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

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### Front Cover:

Okay, every once in awhile I just can't resist a non-car photo and such is the case with this beautiful scene of Tundra Swans (and inset) taken by Brian Fink this past fall while on a drive along the St. Croix River with his parents Sig and Fink along with Janet and Mark Pladson.

See page 8 for a couple other photos - car ones!



## Address changes

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# From the Editor. . .

by Christie Boeder

Summer has definitely ‘sprung’ as they say. It’s hot, sunny and frankly just great as far as I am concerned. Although I am not driving a black car with a black interior and iffy air conditioning as Bruce does every day! However, his ‘commute’ hardly qualifies for hardship duty since it’s a mere 3 miles from home to office.

This issue is very late and I apologize for that right up front. Lots of reasons for that and let’s just say, when 5-year-old computer hard drives decide they have ‘had enough’ it does put a bit of a crimp in your day to day life, work and play! While my work certainly was backed up, there were a few ‘missing’ files I had to chase down. But the biggest hurdle was the need to order replacement software for the new computer I ended up with! This was a situation where a change in the processors Apple now uses necessitated the purchase of compatible software from Adobe - which only very recently had been released. It’s been my plan to upgrade but had been waiting until Adobe (which is a huge player in the graphics world) developed the version that would run on the new Intel machines from Mr. Jobs. They are about the last major software producer to do so.

So between waiting for the software, missing fonts, re-scanning some ads, asking for replacement files in a couple cases, it’s been a bit hectic at a time of the year when it’s already way too busy.

Oh well, such is life and boy, am I glad I was backed up not that long ago...one can hardly operate these days without such systems in place.

Concours was yesterday and it was a great event. Everything cooperated, lots of members on hand, cars to show and to judge, beautiful weather, registration/scoring went the way I had hoped, results were announced at 1 p.m. All in all, a very successful event. Watch for follow up pictures and commentary in the next Nord Stern. Lots of beautiful car photos coming your way!

# Biz Talk . . . Biz Board is now ‘Car Biz Board’

by Ed Vazquez

Announcing the launch of the new “Biz Board” which will be open to eight members who want to advertise their non-auto car services. Our first advertiser is my wife Alice Vazquez offering her services as a Closet Designer. Do you need to organize (and who doesn’t!) any of your closets, garage, or other storage areas? Give her a call at 612.751.7674. She works as a independent designer for Twin City Closet.

And, ta-da, announcing the filling up of “Car Biz Board.” The last three sponsors have been added! My goal was to bring to the membership eight independent advertisers who offer a variety of automotive services which any member might need at any time. Here is a recap of the last three:

## Performance Auto and Audio/Keith Reed

I first met Keith when we needed a car phone installed in one of our Audi’s. Since then, I have had Keith install a radio and a keyless entry and alarm system in my 1985 911 Targa. Keith is another independent business who works not only on my car but also is used by the local dealerships for custom radio, radar detectors, and alarm systems. Keith is a avid German car fan and has worked or restored BMW’s, Audi’s, Mercedes, Porsches, etc. I invite you to call Keith when you are thinking of adding or upgrading your sound, telephone, or alarm systems. He is located in Minnetonka between Minnetonka Boulevard and Hwy 7 in Minnetonka.

## Diversified Cryogenics/Frozen Rotors - Bill Groschen.

I first met Bill when I needed a pair of brake rotors for my ‘85 Targa immediately. At that time, his shop was by the University of Minnesota. As I walked in and was greeted, there on the counter was a rifle that can best be described as sniper-like and mean looking. As a former Marine, I would have liked to have had

Continued on page 15

## Advertisers:

Amiot Financial Group .....	30
Apex SPG.....	7
Autobahn, Inc.....	26
Auto Acquisition .....	8
Auto Edge.....	BC
<b>Biz Board:</b> Bill’s Glass Express, Dent Kraft PDR, Diamond Interiors, Diversified Cryogenics, Jeppesen Imports, Performance Auto & Audio, Sterling Enterprises, Trackside Tire .....	
Bursch Travel .....	7
Carousel Automobiles .....	IBC
Collision Center, Inc. ....	15
Complete Garage.....	IFC
Courtney Truck Service.....	20
FlatSix .....	16
Higgins Insurance Agency .....	IFC
Johnson Autosport.....	29
Maplewood Imports .....	IBC
Mortgage Marketing Associates.....	15
Nurburgring, Inc.....	22
Raymond Autobody .....	22
Sears Imported Autos .....	27
Twin City Closet Co./Ali Vazquez .....	25

## 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
Business Card	N/A	N/A	\$20

## 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”

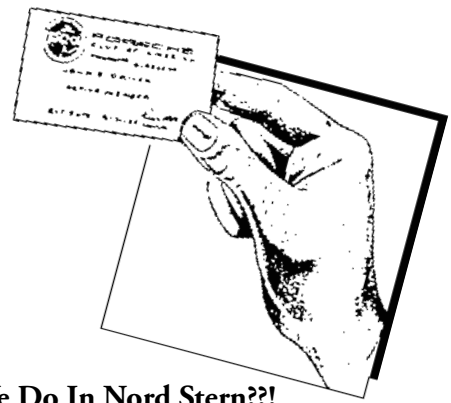
All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Contract and 6 month payment required for ad insertion

# Welcome

---

## Welcome . . . New Members

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



**Peter Anagnos**  
Rochester MN

**Brian & Diane Mayer**  
Brooklyn Park, MN  
1982 911SC

**Gerry Orr**  
Burnsville, MN  
1996 911

**Fernando Pena**  
Minneapolis, MN  
2007 GT3

### 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.

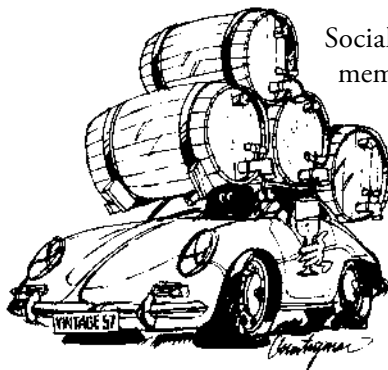
**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver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

I want to inform everyone of new Driver Education Rules for passing and the use of windows. We have reviewed the PCA suggested guidelines for DE events, but we have adopted rules specific for our club and the safety of our participants. Our Board has adopted the following rule changes:

- ♦ All passing shall be by contract. The driver being passed must use an electronic turn signal for each car being allowed to pass.
- ♦ Passing is allowed on any straight portion of the track provided the pass can be completed safely before the next corner. This rule can be modified with designated passing zones for an event or run group(s) by the Safety Chair(s) upon consultation with the Chief Driving Instructor, as needed.
- ♦ The car being passed shall remain on the driving line and the passing car shall go offline to pass. The driver of the car being passed shall indicate with the use of the turn signal which side the pass is to be made on.
- ♦ All windows should be up except those cars using a window net. The windows can be "cracked" slightly to allow for in cabin circulation.

