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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:

This is for you, Jim! Jim Holton's gorgeous 911 'F' Class Club Race (#66) at this past Spring's Mid Ohio Club Race. Attended by a large number of Nord Stern drivers, this annual event in the rolling hills of central Ohio is just a fun weekend filled with great racing (what a track!) with lots of camaraderie among the racers, the workers, 'pit crews' and us hanger-on types! Photo by Cid Holton.

Address changes

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From the Editor. . .

by Christie Boeder

Another summer month has zipped by and I again wonder where all the time has gone! Lots has happened since the release of the August issue. The Annual BIR Club Race/Driver Ed/Vintage Race/Courage Center Fundraiser weekend has come and gone. Filled with tons of action and activity, it's hard to know where to start a recap of this event! I personally had a great time. Lots of old and new friends to meet and greet, an amazing collection of race cars - old and new - fabulous street cars, DE cars and all the tow vehicles, too (my favorite being the 1989 Airstream which had it's back end modified as an enclosed trailer for it's owner's 'cute' vintage racer with the front half still an RV! Almost too much to look at. Check this issue for some recaps with more to come, I am sure. Send in those pictures and your personal comments and reminiscences!

But on a sadder note, the 'bridge fell' since our last issue. Still find it hard to wrap my mind around the enormity of this event. It's far reaching affects will be looked at, discussed, debated for years to come. From the simplest things such as 'how we will now drive over to the U of M to attend events on the campus' to what should the new design contain (yes to future Light Rail!!) to the economic losses for the area. The trickle down effects are many and complex. We were downtown that evening and I will never forget it. On our way in for a play at the Guthrie, we knew the bridge had fallen and to arrive in the the downtown streets 50 minutes after the event was surreal. Felt like being on the set of a disaster movie - although the pedestrians, the traffic and all the emergency vehicle movement was NOT chaotic, but purposeful and bent on quick responding. Those of us going somewhere, kept to our destinations. Seeing the bridge down from the heights of the Guthrie certainly was a sight. And I know quite well a relative of one victim. This may be a big city, but it's still a small world.

Here's to the start of our Fall season in Minnesota and with Nord Stern. Lots of events coming up in the next couple of months - see you there!



Both above and below are just two of the Very Cool vintage cars attending our annual Nord Stern BIR Club Race and DE event August 3-5. This year featured the Vintage Racing Club who showed up en mass with many wonderful and intriguing vehicle!

Photos by Keith Jones



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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
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Welcome

Welcome . . . New Members

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



Keith & Susan Anderson

Young America MN
1986 911

Neil & Susan Bergquist

Minnetonka MN
1984 911

Tim Dokken

St. Paul MN
2006 Cayman S

Jon Fundingsland

Stillwater MN

Peter & Johanna George

Bloomington MN
1972 911T

Stephen & Kathryn Kemp

Eagan MN
2005 Boxster S

Scott & Jennifer Lang

St. Louis Park MN
2007 997

Gloria Mihevc

Minnetonka MN
2001/1999 996 Turbo/993 Cab

Tim P. Norman

Greenwood MN
2003 911 C4

Stuart Tracy

Bismarck ND
1994 911 Carrera 4

Mark Tudor

Eden Prairie MN
1984 911

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

Did you have an opportunity to attend our Nord Stern Club Race and DE event? If not, you missed a great event. In our last newsletter, I stated that Nord Sterners' are a special group of people. This was no mistake. Roger Johnson and the team of volunteers that he assembled for this event truly did an outstanding job. For Roger, the creation of a successful event is becoming prosaic. I had an opportunity to talk to a number of participants including those from out of state. Everyone had the same reaction . . . what a great event, I am glad I came. I got the same comments from our Zone Rep, Doug Pierce of Lenexa, Kansas who was in attendance. In keeping with the theme of a job well done, Keith Jones worked his magic. Keith's efforts raised \$15,500 dollars for Courage Center. Lastly, I want to extend a huge thank you to Bill Groschen and Bob Youngdahl for adding the Vintage cars to our event. My daughters thought that some of the Vintage cars were "cool" as they walked the paddock area to take photos for the personal collection.

Our events for the year are not over. We still have a last DT/DE event scheduled for September 28-30. September 28th will be the driving school and September 29-30 will be the driver education event. On September 3rd it's our annual Rochester Labor Day BBQ and Picnic. September 9th is the second Nord Stern Autocross at Dakota County of the year. September 15th Fall Drive and lunch at the Shell Brewery. Come and join John Dixon and friends on September 21-23 for the annual North Shore Fall Color Tour.

Hope you can attend one or more of our events that remain.



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Letters to the Editor . . .

courtesy ClubTalk

BIR Club Race, Courage Center Fundraiser, DE and Vintage Race Weekend

Just returned from a weekend at BIR. A big thanks to Roger Johnson, the Uber organizer, who pulled this event off in grand fashion. The addition of the vintage racers made for not only great racing but wonderful car viewing.

I am unable to list all of the people involved in making this event a success but one of true note is Keith Jones for collecting all of the silent and live auction donations. What a haul! I can't wait to hear what was raised for the Courage Center!

Another big thanks to all of those who volunteered and helped make this event a success as well as all of our wonderful sponsors. I'm proud to be a member of this club.

Jon Beatty

Bravo, Keith! Rather than including in your thank you's those who placed winning bids, it's us who should be thanking you. What you do adds so much to our event. Thank you for all

of your hard work and endless generosity.

Teresa Vickery, Well-Known Sucker for a Good Auction and Winning Bidder on several items...

Teresa once again says it best. Bravo, Keith.

Mike Jekot

Thanks to Roger and everyone else who was responsible for this year's club race. Seeing the paddock full of Vintage and Porsche race cars was a great treat to the eye. To everyone who worked so hard to put on such a great event please accept my thank you for a great job.

Jim Bryant

I've been following the chatter on the haul you guys took in for Courage Center. Congrats to all who worked so hard for such a good cause.

