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NORD STERN STAFF

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

952 593-5544 or editor@nordstern.org

Ad Mgr.

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

Please contact staff for any event coverage you need

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

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Front Cover:

Yup, you CAN get just about anything on a stamp! Featured on our cover this month is Dale Trippler's Boxster S - Dale received the stamps as a gift. How fun, something very special for someone who perhaps 'has everything!' Scan provided by Dale Trippler.

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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
952.240.4782 (cell)

Bret Bailey

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

Webmaster

Bret Bailey

952 949-0140
bb@bretbailey.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

Okay, the issue is getting out late; I know it and wish I could come up with a really good excuse but it's the same old problem - too much to do and not enough time! Where does the time go? And here it is almost the end of our calendar year. The driving season may be winding down but there still is lots going on yet this year.

Just returned from a fabulous 'Up North' weekend with the annual North Shore Fall Color. It was a tad early for serious color watching but it certainly didn't matter as the weather was absolutely perfect, we had a huge turnout of attendees highlighted by a significant group from the Fargo-Moorhead area. And there were several couples new to the club with this as an initial outing for them. Personally, I don't think they could have picked anything better!

This event offers so much, great driving on wonderfully curvaceous roads through geographically significant terrain, lots of fun people to meet, good shopping, plenty of good restaurants and amazing scenery. This year with the recent rainfall, the rivers were roaring. What a treat! Thanks need to go to all the volunteers who stepped forward to help with the organization; John and Suzanne Dixon, Ron and Claire Faust, Jo Craven and Dale Trippler, and Keith and Susan Jones. Nice job (and a very special thanks for the absolutely perfect weather - both mornings the sunrise was spectacular.

Okay, no one has 'Guessed the Member' yet correctly so here he is again! My hint involves this - he is named in one of the featured articles this month - so guess away!.

Just a couple comments on the issue - here I thought I didn't have much for this issue and it turns out there are a number of member contributions. Be sure to take a peek and enjoy the various adventures and misadventures of your fellow club members. Especially enjoyed Keith Jones' reminiscences of what for some of us may be called 'the perfect day!' Keith, you can send in

articles anytime! Not only are you good at procuring donations for the Courage Center Auctions, but you write well! And don't miss Tom McGlynn's 'Epic Adventure' even though it's not about car racing - which he does quite well, by the way!

We have a new advertiser, Motorplex Minneapolis . . . A Place to Park Your Passion. This new facility is being built in Chanhassen and is a "private garage condominium designed for the enjoyment and storage of your important" vehicles of any and all sorts. As the website indicates, the facility is "unlike garages that merely offer space, Autobahn Motorplex is a place that brings together people with similar interests to enjoy their machines, share knowledge, and socialize." Sounds pretty cool - check out their website: <http://www.automotorplex.com/>. There is an Open House scheduled for Saturday, October 6th from 10 am until 2 pm and 'We are all invited!' Your invitation is 'in the mail' so plan on adding this to your calendar.

Also, another advertiser has been in the newsletter now for a couple of months: the Nokomis Cafe. This remodeled eatery is on the scenic north shore drive halfway between Duluth and Two Harbors with great views of Lake Superior. It features Classic dining. One of our Nord Stern members, Brian Lewis, has a family connection to the restaurant!

See you at the next event!

At this past Spring's Mid-Ohio race, Bruce Boeder, Susan Shire and Christie Boeder find time just to chat and catch up



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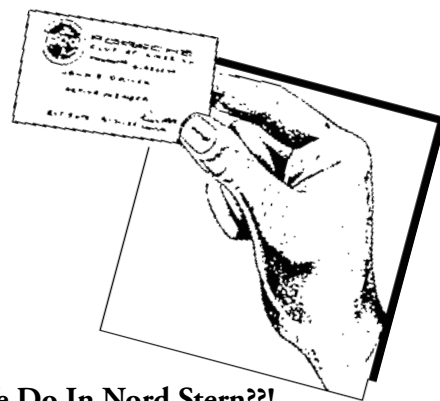
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Welcome

Welcome . . . New Members

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



David Berryhill
Fargo, ND

Neil Haaland
Moorhead, MN
1987 924S

Kurt & Nancie Klitzke
Stillwater, MN
2007 Boxster

Stephan Meydell III
Maple Grove, MN

Igor Zeljic
Minneapolis, MN
1999 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 . . .

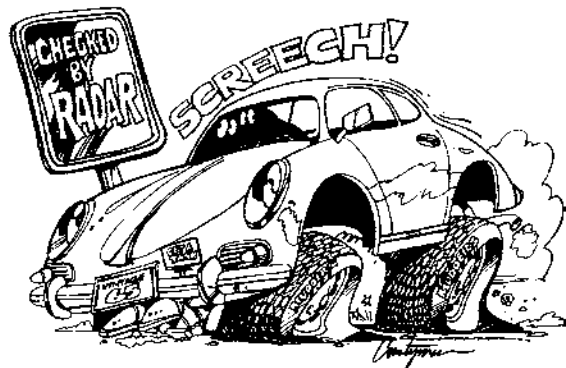
by Cal Townsend

As I was thinking about the content of the newsletter, I realized that our 2007 season would soon come to an end. As I review the participation for all of our events to date, we have had a very good year. Thanks.