Our Fast Fling event was successful. With over 90 registered participants . . . not bad. A special thanks to Teresa Vickery, Eventmaster and Andy Busche Driver Education Chair for helping make this event a success.

Soon our driving events for the year will conclude. Let's make all of our remaining events a smashing success. Join us for one or more of these events

Upcoming . . . June 24th our annual Concours event will be held at Central Park in Roseville. 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 premier road courses in North America, come and have fun at Road America. In August, the Nord Stern Club Race and DE event at BIR are on tap for 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, *Nord Stern*, or check out the new Nord Stern web site.

Come and join us at an event soon!

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Products provide include drivers suits, gloves, shoes, helmets, underwear, head & neck restraints, brake pads, brake fluid, neck collars, seat braces, racing harness, radios & head sets, window nets, fire systems, fire extinguishers, pedal kits, steering wheels, shift knobs, timing equipment, tote bags, roll bars, strut bars, racing videos, racing books, pit tiles, brake rotors, trailer accessories, & much more.



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## Letters to the Editor . . .

*courtesy ClubTalk*

### First Fling DE at BIR

I had a blast anyway. I reckon I had more fun in that SP1 than I'd ever had in my 996. Thanks to everyone for a cool event. Can't wait for Road America now.

- Billy Newport

Couldn't agree more! What a great weekend filled up tons of track time, fabulous weather, super social hour - thank you eventmasters (Teresa Vickery/Dave Anderson), thank you Jim Bahner (Safety Chair), thank you Keith/Kim Fritze (Registration), Corner Workers, and fellow run group drivers. The Boeders got more track time than they have in a quite a while - despite the clutch cable going out mid-morning on Sunday. All in all, another well-run and enjoyable weekend.

- Christie Boeder

### 2007 German CarFest

Congrats go to Corey Johnson for winning "Best of Show" at the 2007 German CarFest with his 4 cam 356.

- Jim Tourtillotte

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

Your editor is looking for more submissions to the 'Guess the Member' feature! Send in an old photo (or scan it if you can and e-mail the file directly) to be included in our monthly feature.



There were a couple of guesses on last month's go-carter (see above) and the winner was Ed Vazquez who correctly identified Bret Bailey!

Congratulations, Ed, on your 'eye' for details. Actually, Ed tells me he recalls Bret once commenting about having go-carts as a child. Good memory!

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# 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):**

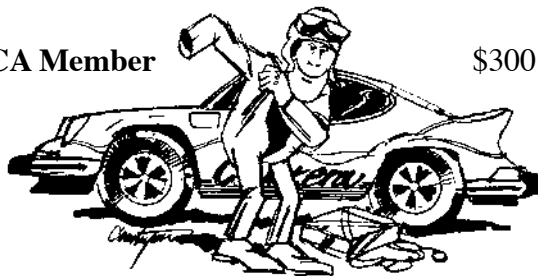
Novices and Intermediates	\$200
Advanced Lapping	\$100
Non-PCA Members - Add \$50 to above pricing	

**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





Utah Grand Prix on May 20, 2007  
 AMLS - Turn is "The Altitudes" Image courtesy of Mathew Jekot

## Remembering A 'Last Outing' Last Fall . . .

*by Mark Pladson*

Last weekend (editor's note: this was last November) Sig and Tracy Finks in their 993 (yes that is Mike Hoke's old car, see photo by Brian Finks at right) and Janet and I in the Ruf BTR made the trip down to see the Tundra Swans. We stopped for breakfast at Stockholm, WI where we had Swedish Donuts and Blackberry Strudle fresh from the oven. (oh my, now these would get me up early!) We proceeded south to the game preserve to watch the Tundra Swans and then returned the same morning.

(editor's note: sounds like a wonderful drive and as readers note on the cover, the swans in their setting were beautiful).





# Spring Had Sprung . . .

by Sarah DeLong and Mike Lancial, Spring Tour Eventmasters

We were very fortunate to start out the Spring Drive & Lunch day with beautiful sunny weather at Point Douglas Park along the St Croix River. As people checked in at the registration table, Sheila Andrews and Howard Kokaisel from Maplewood Imports were also there providing coffee and juice to club members while some visited and others looked at each others cars. A big thank you goes out to both of them.

Before we started the event meeting, a Minnesota State Trooper drove through the lot and parked at the far end by the exit. I went to talk with them to make sure our event was not causing any issues or problems. The older of the two responded *"Yes I do have a problem with you. You have Porsches and I DON'T!"* He ended it with a smile and I thought 'Good Answer.' After the event meeting, 31 cars and 59 people headed out for our drive.

We drove on some beautiful country, twisty and river view roads. We made a stop at East End Park in Ellsworth and then continued on to The Pickle Factory in Pepin for lunch. Our timing

was a bit off due to leaving a little late & regroupings, but the restaurant made sure to have enough seating available for our group when we got there. Our lunch location was very popular with many other people also out enjoying the day. After lunch approximate 20 cars continued on with the drive back towards Point Douglas. Due to the untimely death of Mike and Lori Lancial's battery, we had to end the event roadside just outside of Diamond Bluff. A big thank you also goes out to Ed and Ali Vazquez for embarking on a mission of their own to buy them a battery so they could get back on the road! (editor's note: truly a testament to the 'It's the People...' aspect of our club!)

We would also like to mention that club member Ken McNeill and his brother Sean were taking a variety of footage for the Touring Event section of his Nord Stern driving season video project. Watch for more information on this year long project.

We hope everyone who attended had an enjoyable day.



