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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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NORD STERN STAFF

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

952 593-5544 or editor@nordstern.org

Ad Mgr.

Jill Daneu, Staff Writer/Photog	952 432-3486
Ron Faust, Staff Writer/Photog	507 282-3294
Teresa Vickery, Staff Writer/Photog	952 474-7126

Please contact staff for any event coverage you need

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

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

Front Cover:

Well, what can I say?!! Just had to get our car on the cover - after all, editorship has it's 'privileges!' Formerly know as the 'Black and Blue' car, the Boedermobile is now Signal Orange befitting a 1973 911 RS Lightweight Replica. Perhaps to be known as the 'Dreamsicle'!

Photo by Mike Jekot from the 2007 Concours.

Address changes

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15391 Flower Way
Apple Valley, MN 55124

952 431-4442
tw820@aol.com

Vice-President

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

651 777-6924
pkviau@comcast.net

Secretary

Bob Barker
14867 Boulder Pointe Road
Eden Prairie, MN 55347

952 949-0140, x312
bbarker@slogic.com

Treasurer

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

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

Advertising

Ed Vazquez
952 934 5093
edmn911@aol.com

Autocross & Time Trial

Harvey Robideau
952 361 4872
p911SC@earthlink.net

BIR Relations

Rick LaVerdiere
651 998-1511
ricklav968@hotmail.com

Board of Directors

Chip Smith
952 942-6686
chip13@mn.rr.com

Ron Smith
763 383.0123
rsmith@meridianleasing.net

Rick LaVerdiere
651 998-1511
ricklav968@hotmail.com

Charity Fundraiser

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

Concours

Dale Trippler
651 490-1485
dtripp@usfamily.net

Club Race

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Dealer Relations

Roger Johnson
763 557-9578
rogerdjohnson@comcast.net

Driver Education

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

Road America DE

Dave Anderson
763 479-8231
david@anderson.com

Driver Education Registrar

Keith Fritze
612 275-4891
nsrfritze@yahoo.com

Driver Training

Jon Beatty
952 449-0187
jon@minnetonkasoftware.com

German Car Fest

Paul Bergquist
952 937-1822
Mercedes-Benz Club

Insurance Chair

Michele Johnson
952.476.7445
micheledj@earthlink.net

Membership

Steve Sherf
952 471-1054
ssherf@att.net

Met Council

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

Newsletter

Christie Boeder
952 593-5544
editor@nordstern.org

Rally

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

Rules

Chuck Porter, Chair
612 348-8150
Bret Bailey
952.240.4782 (cell)
bbailey@iqmarketing.com

Harvey Robideau
952 361 4872
p911SC@earthlink.net

Shop Relations

Ron Johnson
952.476.7445

Social

Kim Fritze
612 275-4891
kimfritze@aol.com

Safety

Jim Bahner
715.549.5486
jbahner@tela.com

Taste of the Track

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

Timing and Scoring

Ed Tripet
952 471-0065
tripet5@mchsi.com

Touring

Sarah DeLong
612 866-7490
sdelong@ald-mpls.com

Mike Lancial
952 929-2762
thelancials@msn.com

Zone 10 Rep

Doug Pierce
19412 West 100th Street
Lenexa, Kansas 66220

913-897-5444 Cell
913-780-6979 Home

FAX: 913-780-6863
zone10rep@yahoo.com



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

From the Editor. . .

by Christie Boeder

Here I am once again whipping the next issue together on the deadline for the printer and leaving the column to the absolute last thing needing to be completed. Ugh, hate that!

Just have a couple comments to emphasize this month. There are several articles for the month which are accompanied by many photos. And of course there isn't room for each and everyone of them. But for those that are here, if you have the change to pull the pdf file down from the website and view it in color, I would encourage you to do so. Both the 2007 Concours photos and the photos from the Goodwood Festival are certainly more interesting in their full glory! Nord Stern member Sig Finks' son, Brian, and again sent some wonderful photos of this year's Concours over in Roseville. It really was a lovely day and there certainly were many beautiful cars - both those entered in the Concours itself and those parked for display purposes. Eventmaster Dale Trippler has a nice write up on the event in this issue. And I couldn't even begin to include as many photos as I would have liked for this event. There were several other photographers who shared their work and I plan on including additional photos in future issues.

Don't miss Mark Pladson's write up of his experiences at this year's Goodwood festivities over in England. I have a full CD of his jpgs chronicling his trip and there sure were additional photos worthy of publication! But these are not exactly problems and I deeply appreciate all the work that has been submitted of late. I plan on sending some over to our webmaster to keep him supplied with material. Speaking of which, as one of the judges for the 2007 PCA Website Contest, I was so pleased to note the Nord Stern website fared quite well this year. Many PCA website are very interesting, content rich and visually appealing. It was fun to judge and I felt Nord Stern's site more than deserving of it's First Place finish! Congrats, Bret, on a job well-done.

Biz Talk . . . Biz Board is now 'Car Biz Board'

by Ed Vazquez

Continuing the Biz Talk mission, Ed requested background information from Bill Groschen, one of Nord Stern's newest advertisers; here is what they have to say! Editor's note: I am most impressed by the '28 Porsches and counting' reference - the Boeders have now owned 4 P cars so I guess we have a ways to go! Seriously, Bill is a long-time member not as active recently as in the past - great to see you around again both at the track and at local events and socials. There must be something true about 'it's in the blood!'

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Diversified Cryogenics Inc. was established 1996 by Bill Groschen (President) and Mark Link (VP-Treasurer).

Bill has been a Nord Stern PCA Member since 1981 (Thank you, Hank Godfredson!) Bill has owned many Porsche cars (28 and counting). Past Porsche vehicles include a 1955 Spyder, 74' 911S, 83' 944, 57' Speedster, 84' & 85' 928's (Both with Trailer hitches), 94' 968, 69' 911/934 bodied race car driven in the Minneapolis Children's GP and he currently owns a 1955 Outlaw Speedster, which should be on the streets by August this year (Only 17 years of waiting for this car to be finished!). Bill has been a Nord Stern Instructor since 1983 and also has instructed for the Audi, BMW, Ruf, Miata, Corvette, and Vintage Sports Car Racing Clubs for many years.

Bill's partner, Mark Link, was corrupted by Bill and hooked into fast cars and is now a certified Track Junkie. Mark was introduced to Porsches and BIR in Bill's 94' 968 several years ago and subsequently purchased his own 87' 944 Turbo. He is Bill's affiliate PCA Member. Due to circumstances beyond his control, including a second child, a new house and business pressures he

Continued on page 15

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FlatSix	16
Higgins Insurance Agency	IFC
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Maplewood Imports	IBC
Mortgage Marketing Associates	17
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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

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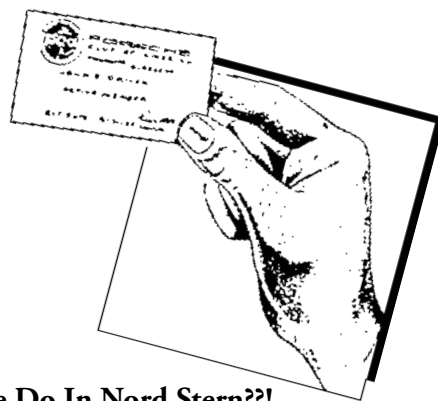
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Welcome

Welcome . . . New Members

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



Serge & Vera Kalista

Lakeville, MN
2000 Boxster S

AJ Meyer

Minneapolis, MN
1980 911SC

Patrick & Sandy O'Hara

Oakdale, MN
1999 Boxster

Timothy Rinehart

LeSueur, MN
1989 911/1988 944

Kim & Scott Singer

Mahtomedi, MN
2006 997S

Steve Thompson/Dan Thompson

New Brighton, MN
2000 Boxster

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

There are several things which make Nord Stern one of the more successful Porsche Clubs in the country . . . The commitment and dedication of the committee chair volunteers. In June we had our annual Concours event. I know by now many of you have seen the kudos Dale Trippler and his committee members received. I also want to acknowledge the outstanding job that Dale did. I also want to thank all of you that took the time and effort to prepare your car to present it at the Concours. Let's make next year an even bigger event.

We just concluded our driver education event at Road America. Once again Event Chair Dave Anderson did an outstanding job. Dave is a long time member of Nord Stern and has chaired this event in the past. We had 140+ cars registered; cars from Nord Stern, Chicago, Milwaukee and other regions participated. Thanks also go to Kim and Keith Fritze and the other volunteers who helped make the RA driver ed such a success.

Speaking of events, check out the line-up for September! There is something there for everyone. I would highly encourage you to find an event that you could participate in and join in the fun.

Lastly, I want to acknowledge one other Nord Stern member. Christie Boeder. Over the years our newsletter has been recognized as one of the best nationwide. Although this year we did not take 1st we did however receive the 2nd place award. The next time you see Christie, simply say thanks for a job well done. Thanks Christie.

Come and join us at the next event for fun, smiles and laughter of being with other Porsche enthusiasts!

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Letters to the Editor . . .

courtesy ClubTalk

2007 Concours

What a fantastic turnout at the Concours (today.) I was amazed at the variety of Porsche vehicles at the event. Well done to Dale and all his volunteers, this will be a tough one to top!