I had an opportunity to attend the Shell Brewery tour recently. Although I was harassed for not bringing my "P" car, the event was great. We all met in Chaska and took the back country roads to New Ulm. I was in the rear of the pack and at one point I saw this line of cars as far as I could see. During that same stretch I spotted a deer just standing there with a look of amazement at all of these cars going by! A special thanks to Sarah DeLong and Mike Lancial for organizing this event.

I also had an opportunity to attend the Chicago Regions DE/Club Race not as a participant but as a scrutineer. I was impressed by the sheer number of cars in each run group (80+) for the Endro and the Sprint. Moreover, I was impressed by the number of Nord Sterners' who participated. Nice going.

Our monthly business meeting will begin again in October. Still to come is our Annual Awards Banquet in November. The date, time and location of the Awards Banquet will be announced soon. Come and join me to congratulate all of the winners.



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Fall Autocross

Harvey, A job well done!! I can't remember a smother running event. You guys were able to actually allow everyone and extra lap, and with time to spare. I'm ashamed to say it, but I had just as much fun as a spectator this time.

Watching the cars from the infield, 30 ft away. Porsche's screaming by, the smell of rubber and brakes, tons o' spin outs. Well . . . just WAY too much fun. Should make for a great club video. Thank you. Again. GREAT JOB!!! BTW . . . I'm now officially an Autocross guy (in addition to all the other fun Nord Stern events!).

— Ken McNeill

Thanks, Ken. It was good to see you out there and talking about the sport. I generally try to give novices fair warning that this sport can become addictive! You may already be hooked (editor's note: I do believe that's a given for Ken!). There is no known cure - true for all things Porsche related.

— Harvey

Iwish to extend my kudos to you and all of the other volunteers at the autocross on Sunday. I had never done an event such as this and it was a lot of fun. The course was challenging, but was designed to really exploit the ability of the car. As you mentioned, it is addictive. I am hooked. I will be back next year! Thanks again to you, the staff running the event, the cone pickers, the corner captains, photographers and all other entrants. What a great way to spend a Sunday!

— Brian Mayer

Fall Drive and Tour

To Sarah DeLong and Mike Lancial - Thanks for putting the beer tour together. Jo and I had a wonderful time. The weather was a little too cold for the Boxster, but the Cayman worked just as well. The tour was fun, the drive was enjoyable, and getting together with all the club members is always a joy.

Continued on page 10

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Letters . . .

continued from page 5

I know how much time and effort you put into organizing this and we really appreciate it. Looking forward to the Spring Drive already.

– Jo and Trip (Mr. Mellow Yellow!)

I'd like to echo Dale's comments. It really turned out to be a great event. The brewery tour was fantastic, arriving on the grounds around 11:00 am. There is just something about beautifully manicured gardens (with baby peacocks) on a PERFECT September day. Schell's rich history made for an interesting story and the process for making brew was enlightening. Smelling fresh hops on the vine, barley grown in Shakopee. VERY cool!! Sampling the various brews was a lot of fun, especially when our tour guide explained the various processes that make lagers and ales taste so different. I for one was very surprised when Dale T. won the beer chugging contest . . . one litre in 2.4 secs . . . INCREDIBLE, Dale. Way to go! I've never seen anyone slalom out of the parking lot like that before (without cones)?

All kidding aside, a fun driving event . . . but an even more wonderful social event. Nord Stern certainly has some great folks. Great job guys! I had soooo much fun, I was really looking forward to the same crowd for the Rally. (Can you tell I'm in denial that the season is almost over!) Sadly, the rally will be missing from our club videos. Thanks again,

– Ken McNeil

And that was from chugging the 1919 root beer! Just imagine what I would be like if it had been real beer.

– Dale T

Ken, Dale, Jo and all of the other people who sent very nice feed back, thank you all so much for being a part of the event. We had a great day and a lot of new members attended. Dale & Jo . . . you made an excellent car #3 and did a wonderful job. I'm very glad to hear you did not get rear ended (editor's note: that's another whole story!). They were probably just trying to get a better look at your beautiful car!!

The start was a bit chilly but otherwise the weather turned out for a beautiful sunny drive day. I had never been on this tour before so I was very impressed with everything.

The grounds of the Schell Brewery looked gorgeous with all the gardens, landscaping, and various old and new buildings. We had a wonderful tour guide. I enjoyed hearing all of the history. The beer sampling was also a lot of fun. The new building had the museum, gift shop and tasting room. It was very roomy so the whole group was able to fit without any problems.

Cal Townsend, Nord Stern Club President, joined us and was an excellent Ambassador to the new members. Thanks for joining us Cal. It was great having you there.

After the event concluded most everyone went downtown for lunch and had more time to visit.

– Sarah DeLong

Man Releases 44" Muskie, Announces fishing Retirement

by Tom McGlynn

Dateline: Thursday, August 23 2007 7:05PM - Tom's Dock North Arm Bay, Lake Minnetonka.

After 3 seasons of off and on casting and failed attempts to catch the infamous "Scar Back" seen around my dock on North Arm Bay, the beast was finally subdued via a 4-person family effort!