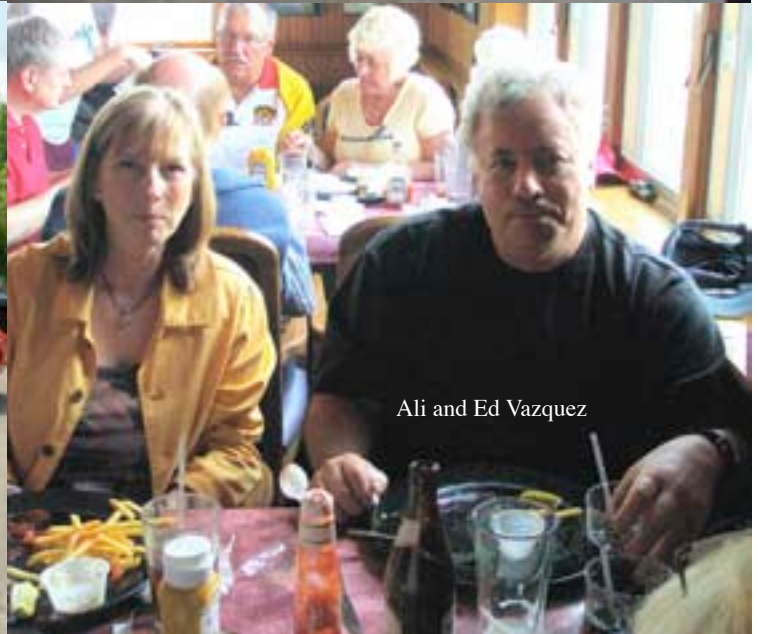
Vilma and Luis  
Fraguada, Sr.  
grab a bite



Judy and Lloyd  
Vasilakes as Porsche  
models



Time for Lunch: The  
Pickle Factory



Ali and Ed Vazquez



# 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

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

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- |  |  |
|--|--|
| <p><b>July</b> <span style="float: right;"><b>2007</b></span></p> <p><b>16-17 Road America Driver Ed** Note Date Change!</b><br/>Monday and Tuesday<br/>Elkhart Lake, WI - Eventmaster: Dave Anderson<br/>Contact Dave Anderson;; dave@anderson.com</p> <p><b>19 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> <p><b>August</b> <span style="float: right;"><b>2007</b></span></p> <p><b>3-5 Nord Stern Club Race and DE Fling</b><br/>Brainerd International Raceway<br/>Club Race Eventmaster: Roger Johnson<br/><a href="http://www.clubregistration.net">http://www.clubregistration.net</a> to register<br/>DE Eventmaster: Andy Busche 612 824-3547 or e-mail<br/>andrew.busche@watsonwyatt.com</p> <p><b>16 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> <p><b>September</b> <span style="float: right;"><b>2007</b></span></p> <p><b>3 Annual Rochester Labor Day BBQ &amp; Picnic</b><br/><b>Location: TBA</b><br/>Eventmaster: Jeff Boehm and BJ Peterson<br/>jbandbj@chartermi.net or 507-261-9407</p> <p><b>9 Nord Stern Autocross</b><br/><b>Dakota County</b><br/>Met Council event - Eventmaster: Dick Beers<br/>Registration opens 30 days prior to event on<br/><a href="http://www.myautoevents.com">www.myautoevents.com</a></p> <p><b>15 Fall Drive and Lunch with Shell Brewery Tour</b><br/>Start Location: TBA<br/>Eventmasters: Mike Lancial, thelancials@msn.com and<br/>Sarah DeLong, sdelong@ald-mpls.com</p> <p><b>20 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> <p><b>21-23 Annual North Shore Fall Color Tour</b><br/>1-800-BlueFin for Room Reservations under NS<br/>Eventmaster: John Dixon, eyerack@tcq.net</p> <p><b>28 Last Fling Driver Training</b><br/>Brainerd International Raceway<br/>Eventmaster: Jon Beatty 952 449-0187 or<br/>jon@minnetonkasoftware.com<br/><a href="http://www.clubregistration.net">http://www.clubregistration.net</a> to register</p> <p><b>29-30 Last Fling Driver Education</b><br/>Brainerd International Raceway</p> | <p>Eventmaster: TBA<br/><a href="http://www.clubregistration.net">http://www.clubregistration.net</a> to register<br/>Questions? - Driver Ed Chair: Andy Busche<br/>612 824-3547 or: andrew.busche@watsonwyatt.com</p> <p><b>October</b> <span style="float: right;"><b>2007</b></span></p> <p><b>9 Nord Stern Business Meeting</b><br/>2nd Tuesday of the month<br/>Social: 6:30 pm; Meeting 7-9 pm<br/>Location: TBA<br/>Eventmaster: Cal Townsend 952 431-4442<br/>tw820@aol.com</p> <p><b>18 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> <p><b>November</b> <span style="float: right;"><b>2007</b></span></p> <p><b>14 Nord Stern Business Meeting</b><br/>2nd Tuesday of the month<br/>Social: 6:30 pm; Meeting 7-9 pm<br/>Location: TBA<br/>Eventmaster: Cal Townsend 952 431-4442<br/>tw820@aol.com</p> <p><b>16 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> <p><b>18 Old Log Show - Sponsored by Mercedes-Benz Club</b><br/>Contact: Paul Bergquist 952 937-1822<br/>5:00 pm Cocktails, Dinner 5:30 pm, Play 7:30 pm<br/>Cost \$48 @<br/>“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.</p> <p><b>December</b> <span style="float: right;"><b>2007</b></span></p> <p><b>20 Third Thursday Social at Clubhouse Jager</b><br/>10th Ave N. and Washington/Minneapolis<br/>Meet After Work...<br/>?: Eric Erickson at eric.erickson@theoxfordpcg.com</p> |
|--|--|

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## Biz Talk . . .

*continued from page 5*

looking. As a former Marine, I would have liked to have had that sniper rifle when I was doing perimeter duty in Dong Ha. Then I realized that Bill's company is about densifying metal by application of low temperature. This is how I understand it. What next, I thought. Could Walt Disney be here? Anyway, by applying low temperature to metal, Bill's company can take a stock Porsche rotor and make it last longer. I have used his products and I invite you to increase your rotor's life (or your rifle barrel!). He is now located in Burnsville just off Hwy 42. Bill is a long-time Nord Stern member and familiar face around the track.

### **Sterling Enterprises/John Biesacker**

Not long ago, I read an e-mail from a member that was looking for someone to detail his car. It seems some inexperienced kids had used his car to gain experience at the expense of his paint job. OKAY! The e-mails flew across club talk but the answers were not as plentiful as someone looking for a 5mm stud finder. I gather that this club knows more about tools than cleaning. Now, I found a professional for those of you who are hard pressed for time or lack the experience, knowledge, products, or the touch that detailing a car requires. Okay, members! You now have NO excuses for a dirty car. Call John today as it's never too soon to be 'Concours' ready!

This now fills out the CAR BIZ BOARD. Eight Independent businesses who specialize in caring for your PORSCHE ! If you are interested in Advertising in the new BIZ BOARD please contact me directly.