- Keith Jones

Thanks to Dale Trippler and all the other volunteers who made the Nord Stern Concours a success again (yesterday). A wonderful display of cars and a great gathering of people!

- Bruce Boeder

I missed 2006. (Yesterday's) Concours was strikingly different from the small event we held in Afton for almost three decades. To me, the Roseville event was spectacular.

Dale Trippler and the organizers and planners have re-invented the Concours over the last two years. Hats off to the leaders in the Club who had a vision and took this event to another level.

- Ron Faust

Great day...Great Event....Thanks to Dale and his volunteers and the weather gods. Sunshine, no rain, no dust and No Mud!

It was also nice to see several of our advertisers in attendance. I personally saw Dent Kraft, Frozen Rotors, Auto Edge, The Complete Garage, and Maplewood's Sheila Andrews was working the Concours registration on her day off! Mark, from Carousel Porsche parts, Howie (from Maplewood Porsche and Mercedes parts) George and Larry from Maplewood's Sales department were there also. How about Mike Courtney was with his new Cup Car?!

Did I miss anyone else? Great people who help you to keep it running so think of them when you are in need of some service or parts.

- Ed Vazquez/Advertising

Dale Trippler, volunteers and sponsors: Thanks for a great day and a wonderful concours event. I am a new club member and the event was great. All of the cars I saw looked and sounded great!

Thanks again for making this event such a success!

- Brian Mayer

Snowtires

I suggest getting a second set of wheels if you get another set of tires. Saves wear and tear on the tires and enables swapping them yourself. Plenty of Boxster take-offs on eBay.

- Glen Larson

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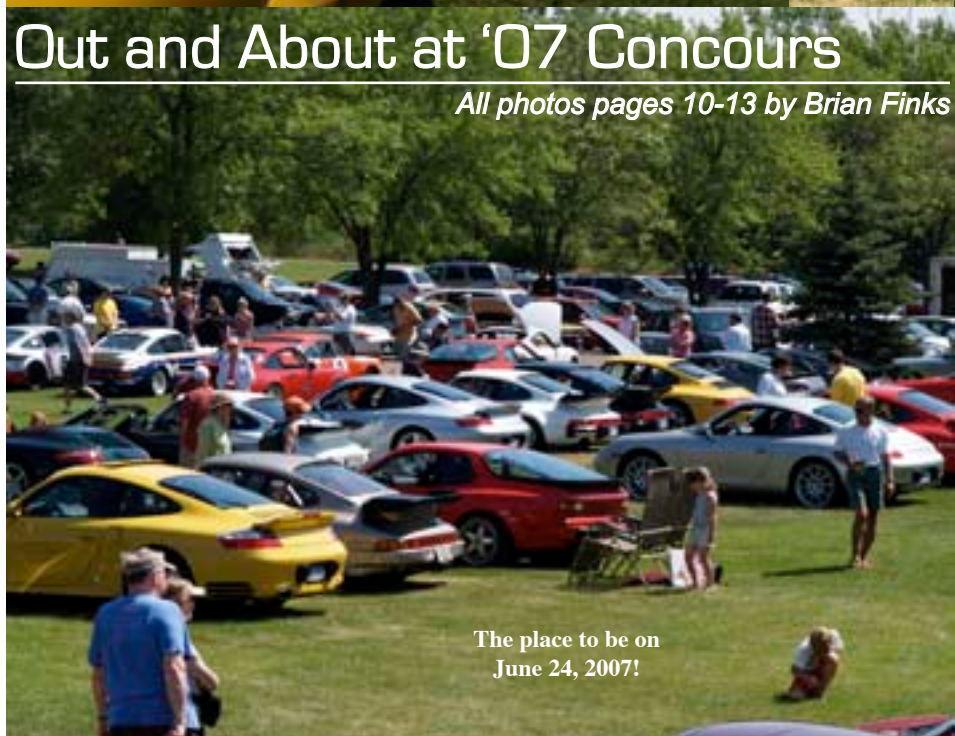
Eventmaster Dale Trippler directing the show!



The 'Trip Twins!' Dale's 2006 Cayman S and 2006 Boxster S



One of man rows



The place to be on June 24, 2007!

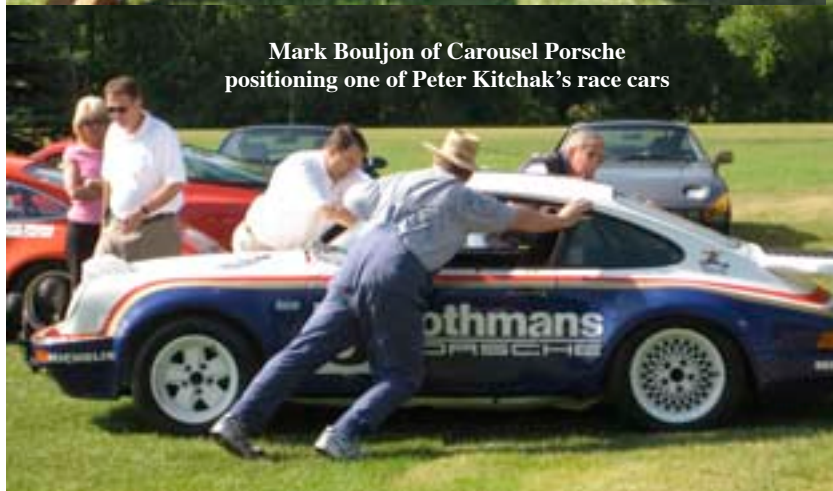


Out and About at '07 Concours

All photos pages 10-13 by Brian Finks



One of several judging teams hard at work



Mark Bouljon of Carousel Porsche positioning one of Peter Kitchak's race cars



Corey Johnson polishing



Race car entrants





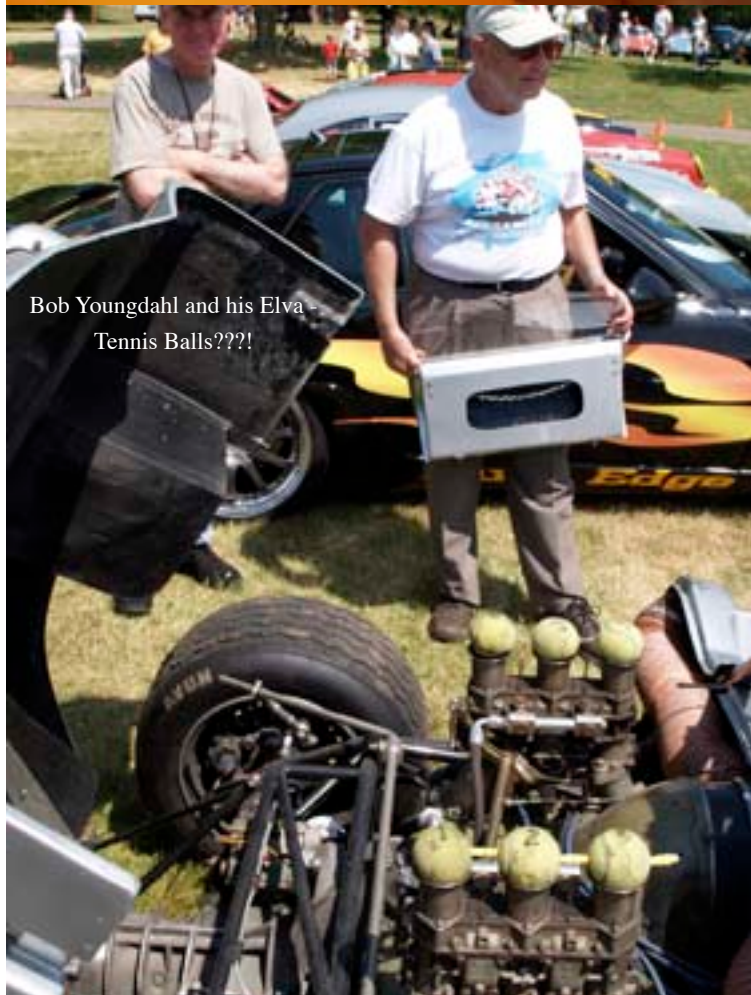
Busy socializing, busy polishing! Lots of activity at this year's Concours



Boeder's 1973 911



Bob Youngdahl's Elva



Bob Youngdahl and his Elva -
Tennis Balls???



Worker Bees: Jo Craven, Tim Fahey, Sarah DeLong, Christie Boeder, Lori Lancial, Kim Crumb, Sheila Andrews, Steve Sherf - Under the Big Top



What a Show! . . .2007 Nord Stern Porsche Club Concours and Car Show

by Dale Trippler, Chair, all photos by Brian Finks

The Nord Stern Porsche Club held the annual Concours and Car Show on Sunday, June 24, 2007, at Central Park in Roseville. The weather could not have been nicer and Porsches appeared from everywhere to show their stuff. We had over 50 cars in the Concours and over 135 cars in the Car Show.