Jack Pierce

As a member of both Nord Stern and VSCR, I wanted to congratulate Roger Johnson and his team for organizing a splendid Club Race. Our VSCR members and families were enthusiastic participants in the weekend's events and we very much appreciated the good will and fellowship shown us by the

Continued on page 11

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This year's Last Fling at BIR will feature an exciting new event
- Team Loonacy!

Put your four car team together now so you won't miss out on bragging rights
that will last through our long, cold, winter.

Sign up for the Last Fling now and you will receive more details on
Team Loonacy!

www.clubregistration.net

But, here's a little advance preview of an exciting new feature
of the 2007 Last Fling. More to come . . .

The concept: A team of four drivers get together before the
timed laps on Saturday and estimate their combined time on
the first lap of the two lap timed run. A bracket racing format will
be used to determine the team that earns bragging rights.

Instructions:

- Step 1: Put your team of four cars and drivers together.
Choose wisely: This is about finesse, cunning and
teamwork.
- Step 2: Name your team.
- Step 3: Send us your team. (Don't procrastinate.
We're limiting this to the first ten teams that enter.)
- Step 4: Turn in your target lap times by 10:00 AM on
race day. Clever teams will have calculated their time
well before race day, but this last minute deadline
gives you time to adjust for the track conditions and
car conditions on race day.

The winning team will be that team that runs **closest** to their
target times.

The Team Loonacy First prize: Your team picture on
the cover of "Nord Stern," our award winning Porsche Club

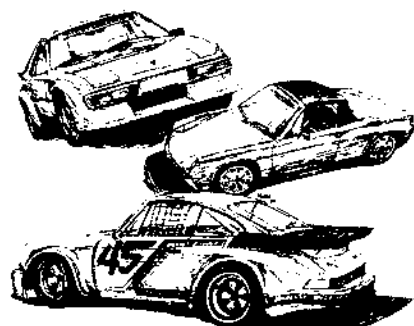
Newsletter (not to mention the feigned admiration and seething
envy of your peers.)

- The winners will be announced at hospitality on Saturday
evening so the winning team can spray the champagne
(sorta) and gloat for the rest of the weekend.
- Cross gender teams encouraged. Side bets will be tolerated,
even encouraged if the Commissioners get a cut.
- All disputes and rules interpretations will be arbitrarily,
but firmly determined by the Commissioners of this
sanctioning body.

Commissioners of Team Loonacy:

Fred Senn
Roger Johnson

Send your
team entries
to Roger at
rsamerica93@comcast.net and
get registered for
the Last Fling
now.



Nord Stern Charitable Efforts at Annual Club Race/DE 'Pay off!'

by Keith Jones, Chairty Coordinator

Nord Stern's "Race For Courage 2007" netted Courage Center \$12,500!!!

This is an outstanding number when you consider all the donations were made by Nord Stern members or friends and all the winning bids were by Nord Stern members or friends.

Special thanks go to **Steve Beddor** for donating use of the Quattro garage. To **Mathew Hall Lumber** (Loran Hall) for sponsoring the raffle artwork. To **Roger Johnson** and our race sponsors who covered the tables expenses . . . Due to those people, we were able to give *every single* dollar we raised to Courage Center!

Thanks also to **Emily Matzke** from Courage Center and her husband Marcus for spending their weekend with our club. (Marcus is still grinning from the parade laps, Jon).

Thanks to **Bruce Boeder** for being our outstanding auctioneer.

To **Mary Grace Arndt, Rachael Rothman, Michelle Smith, Elizabeth Johnson** and their friends for being runners and table watchers. My wife **Susan** for understanding all the evenings of me standing over the copier. Also, to **Christie Boeder, Michelle Johnson** and **Jon Beatty** for handling parade laps, etc.

Thanks to **Roy Henneberger, Lon Tusler, Phil Hancock, Mark Brabec**, and the rest of the 356/944 crew for setting up and tearing down tables.

An incredible thanks to the 45 donors who donated the 132 items. You make that part of my job so easy, I ask, "would you?" and you say "absolutely!" (Don

Bodin from the Vintage Club has already agreed to donate a couple Donnybrooke race school passes next year!)

Lastly, thanks to all the Nord Stern and VSCR bidders who made this weekend such a success!

Late Breaking News Alert, News Alert! Our total has risen to \$15,500 with the generous additional checks from Jim Breakey, Marty Kaye, Mike Brewer, John Perl and an anonymous member. Wow, what a club!

Nord Stern Annual BIR Club Race . . . A Fabulous Effort by Many Members

by Roger Johnson, Race Lackey

The heavy emphasis should go on the "everyone else". It takes an army of people all clicking to make an event go as smoothly as this one did. It starts with people like **Bret Bailey** and **Carmichael-Lynch** getting the word out. Sponsors step forward to allow us to do this without a financial loss. Then it takes all the folks that make registration happen. Then we need **Jim Bahner** to organize the whole army of safety people. Race tech was finished earlier than ever with **Rick Moe's** help. Then there is our grid crew (led by **Jeff Bluhm**) who has honed this down to being as good as any pro race grid anywhere. This allows Joleen in race control to keep everything on schedule. Shawn Tripet and Leslie Sokorski kept the timing sheets coming and got them down to the grid in plenty of time for gridding the next group. Bill Groschen made sure the VSCR group ran smoothly. The drivers in all groups participated by doing a minimal number of the stupid things we drivers tend to do from time to time.

I'm leaving out a ton of people here (like the whole effort in the Quattro building), but you get the point. It's a classic team effort. And a surprising large team at that. All the reports from

the National Staff were particularly complimentary about our people and the efficiency of how things were done. Well done everyone!

I'll close by echoing Jon Beatty's comment from Sunday night; *"I'm proud to be a member of this club."*

Letters to the Editor . . .

continued from page 8

Nord Stern/PCA members, racers and crews.

I was mildly embarrassed to have missed the Courage Center raffle of Mike Jekot's extraordinary oil painting. At the time, we were trying to fix the Speedster's electrical problems which had caused a serious interruption of our weekend fun!

As an admirer of Mike Jekot's talents, I was thrilled when informed of the raffle result. "Racing For Courage 2007" will join other Mike Jekot works of art in our home.

Thank you and the Nord Stern members who contributed to the success of the event.