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You can also contact Ron or Michele Johnson at 952-476-7445 or 612-730-2351, or by email at [porsche freak@earthlink.net](mailto:porsche freak@earthlink.net).

*Norge Sjø Stua*

Ron & Michele Johnson | 952.476.7445 | 612.730.2351  
[porsche freak@earthlink.net](mailto:porsche freak@earthlink.net) | [www.vrbo.com/92202](http://www.vrbo.com/92202)



Follow the leader at the Spring Tour! Photo by Sarah DeLong





# 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



# Out and About at the 2007 Spring Drive and Lunch

*All photos by Jill Daneu*



Eventmasters  
Lori Lancial,  
Sarah DeLong  
and Tim Fahey



Eventmaster Sarah DeLong gives instructions  
and maps at the start



Dick Beers, Jody  
Vasilakes, and  
Mike Lancial  
split the tab



Dale Trippler  
and friend Jo  
Craven enjoy  
lunch



Janet and Mark  
Pladson with  
Lloyd and Judy  
Vasilakes



The 'J Club' with two Jane's,  
one Jody, and a Jack . . .



Bill and Deanna  
Stebbins in  
their red Boxster





Ray & Karen  
Staunchfield



Mike & Carrie  
John cruisin' in  
their Boxster



Pat and Suzanne  
Clay with Bill  
Berard



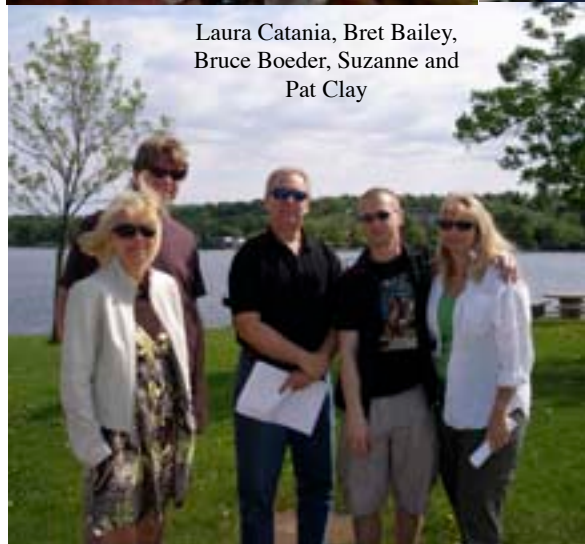
Lunch time!



Michael Shea is  
ready to cruise



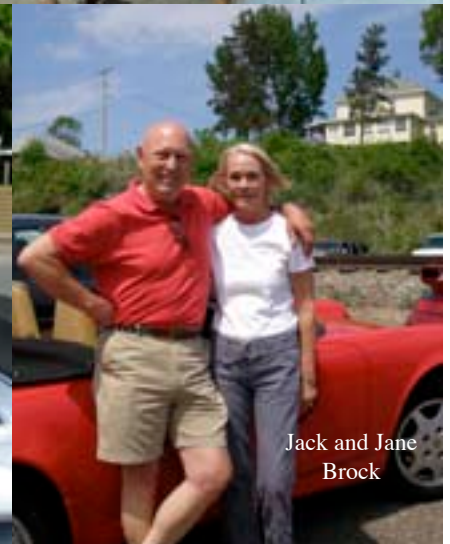
The McNeill brothers -  
have video will travel!



Laura Catania, Bret Bailey,  
Bruce Boeder, Suzanne and  
Pat Clay



Ken McNeil  
removes  
duct tape and  
microphone



Jack and Jane  
Brock

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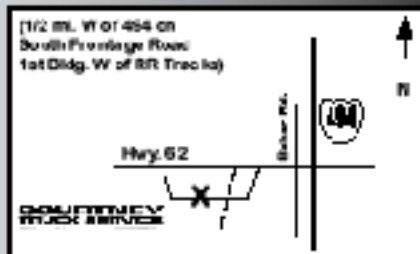
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## Just the Details: Paint Chip Repair

*by David W. Bynon, San Diego Region (from THE WINDBLOWN WITNESS)*

You'd be hard pressed to find a car on the road that does not have paint chips and parking lot scratches. While good detailing practices can't prevent nicks and scratches, repairing them will restore your car's like new appearance. In this article, I discuss the methods I've used for years to repair chips and minor scratches. What's possible, what isn't. Touching up small nicks and scratches is well within the skill of most do-it-yourself car enthusiasts. Some nicks can be quickly repaired with a small dab of touch-up paint, while others will require more time, effort and skill. It's important to know what you should and shouldn't tackle based on your knowledge of paint and tools.

By far the easiest colors to repair are black and white. Black and white are very forgiving on shade variations. Conversely, metallic paints (those with metal flakes) can be difficult to match perfectly. Before you get started repairing nicks and scratches, you should know what to expect.

Small nicks are easy to repair by filling the nick with paint, leveling the filled area, and buffing the repair area to blend and restore luster. Repairing small scratches, from a key or shopping cart, is similar, but more time consuming. Fixing a ding (a small dent which may or may not have a nick out of the paint) is not commonly possible by the do-it-yourselfer.

Here are some things you should know:

If you know your car's factory paint code, you can purchase an exact color match touch-up paint from your local dealer. If you

don't know the factory paint code, look in your owner's manual for the location of the code, or ask your dealer. If you have a late model car, chances are you will find a color match at your local auto parts store.

Use a small artist's paint brush (#2) or a round, wooden toothpick to apply the touch-up paint, not the fat brush included with the bottle of touch-up paint. Always test the touch-up paint for color match in an inconspicuous area. The area to be repaired must be perfectly clean and free of wax, rust and oils. Don't attempt a touch up if the temperature is below 60 degrees F.

