mailing all members in their respective Regions. Zone Reps can e-mail everyone in their zone
- Membership chairs can easily e-mail new members as well as those who have recently dropped their membership
- Region Presidents and Membership Chairs can e-mail their Region management team
- The editor allows for the president and membership chair to quickly send simple e-mails, but will also allow you to create very sophisticated messages as well. Those knowledgeable in HTML can paste into the editor to build even more sophisticated messages
- Members can opt-out of receiving e-mails by following a link at the bottom of the e-mail they received

We need to encourage all members to update their member profile! There are thousands of members who have no e-mail address in their profile and many thousand more with out-of-date e-mail addresses.

***Your job as a PCA member is to visit [www.pca.org](http://www.pca.org), log in, and review your e-mail address in the blue box on the right side. Get your e-mail addresses up-to-date with PCA so our region officials can utilize the new E-mailer. While this does not replace our own ClubTalk and TechTalk listservs, there are many members who are not subscribed and perhaps wish not to be since our listservs are interactive (the PCA E-mailer is an 'announce only' format and does not accept replies). So, we encourage everyone to log into their profile on PCA.org and fill in an email address which you want to use. Because PCA has not used these email addresses in the past, there has been no reason for members to maintain their profile - thus there are thousands of invalid email addresses. All you have to do to update your profile is log-in to PCA.org (if you have forgotten your log-in information, click on the "Forgot your password" link as well as read "Read this!"). You will see a blue box on the right side of your logged-in home page with the important fields of your profile. Clicking on any one of them brings up your profile page. Make changes as appropriate.***

***Be sure you click on the "submit" button at the top or bottom of the page to save your changes.***

***We're very excited about this new capability and how it will allow us to keep members informed of what is happening within PCA and Nord Stern.***

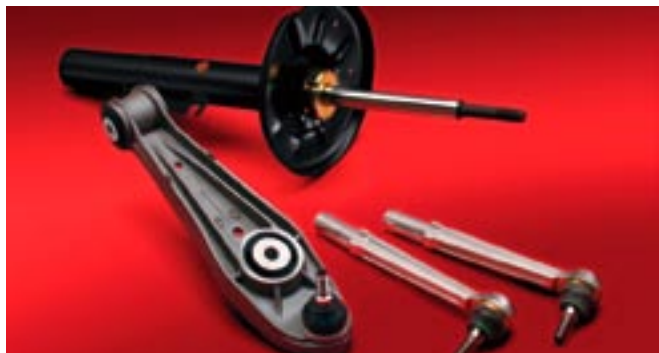
Questions: Contact Roger Johnson, PCA Website Chairman, at [websitechair@pca](mailto:websitechair@pca) or Jim Selders, PCA IT Chairman, at [jimselders@pca.org](mailto:jimselders@pca.org).



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