After dinner and facing glass-like conditions on the bay we decided to go out for a little family skiing. Finally, after four days of rain, I cleaned up the filthy boat, post rip session, while the wife and kids followed up with other yard duties. As a reward for cleaning the ski boat, why not a couple of casts with the often thrown, seldom bent in battle, Muskie rig? You never know.

First cast out to the drop off produced a stout northern pike-like stoppage on the retrieve, I set the hook, assuming a "nice" Northern. Then the rod tip and line started wagging in a much larger amplitude than the normal 6-8" gyrations of a smaller fish, more like 2 feet of head shake.

At that point, I stopped breathing and my mind ran through the steps that would be necessary to land the beast, if in fact it was "her". The large landing net was spotted on the other side of the dock. A weak, almost wordless, call went out to Jimmy (age 6) "Jim,

please come down to the dock and get the net".

N o w louder, but in an urgent, pleading, not angry tone. I hear voices of my wife, son Jimmy and

daughter Luci; they had heard me, and were busily rounding up camera, tape measure, and landing net. Just as they started shouting questions like, "Is it the Muskie?", I felt the beast start for the swim platform with its steel cable anchor line.

OK, apply side pressure to get her to turn from the hazard. NOT TOO MUCH! There, did I tie the braided line correctly? Is it okay to have a couple of nicks in the line by the leader? My mind raced! To my dismay she heads to the Dock section I'm



Continued on page 12

NORD STERN OCTOBER 2007

A Day In The Life of Rennehus

by Keith Jones

The alarm clock woke me to the sun shinning through our bedroom drapes as they flowed in a gentle breeze on this glorious first day of September. Immediately, a wave of pain rocketing from my right knee reminded me of the knee surgery I had gone through the previous afternoon.

I had a choice to make; go back to bed and feel sorry for myself all day, or get up and spend the day with my friends? Of course, I compromised and hit the snooze alarm.

Phil Hancock picked me up at 8 AM in his red 356 coupe and off we flew to breakfast with a bunch of car guys. That's a great start to any day, if you ask me!

My crutches, and a feigned look of pain on my face moved us up the reservation list to immediate seating.

After an hour of fun Porsche trivia and debate some of us heading north to Lon & Lorry Tusler's place. Their garage, they call *Rennenhus*, is equipped with a lift, fantastic music, and all the instruments of destruction/construction to make old Porsche cars new again. Phil picked up a big bag of ice for my knee while Lon pulled out my "supervisor's" chaise lounge.

On the lift was Phil's latest acquisition. A 911 Targa with a mosquito fogger for an engine. On Scooter's engine stand (attached to Tom Countryman's jig) was a European SC engine out of a totaled 911. Today's job was to swap the transmission, air box, headers and exhaust from the mosquito fogger to the good engine.

First things first we need to make a rolling engine cradle to hold the second engine. Using four good casters, bolts, washers, and nuts, and a wire spool pallet we made up a very sturdy and functional engine cradle.

Suddenly, we hear the roar of a Porsche 356, with big bore kit, and turn to see Mark Schumacher pull into the drive. Mark helped move the engines to the edge of the woods so Phil could start degreasing process.

Meanwhile, the 911 Targa is taken down off the lift and pushed out into the drive. Next, Lon pulls his 8,000 lb Dodge truck on the lift and precedes to change his oil in preparation for a trip the next day to K.C. with Jon Beatty to pick up 2/3s of a 911 body.

The engines come back into the garage from their bath. All

the oil and grease has now been successfully transferred to Phil's clothing. The guys use an engine lift to put "the mosquito fogger" onto the engine stand and start the disassembly. After the transmission and a few other parts are removed, they rotate the engine 180 degrees to take off the exhaust. Out of the engine pours a virtual storehouse of nuts and seeds! Hey guys, I think we found the problem!!!

Feeling pity on the useless supervisor they gave me a wrench and socket and pulled some work close enough that I could play too. There were a couple wise cracks about Keith, the gimp, and Courage Center at work, but of course I'm above their sophomoric humor.

Moments after Mark roars away we hear another Porsche coming into the drive, it's Michael Jekot and his white 356. A slightly more civilized exhaust note, announces Mike is being followed by his wife Corrine in their Porsche Boxster.

After Michael assures himself that all the wrenching is being done correctly and throws some sophomoric humor of his own towards "the chaise lounge supervisor", Mike and Corrine are on their way.

While the exhaust and headers are resting on the concrete, Phil is struggling with a couple bolts that don't want to break loose, Lon is hooking up his trailer, I'm waiting for my watch to hit 3 PM

and time for me to pop more (prescription) drugs! Lorry Tusler gives me a new bag of ice and settles into a lawn chair to watch the show.

Once again, we hear the cacophony of a Porsche engine turning into the drive. Kenny Lubke pulls his 356 up onto the lift and immediately starts disassembling his rear rotors, he's concerned about a possible bearing problem. Wow, this joints a jumping!

Well, it's 5 PM, I have had a fun day with all these Nord Sterners. While getting out of my lounge chair I glance around *Rennenhus*

and marvel at the four 356s, two 911s, one 951 and a 968 all within my view, ohhh man I'm in heaven!