Here's what you need to properly repair nicks and scratches:

1. Color matched touch-up paint
2. Automotive or metal primer
3. Citric acid based cleaner like P21S Total Auto Wash
4. Prep solvent (Prepsol) or denatured alcohol
5. Foam swabs (from electronics supply) or pop swabs containing alcohol
6. Meguiar's Unigrit Sanding Block and 600 grit wet & dry sand paper.
7. Medium grit hand rubbing compound
8. #2 Artist's paint brush and round wooden toothpicks
9. Cotton terrycloth towels
10. New pencils with unused erasers
11. Rubber cement

*Continued on page 25*



# PCA ZONE 10 CALENDAR UPDATE

*courtesy Doug Pierce, Zone 10 Rep*

## JULY

- 1-5 52nd Porsche Parade/San Diego, CA
- 13-15 Grand-Am Rolex Series Race @ Iowa Speedway, Newton/Schönesland & Cent. Iowa
- 14 Social and trip down the River/Dakotas
- 14 Midnight Madness car show/Wichita
- 16-17 DE @ Road America/Nord Stern
- 20 Sonic Show and Shine/Great Plains
- 21 Dawn Patrol Mtg. @ 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 Mtg. 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

- 3 Rochester Labor Day BBQ & Picnic/Nord Stern
- 8 TSD Rally/Red River
- 9 Autocross @ Dakota County Tech College/Nord Stern
- 9 Havelock Car Show/Great Plains
- 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
- 6 Charity car show for the Wichita Food Bank Wichita
- 13 Fall Color Tour/St. Louis
- 13-14 Okoboji trip/Dakotas
- 14 Fall Leaf Tour/Central Iowa
- 14 Run for the Bun Rally, Southwest Metro/Nord Stern
- 19-21 DE @ Heartland Park Topeka/Kansas City
- 20 PCA Fall Hayride/St. Louis
- 20 Dawn Patrol Mtg. at Vern Eide Motorcars/Dakotas
- 20 TSD Rally/Red River

## NOVEMBER

- 3 Dawn Patrol Mtg. at Vern Eide Motorcars/Dakotas
- 3-4 Iowa Wine Tour/Central Iowa
- 15 Social & Dinner @ Spezia, Sioux Falls/Dakotas
- 17 TSD Rally/Red River

## 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](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.ellipse.net/](http://porsche.ellipse.net/)
- ❖ Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)
- ❖ Ozark Lakes Region: [www.olk.pca.org](http://www.olk.pca.org)
- ❖ Red River Region: [rev.pca.org/](http://rev.pca.org/)
- ❖ Schoensland 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)

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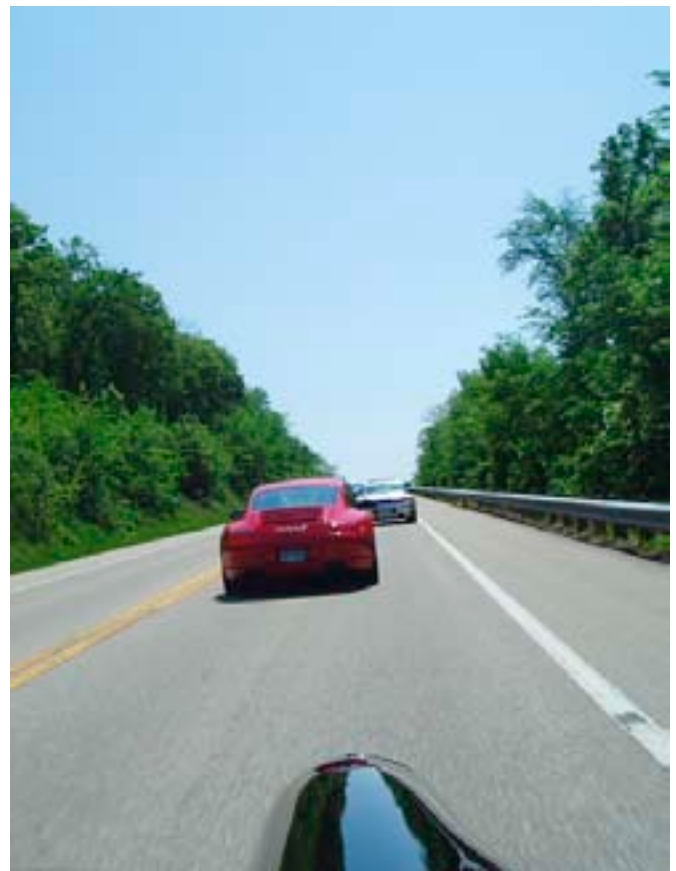
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The 'long and winding road' went on and on at this past Spring's Tour and Lunch Drive. It was quite a sight to see so many P cars tooling along those great Wisconsin Roads.

Photo by Sarah DeLong

## I have spent half of my 35 year career repairing Porsches® that someone else just fixed.....

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### **Porsche Rennsport Reunion III**

Daytona International Speedway

November 2-4, 2007

Daytona International Speedway will resonate to the sounds of exotic Porsche racing engines November 2-4, 2007 as Porsche racers, collectors and enthusiasts from around the world gather for Rennsport Reunion III. The legendary LeMans-winning 917 and 956/962 models are featured, and will be joined by Porsches of all descriptions.

The Rennsport Reunion is an event by Porsche Cars North America with the cooperation of Brian Redman's Intercontinental Events and the Daytona International Speedway. The Porsche Club of America will be assisting the Porsche Rennsport Reunion III with several activities:

1. Porsche model-specific parking corrals
2. "History of Porsche" car display
3. Supervised track touring
4. PCA Hospitality and membership area
5. Scrutineering of Cup racecars and PCA Club racing cars
6. PCA Dinner – Evening of November 3, 2007
7. PCA volunteers to assist with our involvement

We are seeking a superb original example of each Porsche production model for the "History of Porsche" display, which will run for three days, November 2-4, 2007. Production models will include those marketed by Porsche as distinct models. For example, in the early-nineties 911 (964) line, the C4, C2 and Turbo will each be represented. Vehicles chosen to represent the different models will include a variety of body styles (Cabriolet, Targa, Coupe). The PCA Rennsport committee will make the final vehicle selections. Please contact the display chairman Steve Gaglione [nine.fourteen@verizon.net](mailto:nine.fourteen@verizon.net) or 813 978-3433 if you are interested in participating in this unique display.

A PCA Dinner Gala on the evening of November 3, 2007 at the Speedway will include several well-known Porsche personalities and be a great opportunity to connect with other PCA members. Dinner registration will begin on Tuesday, September 18, 2007. PCA members will be able to visit [www.pca.org](http://www.pca.org) to obtain the dinner registration form to be sent with a check to the PCA National Office. Dinner registrations will be taken on a first come, first served basis based on postmark date on the envelope, no courier deliveries please. If the dinner is sold out on the first day, Parade oversubscription procedures will apply.

We are looking for PCA volunteer workers to assist with the various activities of our involvement. There will be a special commemorative shirt provided to the volunteers by Porsche Cars North America to acknowledge their participation with the event. To volunteer, please contact Bob and Dora Barren at [dorabob@comcast.net](mailto:dorabob@comcast.net) or 904-268-8877 in the evening.