Best regards, Walt Duffy, Treasurer, VSCR

Carmudgeon Chronicles . . . How to Survive in a World Geared for Geeks

by Ken Kamstra

One day my nephew came home from Kindergarten all excited because his teacher had put him in charge of computer training. I said “that’s nice” but I should have been paying more attention.

I should have said, “what about your cookies and milk? What about your nap on those little nap rugs?” I should have asked myself, “what’s this world coming to anyway?”

Now I know. It’s 30 years later and my nephew is one of the Geeks in charge of the world. Apple’s new iPhone is the latest salvo from the Geekology crowd. No doubt you’ve heard about it. It will take pictures, handle E-mail and I believe you can even shave with it. Press the right button and you can call someone.

Tell ‘em you’re talking on the new iPhone and they will be mightily impressed. Maybe even jealous if they haven’t yet scraped up the \$600-plus-air-time charges for this latest technological marvel.

Then again you may find yourself gabbing with someone who doesn’t know – or care – what the hell an iPhone is. As well quaffed presidential candidate John Edwards keeps saying. “we live in two different worlds.”

He means rich folks and poor folks, of course. But, when you stop to think about it, the same holds true for the Geeks and non-Geeks. We feel increasingly overwhelmed by Geekology. Every day falling further behind.

I’m pondering all this when my radar detector goes off, instantly snapping me back to here and now reality. I slow down just in time to dodge the dreaded speeding ticket bullet,

“You’d better cool it! Next time you won’t be so lucky”, says my wife and navigator. The smirk on my face irritates her no end.

“It’s not about the ticket, Honey, I say; it’s about technology!” We have just proved we can enjoy life in a world full of technologically superior beings. It’s my pick-n’-choose philosophy that makes it work. A Geek would spend big bucks to have his car hard wired with cop avoidance gadgets. My detector is one tiny cordless machine. All I need. Pick-n’- choose.

“Then why don’t we use our navigation system?” she asks, obviously unimpressed with my genius.

“Because we don’t need it; we know where our South Dakota relatives live.”

Silence. I have once again failed the tact test with my spouse. She’s concerned that I am not making enough progress on the Geekology graph.

My car, for instance, came with a GPS Navigation system. No choice. On the center console is a mouse that will guide and enhance one’s travels. Simply pull off the road and dial up your desires from an extensive and bewildering menu. Set the heat, the air, the radio and just about anything.

All that was once handled by primitive knobs and buttons.

They call it the iDrive System. The automotive equivalent of an iPhone. I ignore it. My system is called “I will drive damn it!”

Be of good cheer wherever you are on the Geekology scale. Geeks and Goofs can co-exist and live happily ever after. Think of technology as one delightful smorgasbord. Take what you want and only what you want. You can always come back for more.

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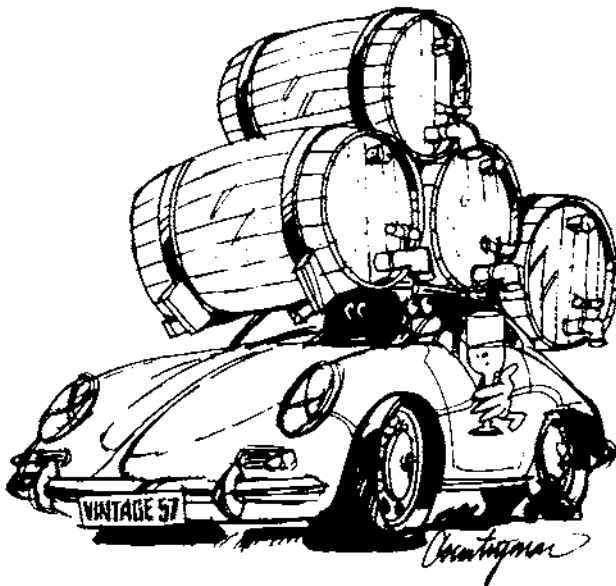
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Fall Drive/Schell's Brewery Tour

Saturday, September 15th, 2007

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)
and Sarah DeLong (sdelong@ald-mpls.com).

Please contact either of us if you have
any questions

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Yup, it's all about the PEOPLE! All photos by Jim Anderson from the 2007 First Fling DE - a good time being had by all!

Porsche Enthusiasts!

Bill Berard Waving Goodbye to his beloved 993



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Out and About at First Fling
photos by Brian Finks



All pictures above were shot by Brian Finks at this year's First Fling up at BIR. Brian certainly has the ability to spot the 'unusual angle!' I particularly enjoy the rear end shots of cars negotiating the apex of turns!



Out and About at June's Concours

photos by Jeff Boehm



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: See Event Info on pg. 15
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: Roger Johnson and Fred Senn (oh my,
brought out of retirement!)
<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

Limited Edition Boxster. . .

continued from page 5

during sporty driving. Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission.

To further tie the interior and exterior, Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange.

World Touring - I Saw What?

submitted by various global trotting Nord Stern members and friends!

We were at a dealer meeting at the Palace Resort in Cancun Mexico and I saw this which is the car rental desk in the hotel.

For your viewing pleasure!

Howie Kokaisel
Maplewood Imports



Guess the Member!

submitted by who???

After a one month hiatus, I am happy to report a new submission for our 'Guess the Member' photo contest arrived in my inbox recently. The individual pictured to the right is well known by many of us in Nord Stern. He regrets this photo does **not** include his favorite wheels of the era (probably one of the 2-wheel variety, or 3!, and not yet of the 4-wheel type although I bet it wasn't too many years before the obsession took hold!)

This is just a priceless photo (I see a couple future 'bad habits' are already in evidence, ho ho!).

Submit your 'guesses' to me and I will publish the winner in next month's issue (and perhaps some of the misses!). Since I know who this is, it's very obvious but perhaps it will stump many of the newsletters readers.

I await the fun; send your guesses in!

P.S. I would say this guy's parents had a great sense of humor! What a great photo. Now, I bet there are more out there, scan one and send it in or mail it me and I will scan it and promise to return any original photos.