Everyone seemed to enjoy the sunny skies and warm temperatures. Judging began on schedule and ended just before noon. Due to the tremendous job done by Christie Boeder putting together a team of volunteers to work the registration table and pre-programming three laptops to record and tally scores, we were able to announce all of the class winners by 1 PM.

The Concours/Car Show was a huge success primarily because so many club members volunteered to help. We had five full judging teams, a crew who managed registration and keyed in scores from the judges, and people directing cars into the Concours or Car Show areas. An event like the Concours takes a lot of people to make it happen. This year it all came together. I want to thank each and everyone who volunteered. It couldn't have been without everyone's willingness to pitch in and work.

Auto Edge once again provided very cool yellow t-shirts for the volunteers (and no, I didn't pick the color). They stand out in a crowd and make it very easy for those attending to pick out staff to ask questions if they had them. The Complete Garage set-up a canopy and gave out bottles of Speed Shine and showed folks the right way to clean and polish your pride and joy. Our very talented member, Mike Jekot, once again created the artwork for the Concours Poster (limited edition!). Johnson Autosport brought a number of racing cars again this year. Dent Kraft PDR was there talking to participants and answering questions about their services. Nord Sterner Ken McNeill video taped the whole event and will be providing the club and its members a chance to get the year-end DVD which will include the Concours/Car Show - complete with several interviews. Finally, I would like to thank Maplewood Imports and Carousel Porsche for sponsoring the Concours/Car Show.

The Nord Stern donated all of the Concours/Car Show proceeds to the Courage Center. We raised over \$1,800. The Courage Center is a wonderful charity that provides help and assistance to many different areas of the Twin Cities and to many different people with special needs. To everyone who participated in the event and donated to the Courage Center, thank you for your time and your generosity.

I am passing the Concours Chairmanship to Phil Saari. Phil was my Co-Chair this year and helped in so many ways I couldn't begin to name all he contributed. I hope you will give Phil the same assistance and help you offered me. Phil is looking for a

Co-Chair for next year to help him plan the event. If you are interested, contact Phil.

Lastly, I want to say how proud I am to have been your Concours Chair for the past two years. It has been a lot of work, but it has been both enjoyable and rewarding. And it would not have been possible without the help and assistance of so many club members who donated their time, ideas, suggestions, and help.

Thanks again to all the volunteers and to everyone who participated and to those who just showed up to admire all of the beautiful Porsches. See you all next year.

P. S. As for extra yellow and white T-shirts, Auto Edge will be taking them up to Brainerd for the club race on August 3-5. If you didn't get one at the Concours, or if you want more, you will be able to purchase them up there.



Above top, Lids Up
Above, Peter Kitchak's 1973 Martinia RSR

2007 Concours Results

submitted by Dale Trippler, Chair

Reg #	Last	First	Model	Year	Color	Category	Class	Score	Place
35	Viau	Pam	968	1992	Black	Race	R	165.0	1
	Lawson	Matt	944	1987	Red	Race	R	159.0	2
12	Duffy	Walter	356A Speedster	1957	Silver	Race	R	155.0	3
	Courtney	Mike	964	1992	Red	Race	R	155.0	3
6	White	Philip	911	1993	Red	Race	R	154.0	5
	Youngdahl	Bob	Elva	1964	Silver	Race	R	154.0	5
9	Boeder	Christie	911	1973	Orange	Race	R	146.0	7
18	Holton	James	911	1985	Black	Race	R	146.0	7
	Schumacher	Mark	356	1958	Grey	Race	R	143.0	9
10	Breakey	Jim	911 GT3 Cup	2005	Red/White	Race	R	0.0	\
13	Faust	Ron	356C	1964	Green	Street	A	140.0	1
	Saari1	Phil	356B	1961	Blue	Street	A	123.0	2
19	Anderst	Scott	964 C4	1990	Red	Street	B	144.5	1
27	Manley	Kelly	914	1973	Blue	Street	B	144.0	2
	Pike	Chris	911	1988	Red	Street	B	137.0	3
	Mossinghoff	Rob	911 Turbo	1996	Blue	Street	B	136.5	4
26	Boehm	Jeff	911S	1976	White	Street	B	135.5	5
37	Sorenson	Dave	993	1995	Black	Street	B	135.0	6
	Saari	Phil	912	1969	Orange	Street	B	130.0	7
	Braun	Tom	930	1977	Maritime Blue	Street	B	128.0	8
	Stensrud	Kevin	911	1965	Red	Street	B	124.0	9
24	Bublitz	Kurt	911 SC Targa	1981	Zinc Metallic	Street	B	122.0	10
29	Bunting	Jason	911	1984	White	Street	B	119.5	11
7	Arndt	Doug	911 SC	1982	Orange	Street	B	109.0	12
17	Holton	James	911	2002	White	Street	C	142.0	1
38	Halliday	Brian	911 C4	2006	White	Street	C	138.5	2
8	Olson	Joe	928GTS	1995	Red	Street	D	139.6	1
36	Mulholland	Andrew	944 Turbo	1986	Red	Street	D	121.5	2
	Lee	Al	928S	1984	Red	Street	D	120.0	3
	Bentdahl	Ray	Cayman	2006	Red	Street	E	149.0	1
	Maltby	Gordon	914	1973	Orange	Street	E	136.5	2
	Johnson	Corey	356	1963	Ruby Red	Full	A	297.0	1**
11	Duffy	Walter	356	1952	Blue	Full	A	293.5	2
16	Prescher	Dennis	356C	1965	White	Full	A	266.0	3
40	Tourtillotte	Jim	911 SC	1982	Black	Full	B	283.5	1
	Lindemer	Steve	911	1965	Red	Full	B	268.1	2
30	Mayer	Brian	911 SC	1982	Black	Full	B	266.0	3
15	LaVick	Steve	911	1991	White	Full	B	256.0	4
31	Vazquez	Edmund	911	1991	Black	Full	B	254.5	5
32	Christenson	Gary	911 Turbo	1988	Black	Full	B	252.0	6
	Divertie	Cameron	911 Targa	1981	Bamboo	Full	B	232.5	7
5	Hascall	Richard	911	1986	Red	Full	B	0.0	
4	Mihevic	Gloria	911 T	2001	Yellow	Full	C	283.0	1
1	Dvorak	Chris	911 GT3	2004	Yellow	Full	C	274.5	2
20	Berry	Mitchell	944 Turbo S	1989	Red	Full	D	281.5	1
	Braun	Tom	944 T	1986	Red	Full	D	224.0	2
2	Trippler	Dale	Boxster S	2006	Yellow	Full	E	229.0	1
	O'Hara	Pat	Boxster	1999	White	Full	E	227.0	2
	Trippler	Dale	Cayman	2006	Yellow	Full	E	224.5	3
39	Martin	Lori	Boxster	1998	Black	Full	E	222.5	4

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Please join us for an EARLY morning drive
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- We will be leaving at approximately 8:00 am from a West Metro location, BUT the exact time, location and additional event information will be sent out to the registered participants prior to the event.
- \$2 tour fee per person payable at morning start location check-in.
- If you plan to participate in beer tasting, you must provide a valid picture ID.

Event concludes after the tour at approximately Noon.

- Participants are on their own for lunch. Please plan to either pack something, go to a local restaurant or make other arrangements.
- Absolute event maximum is the first 60 Nord Stern club members.
- If we reach the maximum number of participants the event will be closed, but a waiting list will be started in case we receive cancellations prior to the event.
- To register: Please email Sarah DeLong at sdelong@ald-mpls.com. Provide your name, any passengers names, and advise if anyone is 20 yrs or younger. If you do not have access to email you can call 612-866-7490.

Event Masters: Mike Lancial (thelancials@msn.com)
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Right:
Manhattan
Motorcars,
think of it as
a Costco for
billionaires

Left, lower:
Out with the
old, in with
the new

Left, above:
Manhattan
Motorcars,
the money
is all on the
inside!



Continuing our series of 'Porsche Around the World'
Keith Jones submitted these photos from Manhattan.



Porsche Enthusiasts!

Bill Berard Waving Goodbye to his beloved 993



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Goodwood Festival of Speed . . . Two Days of Rain Didn't Dampen my Spirits!

Text and Photos by Mark Pladson

Goodwood has been on my list of “must do” events for a long time. Being part of a global company means occasional travel aboard and a convergence of dates put me in England at the right time. One of my British colleagues inquired if I had tickets and I was a bit optimistic and thought I would just pay at the gate. I was informed that Goodwood is typically sold out and he would explore procuring tickets through a friend of his. Tickets indeed were found, car rental made and I was off to England just a weekend early for my meeting. Coordinating the ticket transfer was a bit like a James Bond adventure as Geoff was already at Goodwood but left the tickets at a hotel in a small town North of Goodwood so I could pick them up. I was a little concerned about driving on the wrong side of the road after an 8 hour flight but there is no public transportation really goes to Goodwood. There I was driving through the English country side and navigating round-a-bouts in a hired Astra. I arrived at the town found the hotel and picked an envelope the said Mark Pladson Guest of Porsche. Included in the packet were directions, tickets, parking and a Grand Stand pass which in light of the weather was an extremely valuable asset. My instructions were to go to gate four and then proceed to the Goodwood House to pickup another packet and meet my benefactor Geoff Turrall Marketing Director for the UK at Ireland at the Porsche LeMans Café.