Just sat through “*An Inconvenient Truth*”, Al Gore’s famous movie. Beautifully filmed at a cost that, in all probability, would have cleared up our national debt. You’re treated to thousands of animated charts and graphs, some dating back to Neanderthal times.

But it’s long and ponderous. You wonder if it will ever end. Yet, of course, you already know how it’s going to end. **We’re all going to drown – right along with those big white fluffy Polar Bears – as the glaciers melt and the world generally goes to hell.**

Frightening!

Scariest part is Al himself. Oh he’s handsome enough. Not an ounce of fat. We see scenes from his childhood on the old family tobacco plantation. And he plants himself front and center in every scene. Close ups of his agonized expression so there can be no doubt how deeply concerned he is about our coming demise.

Frightening because the film leaves no doubt what Al has up his sleeve. **He’s running for president again!**

But, what do I care, I’m puckerin’ up to go car cruising; no matter the president, the Polar Bears or whatever. Nifty curvy roads seductively beckon, but it’s still Al’s world. Weird! Roads all choked up with those ugly hybrids. Their smug, holier-than-thou drivers have drunk the Kool Aid. They will not be party to destroying our planet!

My fire-breathing Porsche displays a bumper sticker proclaiming, THIS CAR RUNS ON CHICKEN MANURE! Hybrid drivers often give me a thumbs up (I think it was a thumbs up). What do they know about cars?

Al says New York, L.A. and coastal cities will be the first to flood. Tough luck for them. Here in God’s Country, we can still bomb around high and dry. If I do come across a homeless Polar Bear ambling down the road, I’ll give him – or her – a wide berth.

Meanwhile, see you on these pages next month. Unless you are a coastal dweller.

– Ken: thinkmk05@comcast.net

Muskie Musings . . .

continued from page 10

standing on, here’s a disaster . . . not again, almost on cue, she flashes by and I can see her shape with the hook set perfectly in the upper lip. The drag peels out line away from the snags, and almost more ominously, rises - she is going to leap, and leap she did, with gills flaring, tail walking across the water, completely airborne! I’m shocked by the sickening sound of the landing. Like a failed flip off the dock of that inebriated party guest trying to impress his kids on the 4th of July (editor’s note, now that’s NOT a pretty sound!)

Finally, my family is there with net, camera and tape measure urging me on. Toni gets down on her knees and dips the net deep and I steer her in. We both lift and the fish fights as it coils into the net wanting to rip and fight back to freedom. The kids are aghast at the size of a fish swimming in the same cubic yards of water as they. She is still green, plenty of fight left in her, but unlike a boat with walls, I’m on a dock less wide than the length of the fish. I have no other choice but to get down on all fours spread eagle like, making a cage with my arms and legs while it thrashes. Under control and free of the net and hook, we measure, take pictures and rejoice. Satisfied that it is the same fish with the same scar, I placed her in the water head first near the shore, lovingly working her back and forth to get her revived. She slowly swims three feet away with gills pumping, I walk closer to make sure she doesn’t need more work. With an angry yet healthy swoosh she jets off like a green torpedo to the deep cold to fight again.

No, not a record, not even for the lake or bay, but special in its own way. Sure, I walk a little taller today, but strangely a little more humble. Not god’s gift to fishing but god’s gift to us.

A replica mount will be commissioned and hung in the boat house. (Private showings available on request!).

Editor’s note: while not exactly a car story, I thought readers would enjoy Tom’s saga of his ‘battle with the beast’ as there seemed to be a parallel here between working hard to achieve a goal, to ‘win’ one might say, for something for which there is only a sense of personal accomplishment; no prize money, no trophies. Kind of like driver ed, club racing, running rallyes, touring in our cars. In other words, enjoying a sport strictly for the enjoyment it brings to the participant!



The Faithful Gather in Rochester . . .

Text and photos by Jeff Boehm

Once again Mother Nature cooperated this past Labor Day providing glorious sunny skies and warm temperatures for the 4th Annual Rochester Labor Day Porsche Picnic. A very special thanks to Mike and Ann Griesse for again allowing us the use of their beautiful property for the event.

This annual get-together was attended by many of the 'Picnic Faithful' plus many new faces, including Greg Lowe and several others from Maplewood Imports. Greg drove a red Cayman S down for all to drool on and also gave away a nice selection of Porsche-related accessories and apparel. A special thank you to Maplewood!

I never did get a good Porsche count as they started coming at 1 pm and it seemed when one or two would leave, one or two more would show up! At 3:00 pm we had 27 cars parked, so our best guess is around 40 total for the day joined us. What a great turnout.

At the last minute I did turn our gathering into a fund raiser with an undisclosed amount raised for the SE Minnesota Chapter of the Red Cross for the victims of the recent flooding in Southeast Minnesota.

Again thanks to all who attended, donated and helped out this year as it would not happen without all of you! I hope to see all of you here (and more) next year.





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Out and About at the 2007 Labor Day BBQ and Picnic in Rochester

Photos by Jeff Boehm

The couple in the picture at lower right is Ellyn Foley and Andy Mulholland of Rochester (some of our younger members).