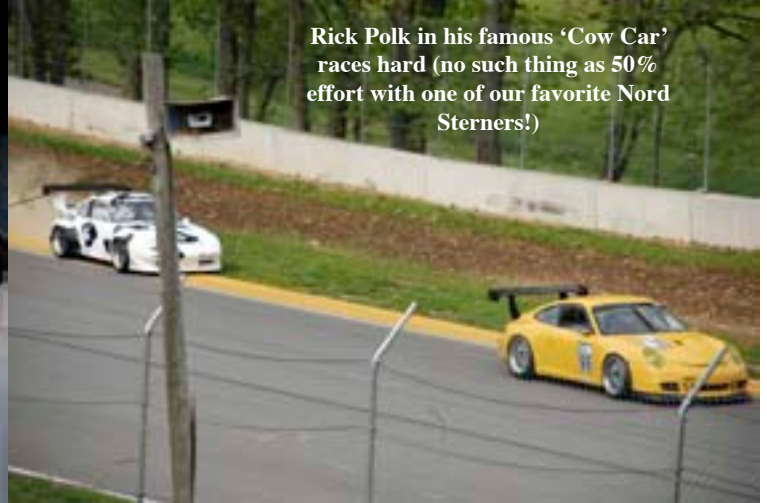
Eric Johnson and friend



Nord Stern drivers fared well at the annual Mid-Ohio Club Race: Tom McGlynn, Rick Polk and Shannon Ivey with their ribbons!



Kathy and Shannon Ivey enjoying the awards



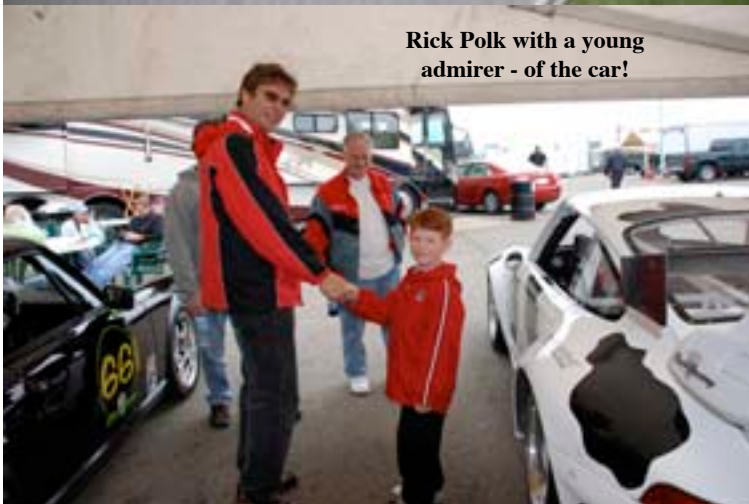
Rick Polk in his famous 'Cow Car' races hard (no such thing as 50% effort with one of our favorite Nord Sterners!)



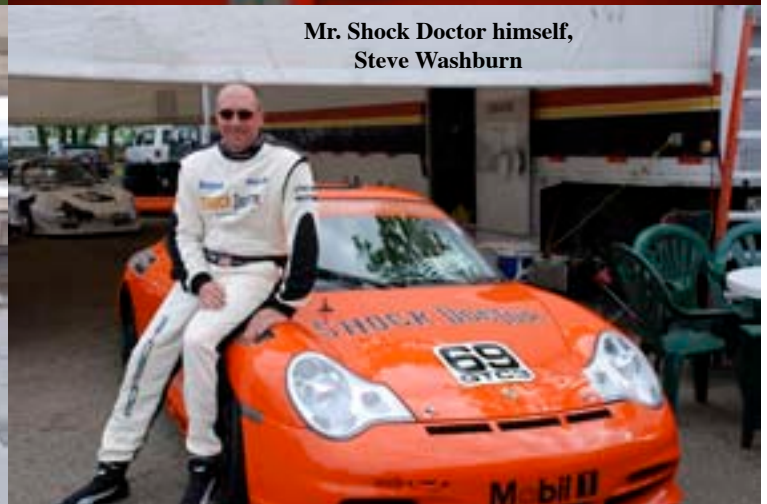
Second car from left is Eric Johnson in #003 racing hard



Jim, there's another car in front of you! What gives?



Rick Polk with a young admirer - of the car!



Mr. Shock Doctor himself, Steve Washburn



Nope, it's not ALL about the racing! Rick Polk and Shannon Ivey

Out and About at Mid-Ohio Club Race 5/2007

photos by Cid Holton



The Johnson crew 'takes a break'



Jim Holto on track at Mid-Ohio



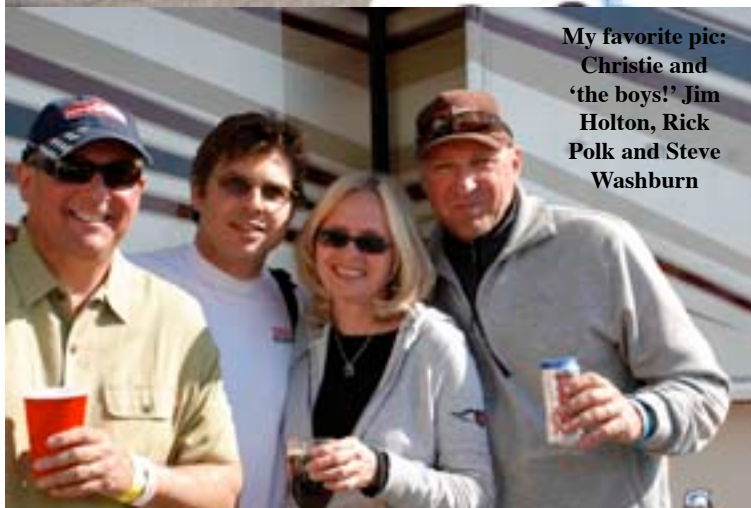
After hours at Mid-Ohio, tired and thirsty drivers...



Steve Washburn's Cup Car:



Under the Johnson Autosport tent there was lots of action



My favorite pic: Christie and 'the boys!' Jim Holton, Rick Polk and Steve Washburn



What every 'well-equipped racer has to have: a bar, a grill and an RV!