I was immediately impressed by the magnitude of the Festival. There are significant cars from all categories and eras of motoring from the early Blower Bentley's, the current Audi LeMans winning R10 and the British F1 sensation Lewis Hamilton. The hill climb is the major event, augmented by Rally course, Concours area and extensive vending area including driving experience areas by Nissan, Porsche and Range Rover. There was also an air show put on by the Red Arrows. Geoff gave me some pointers on areas not to be missed and which was very welcome for a newcomer with little sleep.

Paddock Highlights

The paddock areas were teeming with people attempting to take pictures of their favorite historic and current race cars. Porsche had a wonderful display of significant historic race cars including



Author, and Nord Stern member, Mark Pladson with Porsche UK director of Marketing Geoff Turrall at breakfast inside the Porsche Café.



Welcome to Goodwood House - Toyota History Race Car display with Japanese Temple motif dominates the festival grounds - and those are CARS suspended

Mark Donahue's 917-30 (driver Derek Bell), Gulf Livery 917K, a Rothman's Livery 956 (driver Derek Bell) a 962C (driver Vern Schuppan also driving a 935) and the current RS Spyder. Audi brought the LeMans winning R10 and an Auto Union Berg Spyder driven by Nick Mason plus 4 Sport Quattro Rally Cars driven by John Hanlon, Stig Blomqvist, Michelle Mouton and Hannu Mikkola. Mercedes brought a 37 W125 (driver Jochen Mass) 55- 300SLR (driver Stirling Moss) and the current F1 car (driver Lewis Hamilton). Being in the UK there was a good representation of Aston Martin and Jaguar race cars that you would not see at a US event. The areas around the current Rally cars were packed with fans but the congestion around the F1 teams was Rock Star impressive.

Concours and More

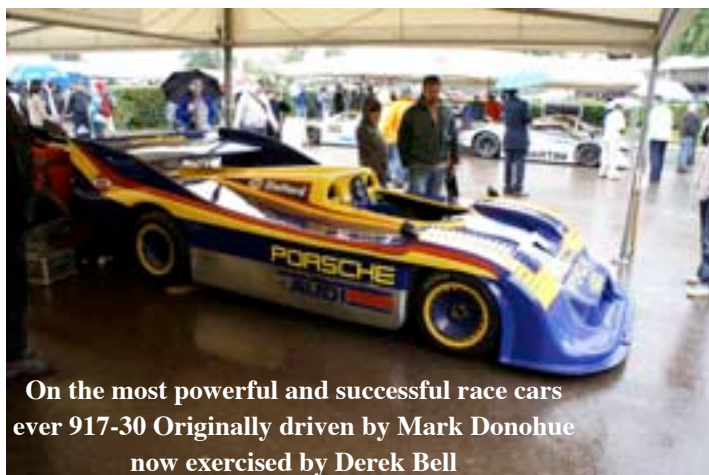
There was a significant display of interesting and exotic cars which featured five of the six Bugatti Royale in honor of their 80th birthday. These magnificent cars were the center piece of the display which also had 75th anniversary of the flat head Ford and a Tribute to the Space Age Styling of the American Finned cars

Continued on page 23

NORD STERN AUGUST 2007



Above, left, clockwise: Note the differences between the 956 and 962 in Rothmans Livery, 962 raindrops, 917K closeup of raindrops, 917 moisture in the light housing and the nose



On the most powerful and successful race cars ever 917-30 Originally driven by Mark Donohue now exercised by Derek Bell



RS Spyder Raindrops



RS Spyder



Red Bull Racing F1 doing a burnout

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

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

September

2007

- 3 Annual Rochester Labor Day BBQ & Picnic**
Location: TBA
Eventmaster: Jeff Boehm and BJ Peterson
jbandbj@chartermi.net or 507-261-9407
- 9 Nord Stern Autocross**
Dakota County
Met Council event - Eventmaster: Dick Beers
Registration opens 30 days prior to event on
www.myautoevents.com
- 15 Fall Drive and Lunch with Shell Brewery Tour**
Start Time: 8:00 a.m. Location: TBA
Eventmasters: Mike Lancial, thelancials@msn.com and
Sarah DeLong, 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
- 21-23 Annual North Shore Fall Color Tour**
1-800-BlueFin for Room Reservations under NS
Eventmaster: John Dixon, eyerack@tcq.net
- 28 Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 29-30 Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

October

2007

- 9 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: TBA

Eventmaster: Cal Townsend 952 431-4442
tw820@aol.com

- 18 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work...
?: Eric Erickson at 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
- 16 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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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
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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

507-261-9407 cell (Jeff)

Christie Boeder will also have directions

editor@nordstern.org

Families
Welcome!

Grills
Provided



Above, Right, Clockwise: Porsche LeMans Café with Toyota Temple in the background. Note the hint of sunshine and lack of umbrella!, Stig Bloomqvist Audi Sport Quattro in Historic Rally Area, Crowd Pleasing Cayenne were muddin' in earnest, Porsche Driving Experience



Goodwood . . .

continued from page 18

of the Fifties. I did not ever expect to see a 59 Cadillac with UK plates and can't imagine getting that through the narrow streets and round-a-bouts.

Super Cars

One of the greatest crowd pleasers was the super car runs up the hill. There was a new Porsche Turbo and GR3RS along with most all the exotic cars of the day including the Bugatti Veyron and Audi R8 making runs up the hill in the rain. For drivers it was a bit unnerving as the road has a pretty good crown on it and it was difficult to stay on track. The road also appears to be very narrow with the hay bales on either side and with the soft ground one wheel off the tarmac can mean disaster in front of thousands of people.

I was ecstatic when I read the new Ruf CTR3 was going to be on display. This car represents a significant engineering effort with the engine in the center of the car. The flat gray paint is reminiscent of the NATO theme and plays well to set the car apart from it's shiny super car stable mates. I car has hints of early Porsche LeMans 550 coups which is pretty cool look. The performance is reported to be stellar which 700HP but there were no test runs up the hill this weekend. I stopped by the display area just in time to meet up with Alois, Estonia and Alisa Ruf who where very surprised to see a Minnesotan at Goodwood! Alois introduced me to Bennett Soderberg who designed the styling of the car and two Ruf senior engineers Thomas Fischer and Lawrence Holt who are significant contributors to the CTR program at Ruf. The body of the CTR3 is a new design not based on an existing mid-engine platform which gives Ruf the freedom to make this the ultimate drivers car. I spent a little time talking with Bennett who speaks very good English, is very personable and does a fine job of representing Ruf Automobile. I do wonder how compulsive car polisher types are going to accept the flat finish, but since you can't polish it you might as well enjoy driving it!

Porsche Great Britain.

The Brits are great Porsche enthusiasts I had the opportunity to visit with a number of people in the hospitality areas. I have no idea where they can really open to full throttle but the availability of track days events is encouraged. Geoff indicated that driving instruction is part of every Porsche sale in the UK. Porsche had a significant presence with the LeMans Café next to Goodwood house, many significant historic race cars in the paddock and the Porsche Cayenne driving experience. Now many US Cayenne have never seen a gravel road but here at Goodwood the Brits were set loose to romp through about the greasiest mud I have ever seen. Geoff indicated the conditions were a little more extreme than anticipated but the crowds loved it. I have included a few pictures of the mud encrusted Cayennes whose body colour was lost in about 5 minutes on the course. I would be a little leery of the low mileage factor demonstrator "executive driven" sitting at any

Continued on page 24



Prewar Alvis goes up the hill in the rain



Ruf CTR3 with Thomas Fischer, Alois Ruf, Bennett Soderberg and Lawrence Holt



Classic 30 Bentley 6.6 Liter at speed



A familiar face Peter Kitchak with his Allard J2X-C. Peter also brought his 911 RSR which is not pictured

Goodwood . . .

continued from page 24

UK dealer in the next 6 months. The Porsche Performed flawlessly in these conditions and was a sharp contrast to the Range Rover sanitized driving experience on aluminium decking.

Porsche Club Great Britain had an amazing display which included a Carrera GT, Cayman S, cup car, hospitality tent and a semi trailer to sell Clothing and accessories. If that was not impressive enough there was a 996 Carrera Cut-a-way car to enable the user to see Porsche engineering. These people appear to be well organized and well supported by Porsche UK.

I would highly encourage anyone with a passion for motor sports

Nothing like American V8 for spectacular wheelie action



The author at the hospitality area



Pink Floyd drummer and Audi Driver Nick Mason chats with Audi technicians

to consider Goodwood on your list of "must do" events. Here is a quick list of lessons learned. Get you tickets at least a month before the event because it will sell out, hire a car (rent in US terms) as you must drive to Goodwood, housing is available via bed and breakfast if you book early, bring an umbrella and water friendly

s h o e s .
Prepare to have the time of your life.