They had just won the Martini Porsche jacket donated by Maplewood Imports! I think it will look great on those cool fall days when they are cruising in their white 911 S Targa.

Rest of the photos on both pages 14 and 13 are various scenes of the comings and goings at this year's picnic. Certainly looks as if one and all are enjoying the beautiful cars, great weather and fun company of fellow Porsche affectionardios!



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Driver Ed at Mid-America Motorplex

by Paul Termin

After reviewing our track schedule and finding a glaring giant hole in the calendar between the August and September Nord Stern BIR events, I was off to www.clubregistration.net to discover the Driver Ed event at MidAmerica Motorplex (MAM) fit into our schedule. Rationalizing that the 400 mile one-way trip across Iowa was only “just a bit farther than Brainerd”, I completed my registration with the Great Plains club.

The trip to MAM on Friday in the rain was indeed long (with the exception of Ellen’s good fortune on the slots to the tune of almost \$400 at Diamond Jo’s casino just over the Iowa border). However, the Saturday sun arrived and reduced the paddock from a pond to a series of puddles, and we soon spotted Ben and Elaine Merriman in their motor coach accompanied by the “puppies”. The drivers’ meeting played to a full house (65 drivers) and, as a result of all the recent rain, prominently featured warnings of muddy off track experiences.

With no prior MAM track experience, an instructor joined me in my car. During the first lap, I rapidly recognized the track’s three 180° carousels, none of which had constant radius and all with different personalities. I promptly found myself wandered around looking for the ‘line’. A friendly instructor (all the instructors were very fun folk) put me in his car for a great (and very helpful) set of circuits. A few runs on my own and I almost discovered the line.

The track is indeed a very different experience than any of the other three tracks within a 7 hour drive of the metro. With 14 turns in 2.3 miles, there is never a moment to dawdle as straying from the line has a three turn penalty for recovery. The front straight parallels the drag strip that was in use during the event complete with large billows of blue smoke. The exit from the long front straight leads into a series of quick turns including a 180 carousel with a decreasing radius. Finding the turn-in point and the apex takes a lot of practice but is rewarded by a fast entry onto the back straight. The back straight leads into an increasing radius 180° turn with a fast exit into a short straight that terminates into a pair of linked 90° turns. These turns require patience but it is exciting to master and be rewarded by another fast exit. The final turn onto the grandstand run requires substantial finesse and skill to set up for the front straight with its narrow entry and narrow full throttle exit. The combination of three 180° turns with intermediate straights was just plain fun to drive with the checkered flag a disappointing interruption of the rhythm of this track.

The folks of the Great Plains region were more than hospitable to Ben, Elaine, Ellen and me. Lots of the club members made the extra effort to greet us and chat, and the instructor group always had time to talk me through the nuances of the turns. We plan to add DEs at MAM to our '08 schedule and hope that other Nord Stern folk make plans to get enjoy the fun at MAM!

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It was a Great Day at Dakota County!

by Harvey Robideau

Kudos to those who came out on a beautiful Sunday for our Autocross at Dakota County Training Center. Not too hot and not too cold. Weather was great and the day went well as everybody was able to take seven runs through the course. I need to thank everyone that attended for their help making this a smooth running event.

Because the event was a combined effort with the Corvettes of Minnesota, I would like to also thank them for all the work they did. Wally Mahlum and his able-bodied timing crew did a fine job to keep things moving.

We had 80+ cars registered and ended the day at about 3:30 pm with 7 runs. After picking up the course and packing equipment the focus moved to an establishment which just happened to be serving appropriate beverages! All in all a good day and fun event.

Again I would like to congratulate everyone who attended and used their cars as intended by PAG!

146	Fm	BOB VIAU	89 PORSCHE 944 S2	40.662	6
46	Fm	BOB VIAU Jr.	89 PORSCHE 944 S2	41.530	13
193	Fm	JEFF LAWRENCE	84 PORSCHE 911	41.856	16
277	Gm	HARVEY ROBIDEAU	83 PORSCHE 911 SC	42.219	21
414	Cm	KEVIN WEISS	99 PORSCHE 996	44.394	45
776	Em	LLOYD VASILAKES	05 PORSCHE BOXSTER S	44.401	46
72	Gm	BRIAN MAYER	82 PORSCHE 911 SC Targa	48.162	69
911	Em	ED VAZQUEZ	91 PORSCHE 911	50.128	73
919	Hm	BART REIGSTAD	87 PORSCHE 944 S	52.565	74
42	GT2m	STEPHEN SHERF	73 PORSCHE 911	43.043	27

Nord Stern member Dave Roberts has moved to North Carolina but his 1987 Club Race D class now sports it's new livery but keeps it's home here in Stillwater! Photo by Dave Roberts (nice garage!)



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

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**
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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 know 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.





"Top Tier" Gasoline

by Clint Blackman, courtesy mrpca@yahoogroups.com

Gasoline . . . we buy it once a week, but we don't taste it, touch it, or have much of any experience with it . . . other than to pay for it and burn it.