Porsche Reveals Early Stages of New Cayenne Hybrid

Courtesy PCNA

It is targeting a decrease in fuel consumption of about 25 percent, particularly in city traffic

Porsche, a company renowned for its high-performance sports cars and sport utility vehicles (SUV), this week in Stuttgart demonstrated to the media a Cayenne SUV hybrid prototype, providing a glimpse of what the company will offer to consumers by the end of the decade.

Porsche is targeting average fuel consumption figures of 9.8 liters/100 kilometers in the New European Driving Cycle and about 24 miles per gallon in the US FTP cycle for the Cayenne Hybrid, and future developments may allow Porsche engineers to push towards an average fuel consumption figure of 8.9 liters/kilometer (approximately 26 miles per gallon).

The Cayenne Hybrid will feature a full-hybrid design where the hybrid module (clutch and electric motor) is positioned between the combustion engine and the transmission rather than having the hybrid drivetrain branching output along various lines and in various directions via a planetary gearset. Porsche selected this design because the in-line configuration of the hybrid components are more compatible with the existing Cayenne platform, this system in testing is more fuel efficient, and because this configuration is a better fit for Porsche as it will provide improved acceleration and engine flexibility compared to a conventional Cayenne.

Coordinating the car's three main components – the combustion engine, the electric motor and the battery – is the Hybrid Manager, the heart of the Cayenne Hybrid. The Hybrid Manager, which oversees some 20,000 data parameters as compared to only 6,000 data parameters for a conventional engine, is one of the most powerful technologies found in any hybrid vehicle.

Other unique features of the Cayenne Hybrid designed to decrease fuel consumption include the power steering and vacuum pump for the brakes, as well as the air conditioning, which operate on electric power. Technical components, such as the oil pump in the Cayenne's automatic transmission, have been replaced by electrically powered units. The Cayenne Hybrid's electro-hydraulic steering – a first for a vehicle of its kind, will ensure the Cayenne Hybrid drives like a Porsche with predictable and safe handling characteristics and the agility that is expected of a Porsche SUV.

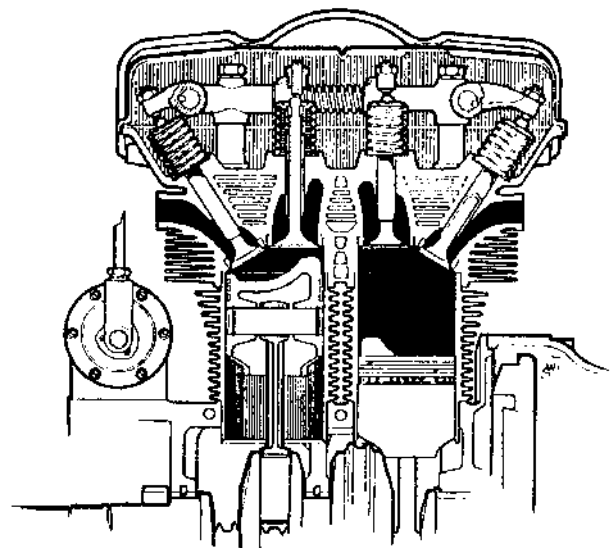
Porsche plans to introduce similar hybrid technology in a version of its Panamera four-door Gran Turismo. The Panamera will debut in 2009, with a hybrid to follow.

And from Mike Jekot:

It is not the first for Porsche. Over 100 years ago a very young Ferdinand Porsche harnessed electricity to all four wheel hubs charged by a gas motor.

The "Mixt" Lohner-Porsche was also a race car running up to the top of Semmering Pass in Austria taking best time of the day in that hill climb competition!

History lesson done. For a look at the car as I see it: <http://reconstructions.com/gallery/man/paintings/semmering.html>



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Out and About with Nord Stern Members . . . 2007 San Diego Parade

submitted by Christie Boeder

The Boeders attended this year's Parade (after all, it was San Diego!) and one of the many activities we enjoyed was the Concours. There was a significant display of historical race vehicles illustrating the evolution of Porsche design and engineering - all of which was highlighted via a guided tour.

This car to the right was not entered in the competition - there was a significant number and lineup of 'Show Only' vehicles and this one was irresistible. Great graphics and color-coordinated with my outfit, how could I resist this pose? Check it out online - it's lime green!



Cayman Corner: Croctoberfest

Courtesy Ken & Angela Smiley, Cayman Register

Our 2nd annual Cayman Register national gathering known as “Croctoberfest” will be held October 18th-21st in Las Vegas, NV later this year. This event includes a show-n-shine, tech quiz, sponsor luncheon, gimmick rally, and 2 day of Drivers Education along with an awards dinner and live ALMS race coverage via satellite. Detailed information about the event can be found at <http://www.caymanclub.net> and the sign-up form is online at <http://www.smiley.net/croctoberfest.htm>.

The cost to attend is \$165/person for all events except the DE (priced separately via Las Vegas Region website), and we have secured hotel rooms at the new Planet Hollywood Hotel and

Casino for a low low rate of \$129/night. The event is open to all PCA members and Cayman enthusiasts and non-Caymans are welcome although the voting in the car show portion will be limited to Caymans only.

Sincerely, Ken Smiley
PCA Cayman Register Advocate
www.caymanclub.net
email: webmaster@caymanclub.net



Left, on track at this past Spring's First Fling is Dale Trippler's Cayman S. PHoto by Brian Finks.

Porsche Announces Price and Launch Date for New Limited Edition Boxster

Courtesy PCNA

August 9, 2007 - Porsche's all-new orange 2008 Limited Edition Boxster and Boxster S will soon be stirring excitement around the country with a stylish design and competitive pricing starting at \$49,900 USD and \$59,900 USD, respectively. With the first Limited Edition being displayed at a special sneak preview at the NY Auto this past spring where it received a rave reception, the 500 eagerly anticipated Orange Boxster and Boxster S models will go on sale in dealerships on September 28, 2007 throughout the U.S.