Right:
Bugatti
Royale
Hood
Ornament
Detail



Auto Union Berg Spyder



CTR3 Rear - Note rounded wheel arches front and rear

2007 Porsche Parade Recap

by Doug Pierce, Zone 10 Rep

This year's Porsche Parade in San Diego was spectacular. The weather, the scenery, the hotel/resort, the venues, the people all combined for a memorable week.

It all started a bit early this year for me, my first year as Zone 10 Representative. The 13 Zone Reps were elected to hear any appeals from members suspended last February at the winter PCA Board of Directors meeting in Charlotte in association with the crashed 908 incident (August 2006 President's Column in Panorama). 4 members were suspended, 2 appealed. The appeal hearing consumed Saturday morning (outcome – 1 was expelled, 1 had his suspension continued for 10 years). Saturday afternoon was filled with Zone Rep meetings. Sunday morning the Zone Reps heard presentations for the 2008 Escape (Road Runner Region in New Mexico was selected for "Escape to the Land of Enchantment" centered out of Albuquerque sometime in September) and discussed various topics with PCA Committee heads. That afternoon was the PCA Board of Directors meeting. Basically, the only thing I saw of San Diego the first 2 days was what I could see from a conference room window.

Prior to the Sunday evening Welcome Party, we had a Zone 10 get together at a place called Charlie's on the resort grounds. Several Zone 10 members representing the Red River, Nord Stern, Dakotas, Ozark Lakes, and Kansas City Regions were able to attend. The Parade Welcome Party was held a bit later adjacent to the resort's 2 main swimming pools with over 1,500 people in attendance. Having been a long day, my wife, Jan, and I retired prior to anyone landing in one of the pools.

Monday we had a pretty easy time of it since we had no car, having flown to San Diego from Kansas City. It was Concours day. Literally hundreds of Porsches occupied the Concours area; those being judged, those in the historical display, and those in the Porsche Paddock. Cars of every conceivable Porsche color were there (it was California after all) some that I had only read about. A true sight to behold. My favorite was a 1987 959, the first one I had ever seen live and in color. The car is 20 years old, but looks like it was designed yesterday. Monday closed with the formal/semi-formal Concours Banquet with its numerous awards and door prizes.

Tuesday was Rally day, both time/speed/distance and gimmick. Rallies started early in the morning, ending early afternoon in time for the Ice Cream Social pool side. Again, no car, no pressure, at least until the afternoon/evening at the beach and the Zone Challenge. This is only the second year of the Zone Challenge and pits members of the 13 PCA Zones against each other in feats of skill and daring. This year's Challenge, in true California style, included sand castle building, sand tug-of-war, and Frisbee Golf. Our Zone 10 participants, all 4 of us, teamed with Zone 4 (Great Lakes) and Zone 12 (Deep South, i.e. Florida) to amass the required 12 members for a full sand castle building team. Together,

we became the mighty Zone 26, representing Zones 4 + 10 + 12. Even with this joint effort, many of the Zone 26 members had to pull double or triple duty to field teams for all events. Under the direction of Zone 12 member and Zone Rep wife Dora Barren, we started constructing our "sand castle" which was in reality, the Michelin Man.

Upon completing the rough Michelin Man form, 4 men and 4 women were summoned to the sand tug-of-war arena leaving the detail work to those with more talent than brawn. Zone 26 won the first 2 heats without hernias or heart attacks, somehow, and faced the power-house Zone 5 team in the final match with half the rest of our opponents. But, mighty Zone 26 with its corn-fed members won the final round through sheer grit and determination. I don't even know when the Frisbee Golf part of the Challenge started. I was face down in the sand trying to breathe.

In the end, Zone 26 triumphed with a "most unique" win in the sand castle challenge, an outright victory in the sand tug-of-war (the most prestigious of all the challenges) and a solid second place finish in the Frisbee Golf challenge (I have to admit, our team was carried by the younger Floridians in this one). Our total score of 100 points eclipsed our nearest competition, Zone 5, by 40 points. Zone 26 rules. A huge Mexican buffet was set up on the beach for our convenience after the Challenge. The kids buffet of hot dogs, mac and cheese, chicken fingers, etc. looked better to me, so I elbowed some kids out of the way and got some food that sounded better to me, at least at the time.

Wednesday was Autocross day. Again, no car. It wasn't all that easy getting out of bed that morning after the Zone Challenge anyway. And, I had seminars to attend, insurance and membership. Lots of good information. Then off to Sea World for some fun and another banquet. As you have by this time realized, eating is a big part of Parade. And I've got the extra pounds to prove it. The Sea World banquet was, of all things, BBQ. It wasn't Kansas City BBQ, but it was edible. In addition to the Autocross presentations, the newsletter and website awards were presented. In Class 3, Regions with 200 to 399 members, the Kansas City Region Der Sportwagen received the 1st place award. Editor Cindy Thomas, after the initial giddy screaming, laughing, and jumping around, was able to receive her plaque from National Newsletter Committee Chair Jill Beck.

Thursday was bright and early Tech and Historical Quiz time, followed by more seminars, and you guessed it, another, and thankfully the last, banquet. This banquet was even more unique than the others, on the flight deck of the decommissioned USS Midway, a World War II vintage aircraft carrier turned museum. What an experience. Tours were conducted through the ship prior to the banquet itself, and with our own Kansas City Region

Continued on page 27

Something else to consider is corrosion. I have a set of Design 90 alloys that I have snows mounted on them. I have had to remove the tires and sand/grind on the bead area and repaint that area on two of these rims so far due to corrosion causing a slow leak (1-2 lbs./week). My conclusion was that the alloys seem to corrode more easily than a steel rim would. Now if I could just find a set of steel wheels that fit and a set of Porsche like 5-spoke hub caps, I wouldn't have this problem.

Jon Beatty

In the old days no one ran alloy rims for long in slush. The only way they became 'mainstream' was with careful coating and testing (thousands of hours in salt spray booths) technology development. The same creeping corrosion process that makes for slow leaks in steel rims (after decade after wet decade) will do this in 2 years, after the clear coat has been scratched on an alloy rim. Aluminum does not like crevices filled with high pH saline.

Sandblast and repaint/baking will bring a pitted steel rim to like new in this critical region. Getting that last bit of rust is easy to see, with the contrast of black and red oxide on the near white steel. Not only does aluminum get blown away very quickly, its oxides look just like virgin metal in the blast zone. I have yet to discover the technique which will get out all the tiny pits that serve as sub-surface sources of moisture and future corrosion, without removing way too much metal. I just wire brush, sand and re-coat,

but of course it will leak after a few more (wet) years. The ones I have done and not put on the road are fine years later . . .

On early cars, the steel equivalent is commonly available, vintage rims, plus spares from 20 year old Porsches. For big-brake cars, where steel winter rims are not available in the Porsche pattern, there is a problem. One could adapt the centers in a number of ways....

- David Gran

Dream GarageTurbo

Am very interested in the opinions of those that have one regarding this subject. If one could pick for their dream garage any "Turbo" the factory ever made (race or street) which one would it be? Must be factory issue though.

You will need to be as specific as possible. I can get this started . . . 1970 Le Mans Gulf 917. Thanks in advance.

- Michael Jekot

Not to pick nits or anything but didn't the 917 not get a turbo until 1973? In 1969 through 73 weren't they all 4.5 liter normally aspirated flat-12? I am not positive but I think the first turbocharged 917 was the 1973 917/10 built for Penske racing for the 1973 Can-Am series. Later that year the 917/30 came out with a 5.4 liter turbocharged 12 producing 1500 horsepower, (Donohue's car). (Man, I have way too much time on my hands!)

My vote is for the 935 long tail flat fan, twin turbo. If you are interested there is one for sale on E-Bay . . . recently restored by Jerry Woods . . . first one with \$600k to spend wins!

- Dan Muldowney

I looked it up when I had way too much time on my hands one day, but Penske raced the 917/10's in 1972. That car actually raced here at BIR and was shown on a cool poster indicating that Dayton's was sponsoring this race at "Donnybrook". A George Follmer autographed copy sold to a Nord Stern poster fanatic at our Club Race auction a few years ago. Follmer drove because Donohue had hurt his knee while demolishing one of the 917/10's in a testing accident. I missed the race of course. The 917/30 came in 1973.

The Ludvigsen Library Series "Porsche 917" has pictures of lots of 917's. When Donohue got better, he says "Penske splashed out \$18,000 on a new frame on which his team constructed a second car from spare components they had been hoarding for an emergency". Hold on to all those parts in your garage. Donohue won his second race at Edmonton after coming back.

A few pages later Ludvigsen said that Penske sold his two 917/10's to Bobby Rinzier in Atlanta for \$135,000 at the end of the year !!!!!!!!!!! It doesn't sound like much, but Ludvigsen (who also wrote the Bible) said a new one was \$135,000 !!!!!!!!!!! Penske must have needed a little cash for his 917/30 order.

- Ron Faust

You can continue to have the 917/10 on your list as it certainly did have a turbo. The earlier 917's were 12 cylinder naturally aspirated engines mostly 4.5 liter. There

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Tech center

Porsche Parade. . .

continued from page 25

Rob Waldrop, a former Navy man having served on the newer and larger aircraft carrier USS Kitty Hawk, adding detail, it was outstanding. Speaking of Rob, Mr. Waldrop was awarded the 2nd place trophy in the Tech Quiz category of Porsche 964 and 993 models, finishing tied for 1st but being edged out in the tie-breaker section.