PCA members will be able to enjoy an enclosed hospitality area for three days, November 2-4, 2007, to park safely in one of the Porsche model-specific corrals and to enjoy supervised track touring with their Porsches on Friday, November 2, 2007. This will be an unforgettable event that you will not want to miss.





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

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

## Just the Details . . .

*continued from page 20*

12. Plastic cups
13. Blue masking tape (easy release type)
14. Large diameter paper hole punch (hand type)

### Preparation Process

Before applying paint, you must prepare the chip to accept paint. Although paint may adhere for a while to a chip with rust, dirt or oil, eventually the repair will fail. The preparation process begins the day before you repair the paint chips and scratches. The afternoon before starting your chip repairs, wash your car.

After washing with your normal car wash, spray the areas you plan to repair with P21S Total Auto Wash, allow to sit for a minute, then scrub well with your sponge. P21S Total Auto Wash will remove all wax and oil from your paint. Dry your car thoroughly and put it away for the night. After washing your car, make up several sanding pencils.

Use a hole punch to punch out a few dots from the 600 grit wet and dry paper. Apply the sandpaper dots to the end of your pencil eraser with rubber cement. Let them dry overnight. You will use the sanding pencils to scuff-up and clean out nicks.

To make a chip ready for touch-up paint, you must make sure it does not have loose edges. Clean and sand it. I use a toothpick to check the edges of a chip. If loose or lifted, use the toothpick to knock off the loose paint. To clean, I like to use denatured alcohol or Prepsol and a foam swab. Pour a little into a plastic cup and use a foam swab to clean the chip and surrounding area. Next, use a sanding pencil to clean out the chip and rough-up the edges. Dip the sanding pencil into a cup of clean water, dab a few drops of water on the chip. Keep the area you sand as small as possible. Rotating the sanding pencil back and forth in your fingers 8-10 times should be enough to do the job.

If the chip has exposed bare metal, or if you can see rust forming, use the edge of the pencil eraser to remove the rust. When finished sanding the chip, dry it with a terrycloth towel and clean it again with Prepsol and a foam swab.

### The Touch-Up

Once the damaged areas are cleaned and prepared, you can begin the touch-up itself. If a chip exposed bare metal, you must prime the chip before the color touch-up. After mixing thoroughly, pour or spray a small amount of your primer into a plastic cup. Next, use a clean toothpick to apply the primer. I do this by dipping just the tip (2-3mm) of the toothpick into the primer. If I get a blob, I wipe it back.

Next, I touch the tip of the toothpick to the center of the chip and allow the paint to flow off of the toothpick into the chip. You will be amazed how well the capillary action works. If you prefer, you can use the #2 artist's brush. Do not allow the primer to overflow the sides of the chip. Let the primer dry for 2-3 hours. You can speed dry the primer with a hair dryer after allowing it to air dry for one hour. Simply wave the hair dryer 3-4 inches over the primed chip for 30-40 seconds. Do not touch the chips with your hands, as the oils from your skin will prevent the color coat from adhering.

Next, mix your color-matched paint thoroughly and pour a small amount into a clean plastic cup. As with the primer, use a clean toothpick or #2 artist's brush to apply the color coat.

Touch the toothpick or brush to the center of the chip and allow capillary action to pull the paint into the chip. Apply a small dab at a time and allow it to dry for 2-3 hours. You must repeat this process several times, so don't try to fill the chip in one pass. Apply several thin layers, and you will get much better results.

The color touch-up process is complete when you have applied enough coats to slightly overfill the chip onto the roughed up area surrounding the chip. Once you've filled the chip, allow it to dry for another 24-48 hours. The longer the better. I'm often asked if it's necessary to apply a clear coat over chip repairs. I don't think it's necessary or adds any noticeable difference. If you get the proper touch-up paint from your dealer, it will match without using a clearcoat. However, if you're a purist, substitute a clearcoat for the last 2-3 coats.

### Level and Buff

Until you level or mill the paint repair down to the same plane as the original paint, all you'll have is an ugly looking blob. This is easily done using the Meguiar's Unigrit Sanding Block, which helps remove sags, runs and other isolated defects with surgical precision. Don't forget to soak it over night before use as the directions indicate.

To level your paint chips, use your finger to put a small dab of car shampoo on the chip repair for lubrication. Next, use the Unigrit Sanding Block to mill the high spot off of the chip repair. I always pull the sanding block towards me. Never rub it back and forth or in a circle. When the block dries out, dip it into your bucket of water again. Keep the area well lubricated with water and shampoo. The sanding block will dull the paint. Don't fear, as your polish will easily restore the luster. When the surface looks level, dry it with a clean towel and inspect with your finger tips. If you can feel a high spot, it needs more work.

The final step is to buff out the repair with a good hand polish. I like to use Eagle One Scratch Remover (a medium grit compound) followed by Meguiar's Hand Polish. Apply the compound or polish with a clean terrycloth towel or applicator pad, rub into the paint area using a short back and forth motion (not in circles), then buff with a clean terrycloth towel. Tada! The blemish is gone.



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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 Porsche 904 was the best-placed 2.0-liter sports car at Sebring in 1966 and was first in the sports category at Daytona the same year.

True or False

Excellence, Vol. 1, pages 327 and 331

2. The four-cylinder Type 912 Porsche was more popular than the more expensive 911.

True or False

Excellence, Vol. 1, page 351

3. The launching of the Targa was given added impact by its choice as the \_\_\_\_\_ Porsche.

- 10,000th
- 100,000th
- 50,000th
- None of the above

Excellence, Vol. 1, page 357

4. Series production of the original Porsche 911 officially began in:

- January 1965
- March 1966
- September 1964
- None of the above

Excellence, Vol. 1, page 348

5. The Porsche 906 debuted at Daytona in 1966 and symbolized a new approach to racecar design; it was smaller, lower and more aerodynamic. Who masterminded the 906?

- Butzi Porsche
- Helmuth Bott
- Ferry Porsche
- Ferdinand Piech

Excellence, Vol. 1, page 359

6. The 906's tubular frame was also used to support its roof, gullwing doors and:

- Side-mounted fuel tanks
- Wing
- Front airfoils
- None of the above

Excellence, Vol. 1, page 365

7. The Porsche 914 was introduced at the Detroit auto show in 1969.

True or False

Excellence, Vol. 2, page 489

8. One of the finest racing achievements in the 914's history was the GT category win and sixth overall at which race in 1970?