Clad in striking orange paint, a color previously featured only with the track ready Porsche 911 GT3 RS, the Limited Edition Boxster is as well-built as it is eye-catching and even includes a special “Limited Edition” plaque in the glove compartment. It touts a sport exhaust system and safety bars, designed to help protect occupants, are dressed in orange paint. And the SportDesign package that includes spoiler lips in the front, an automatically extending and redesigned rear spoiler, and modified rear trim with integrated diffuser provides a more stunning and sporty appearance.

Complementing the orange paint are several eye-catching elements in black including black painted alloy wheels—with large 18 inch standard on the Boxster and 19-inch standard on the Boxster S—striking black exterior side mirrors, black front and side air inlets, all of which tastefully compliment the car's model

designation in black on the rear deck and a black convertible top. Black carries over to the seats, carpet, dash, door panels and other surrounding soft surfaces. Adding to the performance theme is the use of Alcantara trim, a suede-like material used on performance Porsches like the 911 GT3 and 911 GT3 RS. Alcantara is pleasant to touch, but it also helps occupants stay planted in the interior during sporty driving. Alcantara trim is used on seat inserts, the three-spoke steering wheel from the 911 GT3 and 911 GT3 RS, and handbrake lever on vehicles with manual transmission.

To further tie the interior and exterior, Porsche designers added touches of bright orange to interior trim pieces such as the door lever surrounds and the trim panel that covers the dash-mounted cup holders. Even the shift pattern on the gear shift lever is orange!



PCA ZONE 10 CALENDAR UPDATE

courtesy Doug Pierce, Zone 10 Rep

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

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

OCTOBER

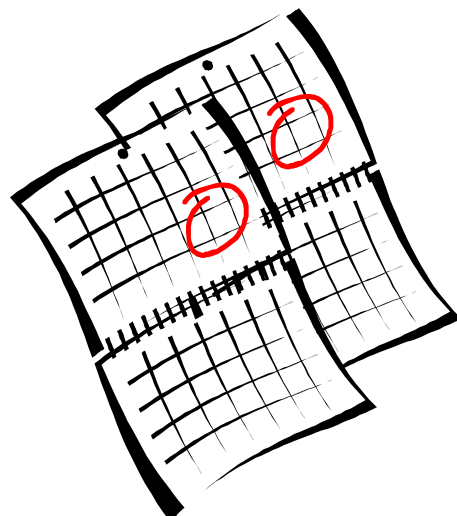
- 6 Tech Session/St. Louis
- 6 Charity car show for the Wichita Food Bank
Wichita
- 7 Autocross at
- 13 Fall Color Tour/St. Louis
- 13-14 Okoboiji trip/Dakotas
- 14 Fall Leaf Tour
Central Iowa
- 9-21 DE @ Heartland Park Topeka/Kansas City
- 20 PCA Fall Hayride/St. Louis
- 20 Dawn Patrol meeting at Vern 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



Technology and Business:

Bertrand Delanoë, the Socialist mayor of Paris, introduced draconian traffic-curbing measures to rival even Ken Livingstone's London congestion charge. By multiplying bus lanes, cutting parking space and widening pavements, Delanoë has created huge traffic jams in the city, and is now aiming at a total car exclusion zone. He has been accused of trying to kill off all cars and he's made these massive pavements so all the cars can only use one lane;

- Speed limits in France vary according to the experience of the driver. If your license is less than two years old, the maximum speed of 110km/h (68mph) is reduced to 100km/h on four lane divided highways.

- If you exceed the limit by less than 20km/h (12mph) the minimum fine is €70 (~\$92) and 1 point

- A fine of €90 (~\$119) and 3 points is the minimum penalty in Britain

- Speed cameras caught 4.2 million drivers in France in 2005, compared with fewer than 2 million in Britain

- There are an estimated 1,000 speed cameras in France, and about 3,200 in Britain

There is a 10 point 'start' on one's license in France. Points are deducted for infractions – when you get to zero, the license is worthless.

A thriving business has emerged. The traffic citations mailed automatically by the photo radar require the recipient to state the name and license number of the driver. It has become prevalent for motorists to 'buy' the name and license number from someone with a clean record. "Points" sell for a minimum of €700 (~\$950).

GM, Ford and Chrysler own 63% of the U.S. market, compared with 83% in 1982. Toyota, Honda and Nissan have a 37% share, compared with 17% 25 years ago.

Including the cost of pension and health-care benefits for active employees and retirees, GM, Ford and Chrysler this year will pay labor costs of about \$73 per hour per worker, according to industry data.

The Japanese transplants' labor tab will be \$48 per hour. Annually, the difference totals \$8.6 billion.

The estimated average for hours worked per vehicle is 33.4 for GM, Ford and Chrysler; and 30.4 for the transplants. The 3-hour differential adds \$1,002 to the cost of every unit assembled by a Detroit OEM.

Displaced by Toyota as the world's largest auto maker (the first time it has fallen from the top spot in seven decades) GM reported a first-quarter profit decline to \$62 million from \$602 million in 2006. Ford was \$282 million in the red on the heels of a record \$12.7 billion full-year loss in 2006. Chrysler posted a \$2 billion first-quarter loss after losing \$1.4 billion in all of 2006.

In case you are wondering why GM, Chrysler & Ford are loosing so much money, in 1997, a UAW retiree with 30 years could expect a weekly pension of \$485, which was \$75 less than the earnings of an active worker, according to industry data. By the end of 2007, industry estimates suggest that gap will have shrunk to \$14 as pensions rise 43% to \$695 per week, compared with a 27% boost in weekly earnings, to \$709 (plus benefits, worth another \$175/week)

Bosch Corp. has said it plans to close two U.S. brake plants in Sumter and Gallatin, TN.

The '07 Dodge Ram 2500 and 3500 heavy-duty pickups, which went on sale in March, are the first Chrysler vehicles to feature Mercedes-Benz Bluetec diesel technology.

Big Brother in the UK is on the move, again. There are 1,500 congestion charge cameras recording number plates in London and a further 1,140 operated by the Highways Agency.

In the UK more than one in ten motorists sent on a DUI rehabilitation course is from Eastern Europe, according to figures on the growing problem of unsafe foreign drivers on British roads.