We headed home Friday morning looking forward to a weekend of clearing a backlog of a week's worth of work that had built up over Parade week. Next year, Porsche Parade is in Charlotte, North Carolina. 2009 Parade was announced at this year's San Diego Parade and will be in Keystone, Colorado, an easy drive from Kansas City and other Zone 10 Regions. Hopefully, our Region/Zone can have a large attendance in more easily accessed Keystone.

I hope to see you at one of the upcoming Parades. I would recommend going on a diet and doing some push-ups or something prior to attending.

Editor's note: As a continuation of Zone Rep Doug Pierce's report from San Diego, Bruce and I, along with Roger Johnson, were in attendance at this year's Parade. Both Roger and Bruce, being national officers, had meetings to attend while I was 'along for the ride' as they say. Having never visited San Diego, there

was no way I was going to let Bruce go without me!

As Doug indicated, there were a lot of activities throughout the week - a fair number of which 'required' your P car to participate. In as much as San Diego is sure a long ways from Min-ne-sota, we also were 'carless' and took advantage of the free time that afforded us to do some serious sightseeing plus visiting with friends in the area. It was great, and I thoroughly enjoyed this part of Southern California. It was a tad hot, though, but that could be negated by heading to the coastal areas - where I actually had to get out the sweatshirt! While I certainly enjoyed the weather and the history, am not sure I would like to live in the area - lots of traffic and while we moan about low moisture in the Midwest, it's nothing compared to their desert area!

We have been to several Parades over the years of our membership and have always enjoyed them - partially as an excuse to visit a part of the country and partially as a way to stay in touch with some PCA friends and I would recommend attending one sometime when it fits our schedule or interests. There usually is something for everyone and it's always a treat to see so many Porsches in one place!

And to note, our Nord Stern website and it's new webmaster, Bret Bailey, were honored with a First Place finish in the Class 4 National Website Contest! Congrats to Bret, and the newsletter again placed 2nd in the Newsletter Contest, also Class 4 (our class is based on membership total!) - keep those articles and pics coming in!

Cayman Corner: Croctoberfest

Courtesy Ken & Angela Smiley, Cayman Register

You are cordially invited to our 2nd Annual Cayman Register gathering known as "Croctoberfest" which will take place in Las Vegas, NV from October 18-21, 2007. The event is packed full of fun for Cayman owners and Porsche enthusiasts (no, you don't have to own a Cayman to attend - but you might buy one after attending)! Here is our preliminary agenda and registration information.

Thursday October 18th - Arrival Day with Social in Planet Hollywood Ballroom. Friday October 19th - Show-N-Shine car show with voting/prizes (not full Concours), Cayman Tech Quiz, Sponsor Luncheon, Fun Rally around Nevada countryside & PH Dinner Saturday October 20th - Day 1 of Drivers Education at Spring Mountain Raceway in conjunction with LV Region, ALMS Broadcast Dinner and awards Sunday October 21st - Day 2 of Drivers Education, Free time in LV and depart.

We have secured a block of rooms at our host hotel - Planet Hollywood Casino & Resort - at only \$129/night (vs. \$300/night regular rate) and these rooms can be booked at this rate for days prior and after the event for those wishing to stay longer in Las Vegas.

Registration for this event is now Open and Available at <http://www.smiley.net/croctoberfest.htm> with all of the details you might need. If you have any questions please reply to this email or call 913-681-6963.

Event updates/changes can be found here: <http://www.caymanclub.net/news-items/11530-croctoberfest-2007-announced-6.html> and here: <http://www.caymanclub.net/cayman-chat/12680-croctoberfest-2007-registration-open.html>

Sincerely, Ken & Angela Smiley
PCA Cayman Register
<http://www.caymanregister.org>
913-681-6963

Porsche Promotes Environmental Protection with Use of Ethanol-Mixed Fuel in Production & Race Car Lineup

Press release from Porsche Motorsport

Company Highlights Ethanol Use In July 7 ALMS Northeast Grand Prix 7 at Lime Rock-

ATLANTA, June 28, 2007--- As part of its ongoing environmental protection efforts hallmarked by its array of fuel-efficient production vehicles, Porsche will introduce an ethanol-mixed fuel in its powerful Le Mans Prototype 2 (LMP2) RS Spyders for the July 7 American Le Mans Northeast Grand Prix at Connecticut's Lime Rock Park. The four Porsche prototypes, entered by Penske Racing and Dyson Racing, now use the same E10 Ethanol fuel mixture as the GT2 Porsche 911 GT3 RSR race cars also entered in the 2-hour and 45-minute contest. The Porsche Cayenne S and Turbo that serve as the official rapid response vehicles of the American Le Mans Series also run on an ethanol-mixed fuel.

"We applaud ALMS for their pioneering commitment to raising ecological awareness among automotive enthusiasts," said Peter Schwarzenbauer, president and CEO of Porsche Cars North America. "This initiative falls in line with the practices we have already established with our standard production models."

Porsche's complete line of 2008 production cars are all equipped to handle the E10 fuel required by ALMS. The 911, in particular, is a highly fuel-efficient sports car among others in its

class, with an extraordinary gas mileage of 26 mpg on the highway and 18 mpg in the city. Additionally, the Cayman and

Cayenne S are both certified as ultra-low emissions vehicles.

"It is widely reported by the U.S. Department of Energy that the use of ethanol fuel can have huge energy and greenhouse gas emission reduction benefits," noted Schwarzenbauer. "We are committed to make continuing efforts toward the success of this worthy global cause and encourage our customers to use this fuel when possible. The concerted use of ethanol-mixed fuel in the 911 and other Porsche models is one small, but effective means of protecting the environment."

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne® sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 213 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

PCA ZONE 10 CALENDAR UPDATE

courtesy Doug Pierce, Zone 10 Rep

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
- 11 Autocross, last for 2007/Red River
- 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 with Schell Brewery Tour Nord Stern
- 21-23 Annual North Shore Fall Color Tour/Nord Stern
- 22 North Platte Fun Run/Great Plains
- 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
- 7 Autocross at
- 13 Fall Color Tour/St. Louis
- 13-14 Okoboji trip/Dakotas
- 14 Fall Leaf Tour Central Iowa
- 9-21 DE @ Heartland Park Topeka/Kansas City
- 20 PCA Fall Hayride/St. Louis
- 20 Dawn Patrol meeting at Vern Eide Motorcars Dakotas
- 20 TSD Rally/Red River

NOVEMBER

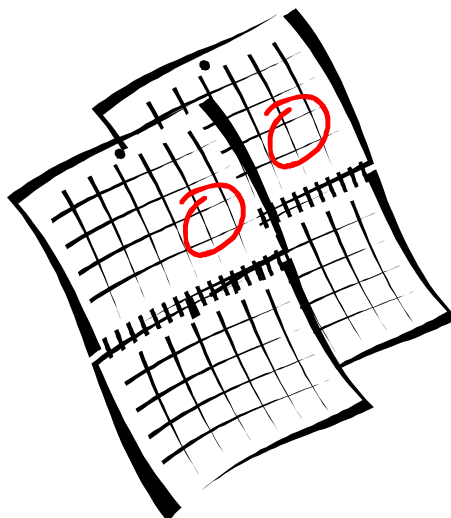
- 3 Dawn Patrol meeting at Vern Eide Motorcars/ Dakotas
- 3-4 Iowa Wine Tour/Central Iowa
- 15 Social & Dinner @ Spezia, Sioux Falls/Dakotas
- 17 TSD Rally/Red River
- 18 Old Log Show Dinner & Play/Nord Stern

DECEMBER

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

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

- ❖ Central Iowa Region: www.ciapca.org
- ❖ Dakotas Region: www.dak.pca.org
- ❖ Great Plains Region: porsche.ellipse.net/
- ❖ Kansas City Region: www.kcrpca.org
- ❖ Ozark Lakes Region: www.olk.pca.org
- ❖ Red River Region: rev.pca.org/
- ❖ Schoensland Region: www.shonesland.org
- ❖ St. Louis Region: www.stlpca.org
- ❖ Wichita Region: www.pca.org/wic



Porsche® Cars North America Announces Teams For 2007 Transsyberian Rally

Courtesy PCNA

Three-car North American team to tackle one of the world's most challenging rally routes in specially prepared 2008 Porsche Cayennes

ATLANTA, July 11, 2007 --- Three Cayennes from Porsche Cars North America will be among the 50 entries to the Steppes of Russia, the challenging foothills of the Urals and the fearsome Gobi Desert in this August's TransSyberian Rallye, a true contest of man and machine versus nature.

Beginning August 3rd in Moscow, the three Porsche Cayennes will set out on the 3,850-mile route traversing the Ural Mountains, winding through pristine sub-arctic forests up to the rugged peaks of the Altai Mountains, continuing across the sprawling, barren Mongolian plains and through the legendary Gobi Desert, the southernmost point of the rally, prior to reaching the finish line August 17th in Ulaanbaatar, the Mongolian capital.