- Nurburgring
- Spa Francorchamps
- Monaco
- Le Mans

Excellence, Vol. 2, page 517

9. Bosch mechanical fuel injection was introduced in which 1969 Porsche models?

- 914 and 911T
- 924 and 944
- 911S and 911E
- 911R and 911L

Excellence, Vol. 2, page 534

10. The engine for the original Porsche 917 had a number designation of:

- 912
- 917S
- 901
- None of the above

Excellence, Vol. 2, page 561

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



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### **19" Carrera S Wheels and tires to Trade**

I have a set of 19" Carrera S wheels with Continental Contact 2 tires on them. They are 235/35/19 and 265/35/19 and are currently on my 2006 Boxster S. They were originally purchased with my 2006 Cayman S. The list price was \$1550 over the standard 18" wheels. The wheels also have the color crests, which is a \$200 option. They have 12,000 street miles on them and have never been used on the track. They are like new.

I would like to trade with someone who has 18" Boxster or Cayman wheels

and tires. If you are interested in trading, let me know and we can talk about the terms of a trade. If you are ordering a new car, I would be willing to trade even up for your new 18" standard wheels for either a Boxster S or Cayman S with color crests and Michelin Pilot Sport tires for my 19" Carrera S wheels and Continental tires. The 19" Carrera's are a \$1550 optionvvvv

**1987 Porsche 951 / 944 turbo for sale**  
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engine re-seal. a/c (works), cruise, power windows, dr seat, mirrors, sun roof, and airbags. Comes with Colgen bras. Asking \$9,500 obo. Please call for more details. Susanne 612-306-3533.



Left: Jeff Boehm of Rochester this Spring sent this evidence of a project completed - the engine back in his 911! It's looking good . . . and as he and BJ drove it up for the Annual Concours we know it's running, too!

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The Tour de France will start in London on July 7 with a stage to Canterbury in Kent. This will cost the city \$2.8m and a study by the Transport for London organization reckons that it will generate \$216m of benefits, taking into account the 4,500-strong entourage and a 95% occupancy rate for hotel beds in the capital plus a conservative estimate of two million fans who will turn up for the two days of racing.

*"I wish I could spend £1.5m (~\$3m) every weekend in order to get £115m (~\$230m) in tourist revenue,"* London's controversial mayor Ken Livingstone said. *"All I'm thinking of is how soon we can persuade them to come back. We are discussing how soon we can bid again without looking greedy."*

Windshear Inc, a company owned by Haas Automation owner Gene Haas, has started work on the construction of a \$40m, 185 mph full-scale windtunnel which is being designed to run 24 hours a day, seven days a week. This will be located next to the Concord Regional Airport in North Carolina, and will be rented out to NASCAR teams when it is completed at the start of 2008. Interest in the tunnel has also been expressed by Formula 1 and Indycar teams. It uses a stainless steel belted rolling road which is developed by MTS Systems, the Minnesota-based company that supplies rolling roads for most of the Formula 1 teams, and will have a larger test section than any currently in use in F1. The project was spearheaded by ex-Formula 1 and Indycar designer Ken Anderson.

The FIA has appointed automotive technology and engineering specialists Ricardo to provide technical support and advice on the development of future regulations in the FIA Formula 1 World Championship. Ricardo will assist in the application of energy-saving and environmentally-efficient technologies.

Ricardo is a world leader in advanced vehicle systems, including gasoline, diesel, hybrid and fuel cell powertrain technologies.

Are we using the wrong type of diesel? The oil industry thinks so, which is why it is investing billions of dollars in a new version of the fuel called GTL, which is effectively diesel Mk II. Until recently, all diesel has been made from crude oil, but GTL is made from natural gas – the acronym stands for "gas to liquid" – and it is hugely important to the future of motoring for one reason.

While the planet's reserves of the black stuff are running low, there are trillions and trillions of cubic feet of natural gas waiting to be exploited.

The first two cars in the world to run on pure GTL have been unveiled in South Africa by Sasol, a local petro-chemical firm, in partnership with Chevron, the American fuel giant. A joint venture between the pair has led to a dedicated GTL plant in Qatar. Another

one in Nigeria is on the way and they are looking at Russia, the Caribbean and Australia for future projects.

Ironically, Sasol has become an expert in the field because of apartheid. Import sanctions meant that its engineers had to find a way to create their own fuel because they could not buy oil. In researching CTL (coal-to-liquid) technology pioneered in Germany between the world wars, they came up with GTL.

Rival fuel firms are also on the case. BP, Exxon and Shell are working on GTL because, like Sasol, they have worked out the benefits to drivers. Mark Schnell is Sasol Chevron's general manager for global marketing, and he said that it will be at least a decade before anyone in the UK is driving a neat GTL car and even longer in the US.

*"The initial use is as a blending agent,"* he said. *"It will help upgrade the quality of some of the diesel that's traditionally not been able to be used because it's too low quality. That will start to happen this year."*

Shell is one step ahead and a small amount is in its V-Power premium diesel, although it does not advertise the fact.

Schnell believes that blending is only the first phase. GTL will also be used to upgrade diesel from regular to premium. "After that, it's about developing niche market applications for the neat fuel," he said. "A good example of this would be on urban fleets such as buses or local authority vehicles. That will happen in the next two to three years and Europe and the UK will feature in that."

How big can GTL be? An independent report by Daimler-Chrysler found that by 2010 it could meet 5-10 per cent of European diesel demand. By 2020, that could be up to 30 per cent. While drivers wait for the hydrogen cars that are still decades away from arriving in the showrooms, this technology has the potential to shape the future of motoring. Sasol Chevron has been working on the car manufacturers to develop next-generation engines that are optimized to run on GTL.

Later this year Shell will open an experimental plant in Germany that takes things a stage farther, creating diesel from wood chippings. Run a car on that and it is effectively CO<sub>2</sub> that is absorbed while the feed-stock crop is growing.

The benefits of GTL

—It has a higher cetane rating than regular diesel. Cetane is diesel's equivalent of the octane that is in gasoline and means that combustion in the cylinder is more efficient.

—The engine block does not need to be so bulky because the compression ratios can be lower. And that means less curb weight, so higher mpg for drivers.

—Sulfur content is very low and hydrocarbon and nitrogen oxide emissions are down by 95 per cent.

—GTL engines run quieter. The traditional clatter of the diesel engine is eliminated.



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— There is less wear and tear on the mechanicals. Engine oil in a car running on GTL fuel lasts much longer because there are fewer impurities.

— And the downsides? About a 5 per cent cut in fuel economy compared with a regular diesel car.