My family has been in the gasoline business for over 50 years and I thought I would "jump in" on this topic with some "first hand" experience to share with friends. (There is a photo of me at age 5 helping my Dad deliver fuel in his first "bobtail" truck . . . I still have scary memories of climbing on top of the truck to open those heavy tank lids!) My Dad built a chain of over 100 self-serve gasoline stations and convenience food stores throughout north & south Texas. His stores were both "branded" and "unbranded" . . . meaning having a national brand, like Exxon, Mobil or Texaco. Our company bought gasoline from over 15 refineries in Texas-Louisiana trade area. I have personally visited several refineries and I can tell you there is a difference in gasoline. (Now is a good time to tell you that I own no stock or interest in any major oil company.) Two gasoline companies are good "stand outs" in my opinion: Exxon and Shell. Most of the area refineries sell all of the major brands of fuel to distributors and retailers. 18 wheeler tankers pull up to the "loading rack" and take loads for delivery to the retailers. Only Exxon & Shell require their fuels to be produced to specific blend formulas and TO BE STORED in SEPARATE fuel storage tanks. The others . . . they all get their fuel from the same spigot hooked up to a shared storage tank! I know . . . I have seen it. Neither Exxon or Shell will allow you to sell their fuel unless you can receive it from one of their designated, approved refineries.

Out and About at the 2007 Club Race

photos by Ed Vazquez

- clockwise, top right and left; only a few of the many cool vintage cars which joined us this year;
- the 'crew' at Courtney obviously having a good time;
- Mark Skweres, Ron Smith, Roger Johnson pondering their duties as eventmasters;
- the Quattro Club Garage with Carousel's merchandise which also included the Silent Auction tables and Info Desk;
- the crew at The Complete Garage included Sue and Doug Arndt at right;
- under the tent with Trackside Tire (Paul Beyl back left);
- and lastly, left to right: Jerry Greene, Mike Courtney, Clint Sawinski plus two unidentified guys,

I have been asked before about "cheep gas" and if it is OK to use in your car. My father sold "self-serve gasoline" but it was the best quality fuel for sale anywhere. Best advice; try to get know your retailer. Our company was known for good fuel. Some of our best customers were the 18 wheeler fuel delivery drivers who knew we were selling the "good stuff!" So ask your retailer about where they get their fuel. If you get an "I don't know" answer, you might reconsider your purchase. There are some companies to stay away from. Some unbranded (and a few branded) retailers buy fuel from small refineries with poor refining capabilities. If you buy their gas you could be getting fuel with contaminants or poor quality standards. But the quality of fuel is just a part of getting a good tank of gas. All motor fuel is delivered in 18 wheeler tankers . . . in the summer the fuel arrives hot and in the winter it arrives somewhat cooler. The fuel is downloaded ("dropped") into a retailer's "cool" underground storage tank. A typical fuel drop will be at least 6 thousand gallons. The mixing of hot and cool fuel creates condensation (water) along the sides of these large underground storage tanks. The condensation collects at the bottom of these tanks; gasoline floats on water. Condensation is water and water can damage your engine. To prevent this, a good retailer's underground storage tanks have raised "outgoing" suction lines to the pumps. Modern fuel dispenser units (the "pumps" you operate) have water and contaminate filters that look like automobile "screw on" oil filters. A good gasoline retailer will change these filters on a regular schedule. A good retailer will also monitor the condensate levels in the underground storage tanks and pump out the condensate if necessary. A bad retailer won't spend the money for filters or check for water.

This may be more than you are interested in . . . but here is a little more. Better retailers change out their underground storage tanks over time. Old tanks get rusty from the formation of condensate on the upper "in-sides" of the tanks. Over time this condensate with the rust will wash down the sides of the tank and collect at the bottom. Condensate with rust is really bad for your car! Now, it would be rare for your car to actually receive this "worst case" fuel, but it happens from time to time. So here are some tips I use when buying fuel:

First, I only buy Exxon or Shell brand fuel. I look for a gas station whose pumps (dispensers) look clean and well maintained . . . like the management is changing the fuel filters on the "pumps" and "sticking their tanks" for water accumulation.

And lastly, I never buy fuel from a station that is actually receiving a load of fuel from an 18 wheeler while I am there. Why? The "dump" of 6 thousand gallons of fuel into an underground storage tank mixes up the condensate on the bottom of the tank . . . that water & gunk could get sucked up into the dispenser line and if it gets past the pump filter . . . it could get into my

Continued on page 25

New Porsche Cayenne GTS Debuts at the IAA in Frankfurt . . . Cayenne SUV Gets Sports Car Upgrades

courtesy PCNA

ATLANTA, SEPTEMBER 7, 2007 - Porsche underlines the real sporty edge of its successful Cayenne series with the addition of a new model to be unveiled at the Frankfurt International Auto Show next week and going on sale in 2008: the Cayenne GTS boasts a specially developed chassis with permanent all-wheel drive, a V8 engine that offers a sizeable increase in horsepower and for the first time in North America will be available with a six-speed manual transmission.

With its lowered body, the new Cayenne GTS reveals a distinctive front and rear look combined with striking wheel-arch extensions that provide plenty of space for the standard 21-inch alloy rims with 295/35 R21 tires. Redesigned front and rear seats reflect the sportier personality of the new model. Two new paint finishes will be introduced with the Cayenne GTS: Nordic Gold Metallic and GTS Red.