"It will be a grueling 15 days," said Peter Schwarzenbauer, president of Porsche Cars North America. *"I believe that this rally not only demands the most from the driver and co-driver, but from the vehicle as well. It will take power, toughness and absolute dependability to conquer the challenges this rally presents."*

The three teams, two from the United States and one from Canada, are comprised of some well known names in North American Motorsports.

*** Team USA 1 – Rod Millen and Richard Kelsey**

Millen has won rally championships on three continents. He has won a class victory at the 24 Hours of Daytona; dominated the Mickey Thompson Off-Road Racing series winning the truck title three years in a row; He is also a multi-time overall winner of the famed Pike's Peak Hill Climb. Kelsey has won both as a driver and co-driver At the Baja 1000, The Pike's Peak Hill Climb and the SCCA National Rally Championship

*** Team USA 2 – Jeff Zwart and Paul Dallenbach**

Between Jeff Zwart and Paul Dallenbach, the team has accumulated nine overall and class championships at the Pike's Peak Hill Climb, the 2nd oldest race in the U.S. In addition Zwart has been U.S. Open Class PRO Rally champion and a class-winner at the infamous Baja 1000. Dallenbach's credentials include being a three-time winner of the Alcan Rally and includes racing in almost every professional road-race series in SCCA and IMSA

*** Team Canada – Kees Nierop and Laurance Yap**

Nierop has won an overall victory in the legendary 12 Hours of Sebring in addition to numerous other endurance racing wins; Rothman's Porsche Cup champion; Co-drove the Porsche 961 (the racing version of the iconic Porsche 959) for the factory team. Laurance Yap is an award-winning journalist and photographer from Toronto,

Canada who writes for such publications as Driven, the Toronto Star and CanadianDriver.Com

While the North American teams will compete against entries from Europe, South and Central America and Asia, all of the teams will have to compete again the same unrelenting elements on the plains, mountains and desert of Eurasia.

"This is an extreme form of competition and with the toll this route could potentially take on the participants, the comfort of the Cayenne will be a tremendous plus as well," said Schwarzenbauer.

The Porsche Cars North America entered teams will be competing in all new 2008 Porsche Cayenne S TransSyberias which have been specially built and prepared by Porsche for long-distance rallies and will be making their debut in the TransSyberia Rallye. The modifications are primarily to meet required safety regulations (roll cages and padding; additional seat belts, etc) and to enhance off-road durability (skid plates; auxiliary lighting, etc); the mechanical components of these specially prepared Cayennes remain unchanged including their new 4.8-liter, V8, 385 horsepower direct injection engines.

For further information on the 2008 Porsche Cayenne TransSyberia, go to: www.porsche.com/all/Transsyberia2007/international.aspx. For additional information on the 2007 edition of the TransSyberian Rallye, go to: www.Transsyberian-rallye.com.

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Rennsport Reunion III . . . November 2-4, 2007 Update



Porsche Rennsport Reunion III
Daytona International Speedway
November 2-4, 2007
Featuring the Legendary 917 and 956/962

Porsche Club of America members will have the opportunity to spend an evening with fellow members and Porsche racing legends during the PCA Dinner Gala event at Rennsport Reunion III, to be held the evening of November 3, 2007 in the “500 Club” at the world famous Daytona International Speedway. But you will need to act quickly, as only 450 seats are available for this special program!

Dinner registration will open on Tuesday, September 18, 2007. PCA members will be able to visit www.pca.org to obtain the dinner registration form, which must be mailed (US Postal Service) with a check to the PCA National Office. Dinner registrations will be taken on a first come, first served basis, postmarked no earlier than the opening day of registration. If the dinner is sold out on the first day, Parade oversubscription procedures will apply. Tickets are \$40 per person. A cash bar will be available. Speakers are being arranged by Porsche Cars North America.

Rennsport Reunion III is a PCNA event, administered by Brian Redman’s Intercontinental Events and the Daytona International Speedway.

In addition to the banquet, PCA will be assisting with several activities:

1. Porsche model-specific parking corrals
2. “History of Porsche” car display (with Carrera Club Coupe special exhibit)
3. Supervised track touring
4. PCA Hospitality and membership area
5. Scrutineering of the racecars
6. PCA Dinner – Evening of November 3, 2007 as detailed above
7. PCA volunteers to assist with our involvement

We are still seeking superb original examples 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 or 813 978-3433 for an application if you are interested in participating in this unique display. (For vintage/historic racecars or PCA Club Race cars, please go directly to the official Rennsport site, www.rennsport2007.com).

We are also still looking for PCA volunteer workers to assist with the various activities listed above. Special commemorative shirts will be provided to the volunteers by Porsche Cars North America, to acknowledge their participation. To volunteer, please contact Bob and Dora Barren at dorabob@comcast.net or 904-268-8877 in the evening.



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2007 PCA Escape October 11-14th

Mark down October 11-14 on your calendar for this year's PCA Escape Weekend. This year, the Potomac Region is hosting *Escape Into American History*. Enjoy four fun filled days of touring, socializing and showing off your Porsche. The headquarters is the beautiful Marriott Westfields Hotel in Chantilly, Virginia. From a Welcome Reception on Thursday to a bevy of tours to choose from on Friday and Saturday, to an Escape Dinner on Saturday and a low key car show on Sunday, you'll take away a lifetime of memories.

The Marriott Westfields Hotel is offering a special rate of \$129.00 (plus tax) per night. This rate also includes a full breakfast for two each morning. In addition, there will be secured Porsche only parking and a wash station to keep your pride and joy nice and shiny all weekend. For those who are flying in, the hotel is close to the Dulles Airport.

The Escape begins Thursday evening with Registration and a Welcome Reception at the Marriott Hotel. Afterwards, you're free to dine in any of the great local restaurants. The 2007 Escape team will provide you with many suggestions.

Friday and Saturday is chock full of driving tours. Choose between half or full day tours. Here is a list of the tours that will be offered. The Udvar-Hazy Air and Space Museum; Annapolis and the United States Naval Academy; Arlington Cemetery and Women in Military Service Memorial; Mount Vernon Estate and Gardens; Harpers Ferry National Historic Park; The Covered Bridges of Maryland, Famous Battlefields, The National Museum of Marine Corps and Heritage Center; Skyline Drive and Virginia Wine Country. Each of these tours is led by a knowledgeable Potomac member. They will be happy to help you find which tours will satisfy your appetite for a taste of American history.

Please check the website for detailed descriptions of each tour. After touring the area on Saturday, join us for dinner at the historic Hunter House where you'll be able to share your stories with other PCAers.

Registration is limited, so don't delay. Visit www.pca.org for further information or contact the event registrar, Tom Bobbitt at tom.pca@cox.net or 757-259-7823.

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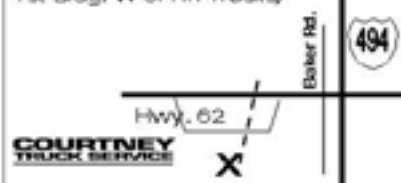
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Tech Quiz . . .

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

1. The first Porsche Parade was held at the Washington Motel in Gaithersburg, Maryland in 1956. How many PCA members were in attendance?

- a. 500
- b. 64
- c. 5,000
- d. None of the above

RPM 2004, page 4

2. By the time of the second Parade, PCA had 550 members in 21 Regions, mostly in the eastern U.S.

True or False

RPM 2004, page 4

3. The first Porsche Parade enjoyed the presence of Porsche factory service reps that provided technical tips.

True or False

RPM 2004, page 4-

4. The early days of PCA saw a group of members at local and national sports car races. Many PCAers who spent weekends racing their Porsches came out as winners, such drivers as:

- a. Bob Holbert and Lake Underwood
- b. Derek Bell and Vic Elford
- c. Manny Alban and Pete Tremper
- d. None of the above

RPM 2004, pages 4-5-a

5. In 1958, the Porsche Parade moved where?

- a. Miami
- b. Los Angeles
- c. New York
- d. Toronto

RPM 2004, page 5

6. For the 917-homologation review on April 21, 1969, the Porsche men extended a string the full length of a courtyard and used it to line up how many coupes?

- a. 10,000
- b. 500
- c. 1000
- d. 25

Excellence, Vol. 2, page 563

7. Bosch developed the fuel injection pump for the 917. True or False

Excellence, Vol. 2, page 570

8. The 917 intricate space frame was welded of:

- a. Carbon fiber
- b. Aluminum tubing
- c. Boron steel
- d. Copper

Excellence, Vol. 2, page 574

9. The Porsche Carreras built for the 1973 IROC races had the new 1974 3.0-liter RSR engines.

True or False

Excellence, Vol. 2, page 655

10. The 1973 Porsche 917/30 Spyder had a twelve cylinder engine of:

- a. 4.5-liters
- b. 6.0-liters
- c. 5.4 liters
- d. None of the above

Excellence, Vol. 2, page 728

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

For Sale . . .

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

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 option. Contact Dale Trtippler: Email: dtripp@usfamily.net or Phone: 651-490-1485.