Eastern Europeans caught by roadside breath tests are also twice as likely as the average drunk driver to be serious offenders who have at least two-and-a-half times the legal limit of alcohol in their systems.

In addition another proposal is afoot. Drivers will be fined £120 (~\$245) for straying into bicycle lanes under plans to give local authorities powers to install yet another set of roadside enforcement cameras. Even minor infringements, such as moving briefly into a cycle lane to pass a vehicle turning right, will result in a fixed penalty. Drivers will not know that they have been caught until the penalty notice arrives in the post a few days later.

One if the ways taxes are assessed on cars in the UK is Road tax or vehicle excise duty (VED). It is charged annually according to a car's emissions, a scheme introduced on March 1, 2001. Cars registered before that date are charged by engine size. There are seven tax bands, A to G. Cars with emissions of 100g/km or less are in band A; over 225g/km in band G. New tax rates were introduced last year and for the first time cars in band A became VED exempt while band G cars were charged at a top rate of £300 (~\$600) a year. Almost all cars operating in the US now would be in band G. \$35.60/year for a Florida tag isn't so bad after all.

Honda's worldwide sales for 2006 totaled 946,000 vehicles of which 465,000 were sold in the US. This allowed it to pass Nissan Motor Co. and become Japan's number two car manufacturer behind Toyota.

2006 the overall number of fatalities on Swedish roads was 431 – the same as in 1931, even with millions more vehicles on the roads.

When Daimler-Benz merged with Chrysler, the American

Continued on page 32

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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Tech Quiz . . .

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

1. Porsche's 956, 962 and 962C racers were fearsome competitors in the U.S. and Europe for some ten years (approximately 1982-1992).

True or False

Excellence, Vol. 2, page 903

2. The Porsche TAG V-6 Formula One engine of the eighties weighed 330 pounds and used a Bosch Motronic fuel injection system.

True or False

Excellence, Vol. 3, page 1051

3. For his 75th birthday, Ferry Porsche received which model Porsche as a gift:

- a. 911 Turbo
- b. 944
- c. 928-4 (four seater)
- d. None of the above

Excellence, Vol. 3, page 1073

4. Porsche developed an engine for offshore boat racing in 1986-87 based on:

- a. 2.5-liter Boxster engine
- b. 32-valve 928 V-8 engine
- c. 2.5-liter 944 Turbo engine
- d. 5.4-liter V-16 experimental engine

Excellence, Vol. 3, page 1085

5. The first Porsche engine to receive styling touches was for the:

- a. 356
- b. 924
- c. 914
- d. 968

Excellence, Vol. 3, page 1113

6. Porsche's Tiptronic transmission (Type 943) made its debut in the 1999 model year with the new 996.

True or False

Excellence, Vol. 3, page 1140

7. In 2004 Porsche celebrated the 50th Anniversary of a model that is considered to be a cousin of the Boxster. Which is the model?

- a. 356 Cabriolet
- b. America Roadster
- c. 550 Spyder
- d. All of the above

Panorama, 5/04, pages 4-5

8. The 2004 Porsche Rennsport Reunion II took place at which racetrack?

- a. Sebring
- b. Daytona
- c. Laguna Seca
- d. Watkins Glen

Panorama, 6/04, pages 2-3

9. Dan Gurney drove under contract for Porsche during its two years in Formula One in 1961/1962. In 1962, won the French Grand Prix at Rouen and the non-championship F1 race at Solitude in Germany.

True or False

Panorama, 6/04, page 23

10. Porsche's competition victories date back to what year?

- a. 1951
- b. 1960
- c. 1955
- d. 1948

Excellence, Vol. 3, page 1464

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Ted's Technology . . .

continued from page 26

engineers realized after a short while that the Germans at Mercedes were paying five times more for their seats than they were.

So they sent some Chrysler seats to Stuttgart saying, "Hey guys. We think you're being overcharged."

Having spent a few weeks examining the Chrysler seats, the Germans replied, "Nein. Ve zink it is you who are being overcharged." (Jeremy Clarkson)

Trivia:

Solid biomass fuel such as wood has long been used by mankind but liquid biofuels, developed from sugars, vegetable oils and animal fats have only been around for the last 200 years. Much development was done on these fuels during World War II when conventional fuel was scarce, with Germany producing a blend of gasoline with alcohol fermented from potatoes, which was known as Reichskraftsprit and Britain, blending grain alcohol with petrol to produce a fuel known as Discol.

Anniversaries:

This is Toyota's 50th year in motorsport. It was in September 1957 that Toyota sent a single car, called a Toyopet Crown, to take part in the Mobilgas Round Australia Trial, a tough 10,560 mile race around Australia, which was designed to test the limits of both men and their machines.

It was the first time that any Japanese automobile company had competed outside Japan and an incredibly tough event, leading the competitors from mountains to deserts and swamps to jungle. It boasted an entry of 102 - including an eccentric grandmother, known as Granny Brown, who drove a 1927 Rolls-Royce Phantom to fifth place.

Of the 102 that started, many retired but the Toyopet Crown struggled through and finished 47th overall, its crew having gained precious experience and information about how to improve the car.

September 3, 1935 -

A new land-speed record is set by Britain's famed speed demon, Sir Malcolm Campbell. On the Bonneville Salt Flats (UT), Campbell & his 2,500-hp motor car *Bluebird* made 2 runs over a 1-mile course at speeds averaging 301.129 mph. In breaking the 300-mph barrier, he surpassed the world record of 276.82 mph that he had set earlier in the year.

Malcolm Campbell, born in a suburb of London in 1885, served as a pilot in the Royal Flying Corps during WW I. After the war, he took up automobile racing & was a favorite at the old Brooklands racing track in Weybridge, Surrey. In 1922, a new land-speed record of 133.788 mph was set at Brooklands, & Campbell dedicated himself to breaking it. Searching for an optimal racing surface, he conducted speed trials on a beach in Denmark & at Saltburn in England. At Saltburn, he surpassed the world record, but the result was not recognized by the international

governing body of speed records.