In the United States and Canada the Cayenne GTS will come with Porsche Active Suspension Management (PASM), an electronically controlled damping system and complete with air suspension as standard.

The 2009 Cayenne GTS is scheduled to make its North American debut in March of 2008 at a U.S. price of \$69,300.

— 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 250 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.



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Out and About at Carousel Porsche

photos by Keith Jones

Photos above and right are of a black with orange accents GT3 RS currently at Carousel.

I had seen orange with black accents and silver with orange accents, this was a new one for me!



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 Customers Name Boxster and Cayman Their Ideal Sports Cars . . . Rankings Mark Latest in Series of Customer-driven Accolades

Courtesy PCNA

ATLANTA, September 5, 2007--- Porsche customers have again lauded the superior driving experience of their cars through AutoPacific's 2007 Ideal Vehicle Awards (IVA) survey. The California-based automotive marketing and product consulting firm created the IVAs to measure how closely a vehicle matches an owner's expectations.

The Porsche Boxster achieved the first place IVA in the sports car segment, marking its sweep of all three 2007 AutoPacific sports car awards, including the Vehicle Satisfaction Award and the Motorist Choice Award jointly, presented by AutoPacific and IntelliChoice.

The Porsche Cayman received the premium sports car IVA, with the Porsche 911 placing third in this category.

“We take great pride in receiving another prestigious acknowledgment from AutoPacific,” said Peter Schwarzenbauer, president and CEO of Porsche Cars North America. “The fact that Porsche Boxster and Cayman customers can indeed say they are driving their ideal vehicle shows their passion is in sync with the sports car vision of our Porsche engineers.”

The IVAs are driven by data collected from thousands of new car and light truck buyers measuring the fusion between trust, anticipation, expectations and reality within specific product

segments. The Awards incite the notion that automakers that best understand their customers and create the vehicle their buyers demand, come closest to the ideal.

Earlier this year, Porsche was deemed the most satisfying brand by its customers capturing AutoPacific's first-place Vehicle Satisfaction Award.

AutoPacific is a future-oriented automotive marketing and product consulting firm. Every year it publishes a wide variety of syndicated studies on the automotive industry. The firm also conducts extensive proprietary research and consulting for auto manufacturers, distributors, marketers and suppliers worldwide. Company headquarters and its state-of-the-art automotive research facility are in Tustin, California, with an affiliate office in the Detroit area.

— vvPorsche 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

OCTOBER

6	Tech Session	St. Louis
6	Charity car show for the Wichita Food Bank	Wichita
6	Griot's Open House at the Complete Garage	Kansas City
7	Autocross at Sioux Empire Fairgrounds	Dakotas
13	Fall Color Tour	St. Louis
13-14	Okoboji trip	Dakotas
14	Fall Leaf Tour	Central Iowa
14	Run for the Bun Rally, Southwest Metro	Nord Stern
14	Autocross at the Woodlands	Kansas City
19-21	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
26-28	Flaming Fall Weekend Multi Region Event, Indian Point, MO	Ozark Lakes
28	German Car Show, Hawthorn Plaza	Kansas City

NOVEMBER

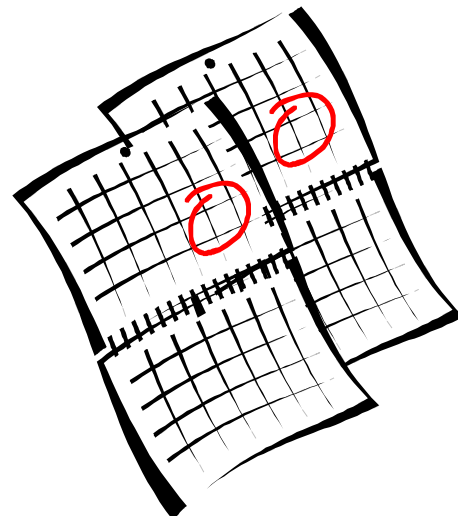
3	Dawn Patrol meeting at Vern Eide Motorcars	Dakotas
3	Open house – location TBA	Kansas City
3-4	Iowa Wine Tour	Central Iowa
15	Social & Dinner @ Spezia, Sioux Falls	Dakotas
17	TSD Rally	Red River
17	40th Anniversary Dinner featuring Davis Hobbs,	Great Plains
18	Old Log Show Dinner & Play	Nord Stern

DECEMBER

1	Holiday Party	St. Louis
7	Annual Christmas Party	Wichita
8	Holiday Party	Kansas City
13	Social & Dinner location to be determined, Sioux Falls	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



"Top Tier" . . .

continued from page 21

Porsche . . . Yikes! Another reason why I buy from these major oil companies is to make sure I am getting the Premium fuel I am paying for. One of the ways bad retailers can make quick money is to put regular grade gas into the premium storage tank . . . it is an instant 10 cent a gallon bonus. Yes, it is against the law . . . but crooks do it all the time. If you think you have gotten a bad tank of gasoline - report it to the State, call: 1-800-835-5832.