Copenhagen, the capital of Denmark, is currently conducting a design study into the possibility of a F-1 street race in the city. There are plenty of nice wide roads but the problem for Copenhagen is the money needed to compete with other Grand Prix promoters. The recent deals with Valencia and Singapore are believed to be costing the cities around \$35m for the first year (in addition to construction costs) with a 10% increase in the fees for each year of the seven-year contract. This means that anyone serious about holding an F1 race needs \$330m for fees, in addition to the construction and upkeep costs.

### Trivia:

The Law of Unintended Consequences: No Good Deed Goes Unpunished

At the beginning of this year, an EU cap on vehicle emissions came into force that currently covers 20 European cities. The rule, designed to curb air pollution in increasingly congested cities like Berlin and Munich, has had the unforeseen effect of outlawing the small but fiercely passionate vintage car community in Germany. In response, on May 12, owners of Model-Ts, Volkswagen Beetles, and even a convertible E-Type with an umbrella to ward off the cold Berlin rain staged a parade around the German capital's

streets. The drivers hoped to publicise their view that with so few of these vintage motors remaining, the CO2 emissions they are producing are almost entirely negligible.

As long as a sufficient quantity of venerable East German Trabants remain in circulation, it seems unlikely that the EU will rescind the order: the notorious Trabi, with its oil-fuel mixture and primitive exhaust system, would certainly fail any modern European emissions test.

In December 2005 "Top Gear's (on TV in the UK) Jeremy Clarkson was accused of offending Germans by mocking the Mini for its new owners, BMW, on Top Gear.

He suggested the car be redesigned to be quintessentially German. "Give it traffickers that go like that," he said, flapping his arm up and down in Nazi-style to mimic old-fashioned car indicators. He suggested the car should also be fitted with an "A satellite navigation system that only goes to Poland."

### Anniversaries:

July 27 1904 - Dr. Herbert Hills of Flint (MI) purchased the 1st Buick automobile ever to be sold. Founder David Buick initially made his mark as an inventor & mechanic in the plumbing industry, but had sold out of his business in order to pursue building motor cars. Buick was a man w/an innate gift for inventing & tinkering, but who cared little for financial matters. He reputedly was unable to sit still unless he was concentrating on some kind of mechanical problem. None of his contemporaries would have been surprised that his company eventually became more successful than he did.



In 1902, after years of fiddling w/an automobile design, Buick agreed to a partnership w/the Briscoe Manufacturing Company, wherein Briscoe would write off Buick's debts while in turn establishing a \$100,000 capitalization for Buick's car company. Buick ceded \$99,700 of the company's stock to Briscoe until he repaid his standing debt of \$3,500, at which point he could buy controlling interest in the stock. Still, Buick had yet to complete an automobile. When it became clear to Briscoe that Buick would neither be able to pay his debts nor complete his vehicle soon, they sold their interest in the company to the Flint Wagon Works for \$10,000. Buick & his son were given stock, but their managerial roles shrunk. Finally, in July of 1904, the 1st Buick made its initial test run. During the test run, the Buick averaged 30 mph on a trip around Flint, going so fast at one point that the driver "*couldn't see the village 6-mph sign.*" Sixteen Buicks were sold in the next few months, but Flint Wagon Works remained troubled by the Buick venture. They had purchased the company in order to help the city of Flint adjust to a new economy of automobile production, but Buick was already heavily in debt to a number of Flint banks. At this point, David Buick owned only a small share of stock and held none of the business responsibilities, and the Wagon Works decided to bring in Flint whiz kid William Durant to turn the business around. Durant kept Buick on as a manager, a position he held with little impact until 1908. Durant turned Buick into a major player in the automotive industry before incorporating it into his General Motors project.

## Crystal Ball:

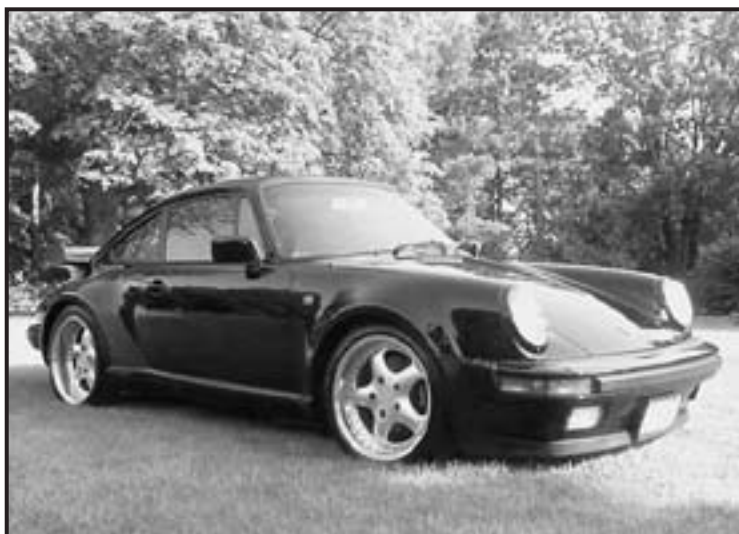
2007- ALMS - The GT1 Class could see a pair of Konrad Saleens and a Fredy Lienhard-owned Maserati MC12 racing later this year.

Konrad's plan might see him run a pair of Saleens from Lime Rock onwards, with a top driver pairing in one car, but a supply of tires is the stumbling block.

Kevin Doran would enter Lienhard's Maserati MC12, for the owner and Didier Theys. A test is likely soon.

2011 - 2.2-litre V6 turbocharged engines, running on biodiesel fuels, in F1 in 2011? The reports suggest that the engines will be restricted to 10,000 rpm and that they will have to survive for five Grand Prix. The idea is being proposed to the automobile manufacturers. It remains to be seen whether the proposals will be embraced by the car companies. In addition the proposals include a number of other controversial ideas, such as traction-control, four-wheel-drive, power-boost buttons and identical bodywork for all the teams.

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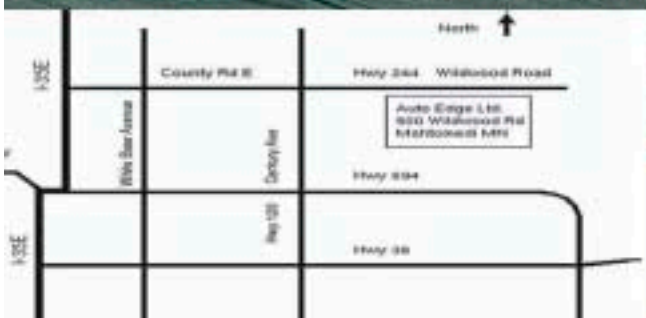
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