In September 1924, he went to Pendine Sands in West Wales, one of the longest uninterrupted stretches of sand in Britain. On September 25, he made a series of runs down the 7-mile beach in a V-12 Sunbeam. According to the rules of land-speed racing, the 2 best times w/in an hour of each other were averaged, & Malcolm Campbell became the new land-speed world record holder, w/an average speed of 146.163 mph.

In 1925, he raised the record to 150.766 mph at Pendine Sands but in 1926 lost his title as world's fastest driver. Not to be undone, he constructed a car especially designed for land speed trials w/engineer Leo Villa. Streamlined & featuring a Napier Lion aero-engine, the innovative motorcar was christened *Bluebird*, after the play *L'Oiseau bleu* by the Belgian dramatist Maurice Maeterlinck. In 1927, he set a new land-speed record of 174.883 mph in *Bluebird* & in 1928 beat off British challenger Henry Segrave w/a record 206.956 mph. In 1931, Campbell took a new & improved *Bluebird* to Daytona Beach (FL) & set his 5th land-speed record: 246.088 mph. That year, he was knighted by King George V for his achievements.

Sir Malcolm went on to set 3 more consecutive land-speed records at Daytona Beach: 253.968 mph in 1932, 272.465 mph in 1933, & 276.710 mph in early 1935. Seeking a surface fast enough to propel him over the 300-mph mark, Campbell took *Bluebird* to the searing Bonneville Salt Flats of Utah, where the very level, smooth flats are as solid as concrete by summer's end. On September 3, 1935, he set a new record of 301.129 mph. The attempt almost ended in disaster when *Bluebird* suffered a burst tire near the end of the 1st run, but Campbell managed to maintain control & then make the requisite 2nd run w/in the hour.

After breaking 300 mph -- his stated goal -- he retired from land-speed racing. He had held the world record a record 9 times. However, not content w/a leisurely retirement, Sir Malcolm took up water racing & in 1937 set a new world's water-speed record of 129.50 mph. The next year, he raised the record to 130.93 mph, & in 1939 to 141.74 mph. This record was unbroken when he died of a stroke in 1948 at the age of 63. His son, Donald Campbell, later set land- & water-speed records.

Today, the land-speed record stands at 763.035 mph, set by Britain's Andy Green in a jet propelled car in 1997. Green's record was the 1st official land-speed time to exceed the speed of sound.

Crystal Ball:

2008 - Honda will start production at a new factory in Greensburg, IN. Capacity is 200,000 cars/year.

2009 - India's Mahindra & Mahindra Ltd. signed 200 U.S. dealers to sell its light trucks starting in 2009. In addition, Zhongxing Automobile Manufacturing Co. partnered with U.S.-based Chinese American Cooperative Automotive Inc. to export SUVs from a \$300 million plant in Tijuana by 2009. The plant will have a capacity to build 150,000 vehicles annually.



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2009 - The '09 Jeep Grand Cherokee will feature Mercedes-Benz Bluetec diesel technology.

2009 - Work is under way for the inaugural Abu Dhabi Grand Prix (F-1) on Yas Island. The circuit website continues to count down to February 1 2009. The marina will be able to accommodate 150 yachts including 20 that are more than 100ft long and six 200-footers. Take THAT, Monaco.

2??? - VW is considering building another North American assembly plant to supplement the one currently in operation in Puebla, Mexico. More details when they become available.

Transsyberia. . .

continued from page 34

of Kees Nierop and Laurance Yap had a crash earlier in the week and were unable to continue.

We'd like to extend our thanks to our North American teams who gave it all they've got in the Rally and are grateful for their safety in this unpredictable and challenging event! We're delighted at Rod and Richard's victory -- a true testimony to their professionalism and teamwork. Great job to all!

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What a RIDE Moscow to Mongolia 4400 Miles Cayenne S Transsyberia USA Team takes First Place

The grueling Rally has come to an end-- with a sensational finish for our very own Team North America 2 -- Rod Millen and Richard Kelsey -- with their hardworking Porsche Cayenne S Transsyberia. In the end, they outlasted a field of 39 vehicles over more than two weeks and 4,400 miles to score a 17-minute win in one of the world's toughest off-road marathons.

After a two-week drive from Moscow to Ulan Bator, Mongolia, Millen and Kelsey- both New Zealand-born rallyists now living in the U.S. -- reached the finish in the capital of Mongolia earlier today, and the challenge for both man and machine impressed the veteran rallyist.

Millen, a resident of Tustin, Calif., said: "That was the biggest motorsport challenge of my life. In these two weeks we all made mistakes, both the drivers and the navigators alike. Richard and I were simply the ones to make the least number of errors. The keys to success at such an unbelievably hard marathon are experience and caution. We knew where we had to drive slowly and where we could drive the Cayenne to its limit. The Cayenne handled and performed impressively on the quick sections. And off-road, the Porsche constantly surprised me with its capabilities."

With no pace notes or pre-running practice, Millen pointed out that co-driver Kelsey played a vital role in the victory.

"We spent the better part of the first two weeks learning the vehicle and being cautious about the conditions, and then turned

it on the last couple of days. Richard set the pace, pulling me back when I was trying to go too fast, and forcing me to be patient when the terrain was rough."

It was also the first time Millen had rallied in a luxury vehicle, and said that being comfortable and not taking a pounding during the event made a big difference. "Having run endurance rallies and off-road races like the Baja 1000 and the Rally of Malaysia, I can tell you that being strapped in a racing seat with a car that has a hard suspension makes your insides rattle. The Cayenne was so comfortable that Richard and I did not take a beating, yet so durable that the vehicle is in perfect shape today at the finish," he added.

Porsche Cayenne S Transsyberia competitors also placed second and third. Second was Italy's 1 team with Antonio Tognana and Carlo Cassina, while the Qatar team with Adel Abdulla and Norbert Lutteri reached the finish to claim third, 23 minutes behind the winner. In fact, seven of the top ten finishers were driving the special edition Porsche Cayenne S.

The other North American team still running at the finish was the Jeff Zwart/Paul Dallenbach Porsche Cayenne S Transsyberia, which finished 11th after dropping as low as 22nd place after an early mishap at one of the water crossings. The Canadian team



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