1987 Porsche 951 / 944 turbo

Guards red, black leather interior. 80K miles, well maintained, solid daily driver (summer only). Nice, clean condition. New: Yokohama ES 100 tires, clutch and master cylinder, radiator, cam belts and front 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.



Letters . . .

continued from page 5

was something called a 917PA that raced in the Can-Am in '69 that was not turbo'd. The 4.5 liter turbo was a little over 900 hp. Then they had a 5.0 liter which hit the 1000 hp. mark. The 5.4 liter in the 917/30 was generally stated to be about 1100hp as raced. Later Donohue ran some special engines at Talledega that were said to be around 1500hp.

We need to take this conversation to Daytona on November 2-4 for a little PCA event called Rennsport Reunion III. This year's models of focus or the 917 and 956/962. It will unquestionably be the largest gathering of these cars ever. I spoke to some Porsche folks and they are pulling no punches to make this something really special. Porsche is trying to get as many of the drivers who drove these cars as possible. They have confirmed something like 50 already.

I plan to be there.

- Roger Johnson

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Technology and Business:

History is made in the Avon Tyres British GT Championship Round Five – Snetterton, 03 JUN 07.

The first place car, (Cocker/Drayson Barwell Motorsport Aston Martin DBRS9) was fueled with Bio-Ethanol. The race was a 200 mile event with Mosler, Ferrari, Ascari, Multimatic Motorsport Ford Mustang, Morgan Aero 8GT, Porsche 996 GT3 and a Dodge Viper Coupe in trail.

GKN Driveline (UK) is in the midst of designing an electronically controlled system that reduces carbon dioxide emissions by automatically switching to front-wheel-drive mode when conditions don't warrant AWD.

Nanostellar Inc., an October 2003 startup, says it has developed new oxidation-catalyst technology that mixes gold with platinum and palladium to improve efficiency, reducing the amount of costly precious metals needed.

FEV Engine Technology Inc. continues to develop a variable compression ratio (VCR) system for use with turbocharging and direct gasoline injection.

Their engine is a look at the future evolution of spark ignition as manufacturers seek to set a new standard for both power and fuel efficiency, yet face increasingly stiffer emissions requirements. FEV expects the VCR engine to achieve diesel-like efficiency when running on E85 (an 85% ethanol/15% gasoline mix).

Utilizing a position sensor and an eccentric gear drive attached to the crankshaft, the VCR system operates by actuating an electric motor to move the centerline of the crankshaft up or down about 0.2 in. (5 mm). This slight movement allows the compression ratio between the pistons and cylinder head to be varied from 8:1-16:1.

Henkel, a supplier of chemicals — including zinc phosphate — is aiming to obsolete itself with a new non-phosphate automotive paint pretreatment process. Henkel has partnered with Ford Motor Co. to implement a new version of its existing Bonderite coating process, which has been around for some time. The new coating process cuts costs, streamlines vehicle assembly plant pretreatment operations and reduces environmental impacts. All told, the new process can save an auto maker \$500,000 annually when it is retrofitted in a brown-field facility, even more when installed at a greenfield site.

The new Bonderite procedure uses an ultra-thin nanoceramic coating in place of zinc phosphate and eliminates several steps of the conventional phosphating process.

Big Brother (US Version). U.S. motor vehicle regulations pertaining to occupant head restraints soon will undergo a massive overhaul. Seat suppliers currently are looking to meet the new code, FMVSS 202A, and U.S. auto makers are in the throes of deciding the best way to satisfy the new mandate.

The code applies to front seats for all vehicles produced on or after Sept. 1, 2008. Rear seats for all new vehicles must be in compliance by Sept. 1, 2010.

Fuji Heavy Industries Ltd. uses the recent Geneva auto show to launch its highly anticipated Subaru flat-4 diesel engine, marking the first time the auto maker has had a compression-ignition powerplant in its stable.

Planned for a formal launch sometime next year, the all-new H-4 engine is set to boost Subaru's market share in Europe, where nearly half of car sales are diesel powered.

The authorities in Bahrain are still tracking down 700 people who are now living illegally inside the country, having entered the Gulf state on Formula 1 visas. More than 9000 visas were issued during the race weekend but when they had all expired, the authorities calculated that around 700 people had not left the country. The Gulf Daily News is reporting that the grace period for such people ran out on May 16 and that the authorities are confident that they will find them. Those who are caught will be prosecuted before being deported.

The UK is finally catching up with some US 'Road Rules' Darkened windows may enhance the street-cred of some cars but go beyond legal limits, due to be spelled out in a new edition of The UK Highway Code this autumn, and you can be ordered off the road by the police to change the glass. Other penalties include a £30 (~\$60) fixed fine.

Under regulations first issued 20 years ago and clarified three years ago, the windscreen must allow in at least 75 per cent of light while at least 70 per cent must pass through the driver's side windows.

"This is the last of the old-school Astons. It was built in the Newport Pagnell factory by men with body odour and hammers, rather than on the computer- controlled production line of the new Gaydon plant. And it shows. The car costs more than any other Aston yet is no quicker; its paddle shift gearbox is hilariously bad and its interior looks glued together from the Ford parts bin. It is the equivalent of opting for a rusty saw and leeches in the age of laser-guided brain surgery. Who is Aston kidding?" – Top Gear's Jeremy Clarkson commenting on the Aston Martin Vanquish S.



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Ford Motor Co. is in the midst of selling or dramatically reducing the size of its 3,400-acre (1,375-ha) Arizona Proving Ground in Yucca, AZ. The decision to move ahead with the sale was made in January, after Ford evaluated consolidating its Dearborn, MI, testing facility with that in Yucca.

The current worldwide shortage of carbon fiber is going to make it more difficult and more expensive to build racing cars, until supply catches up with demand. Thus far the situation has led to prices quadrupling and there is no sign of any improvement in the situation in the short term.

There has been a carbon fiber shortage since 2005 but it seems that things are getting more difficult as the US Military builds F-22 Raptors, Joint Strike Fighters and Blackhawk helicopters. The military also uses composite materials for drones, body armour, helmets and various other kinds of equipment.

To make matters worse Boeing is building the new 787 Dreamliner while rival Airbus is hard at work on the giant A380 and A350 models all of which feature extensive use of composite materials.

Brit F1 star Lewis Hamilton recently sold his customised McLaren Mercedes go-kart through eBay then crashed it while performing a "Pre-Delivery" check ride.

Demand for gasoline in Iran is growing by 11 per cent a year, compounded by a huge boom in car sales and wastefulness encouraged by low prices. Iran's 8.5 million cars, many of them

fuel-inefficient Peykans, which are based on the extinct and inefficient British Hillman Hunter, consume around the same amount of gasoline as the 35 million cars on British roads.

It is possible that the recent Pepsi 400 at Daytona could be the last one. NASCAR is negotiating with The Coca-Cola Company for future sponsorship. That would also be a complete takeover of all soft dinks poured at the facility.

Anniversaries:

Aug 4, 1957 – Juan Manuel Fangio wins his fifth World title at the German GP Nurburgring. Pole position went to Fangio (Maserati 250F) followed by Hawthorn (Lancia Ferrari 801), Behra (Maserati 250F), Collins (Lancia Ferrari 801), Brooks (Vanwall), Schell (Maserati 250F) and Moss (Vanwall). At the start Hawthorn and Collins went into a battle for the lead with Fangio and Behra giving chase. On the third lap Fangio passed Collins and was soon able to take the lead. Collins then passed Hawthorn and chased after Fangio but the Argentine driver edging gradually away. A slow mid-race pit stop dropped Fangio behind the two Lancia-Ferraris but he chased back hard, in one of the greatest drives in F1 history, and passed both Collins and Hawthorn on the next to last lap to win by 3½

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Ted's Technology . . .

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Crystal Ball:

2⁰⁰⁸ - The European Grand Prix in Valencia is no longer conditional on election results. The Valencian authorities can now push ahead with their plans for a Grand Prix next year. The work on the planned circuit will begin shortly.

2⁰⁰⁸ - Pontiac G8, a variant of the right-hand-drive Commodore SS V-Series arrives early next year from Australia, motivated by a 3.6L DOHC V-6 rated at 261 hp, paired with a 5-speed automatic transmission.

Muscle-car enthusiasts will appreciate the G8 GT, sporting a 6.0L small-block V-8 rated at 362 hp, paired with a 6-speed automatic and fuel-saving cylinder deactivation. An optional 6-speed manual comes soon after launch.

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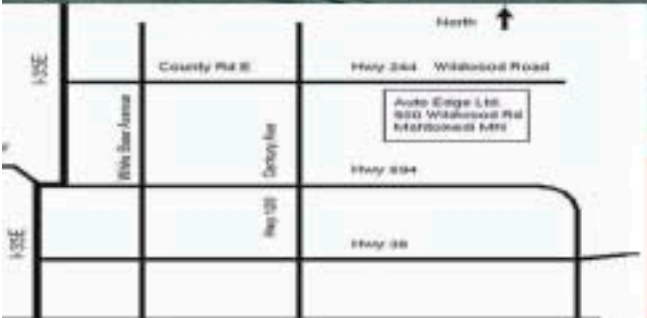


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