I hope this gasoline information is interesting to my fellow "Porscheophile friends." This is not intended to offend anyone or sell stock . . . this is just my observations from "being in" the retail gasoline business since I was a kid!

Technology and Business:

Diesel sales in the UK have grown rapidly since 2000, from 15 percent of all new cars sold to 39 percent last year. They have slowed slightly this year as diesel fuel now sells for slightly more. On the European continent diesel engines account for half the new cars sold. I predicted this in my 'post Le Mans' column back in 2001. In France more than 70 percent of cars are diesel because, as in most other European countries, the fuel is subject to a much lower rate of tax than gasoline. Unfortunately, the Mazda CX-7 that has recently emigrated to the UK costs ~\$46,000 and does not offer a diesel. The 2.3 liter turbo 4 cylinder engine (same as in the US version) is rated at 23 mpg(US) and emits 243 g/km of CO2 resulting in a high annual road tax.

The minimum legal driving age in the UK is expected to rise to 18 as part of reforms to cut the number of deaths caused on Britain's roads by novice drivers. Ministers are to propose a 12-month training period for new drivers, in effect preventing 17-year-olds from holding a full license. Young male drivers are the biggest cause of death of young women in Britain. Almost one in two drivers killed at night is under 25. MPs on the Transport Select Committee last month urged the Government to consider raising the minimum legal driving age. Also, Liberal Democrat figures showing the 58 percent rise in drink or drug-driving convictions for women between 1995 and 2004 suggest that government anti-drink-driving campaigns targeting men are having little effect on women drivers and should include similar initiatives that appeal directly to them.

While the figures make grim reading, the Government's "Moment of Doubt" campaign still targets young men as the core problem disregarding women who are, as the figures indicate, choosing to put their and other people's lives at risk.

Chrysler Group is moving production of its popular Chrysler 300 right-hand-drive sedan to Brampton, ON, Canada, from overseas to fill additional capacity it promised the Canadian Auto Workers union when members took a pay cut to win the now-defunct Imperial.

Chrysler says sales rose 10% in non-U.S. markets during the second quarter. It will sell about 250,000 vehicles outside North America this year. It hopes to boost that to 400,000 at the end of the decade.

General Motors Corp., in a bid to strengthen its diesel engine expertise, has reached a joint venture agreement with Penske Corp. to purchase a 50% stake in diesel engine maker VM Motori SpA. Cento, Italy-based VM Motori, which once was owned 51% by Penske and 49% by DaimlerChrysler AG, recently was tapped

by GM to assist in the joint development of an all-new 2.9L V-6 turbodiesel.

As of the end of July European and Asian brands sold a combined 2.8 million cars in the US. Only 1.6 million cars were sold by US automakers in the same period.

GM's sold approximately 33,000 versions of its Saturn Aura between the 1st of January and the 31st of July this year. In contrast, Toyota sold more than 37,000 Camrys in the month of July.

The law of unintended consequences: No good deed goes un-punished.

The UK Government's existing policy of encouraging drivers to buy low emission cars by giving discounts on road tax is questioned in a new report by the transport consultancy Steer Davies Gleave. The report argues that giving discounts on either road tax or fuel duty could result in more damage to the environment because they make it cheaper to own and use cars. People take advantage of the discounts to buy more cars and drive farther than they otherwise would have done. (D'oh – H.Simpson, *ca. 1990*)

The current land speed record for a wheel-driven car stands at 458 mph, a speed achieved by Don Vesco, in 2001 in a machine named the Turbinator. A team from the UK that set the diesel powered LSR last year is planning a new assault with the same car with at least 100 mph more capability and adapted to run on biofuel. It is expected to achieve speeds of over 450 mph when it hits the salt flats next year.

Also in the UK, the Liberal Democrats would raise taxes on the most polluting cars to up to £2,000(~\$3,990) a year as part of a package of measures designed to combat global warming (the proposals go downhill from this point). The tenfold increase in vehicle excise duty for the worst offending cars would provide a "real incentive" for consumers to switch to more environmentally friendly cars, the party's climate change group has said. The Lib Dems propose that zero carbon vehicles should pay no road tax, and claim their plans would ensure that road transport emits no carbon by 2050.

Volvo is showcasing its world-first technology in Frankfurt, Driver Alert Control (DAC), as well as a lane departure warning system. The two will be available as an ~\$1,000 option on the XC70 and S80 from the end of the year. Using a camera and sensors, DAC monitors the car's progress by assessing the impact that fatigue or distraction has on the car's movements; then it alerts the driver.

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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Excelsior, MN 55331

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612.867.1649 (cell)
or email: ssherf@att.net

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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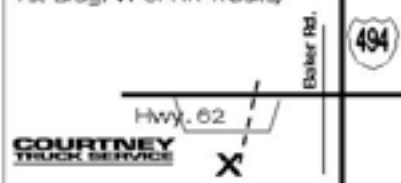
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Tech Quiz . . .

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

1. The Porsche Club of America is the largest non-factory-supported single marque sports car club in the world.

True or False

RPM 2004, page 7

2. There are 13 geographic areas in PCA, they are called?
- Territories
 - Boundaries
 - Zones
 - None of the above

RPM 2004, page 7

3. Which one is not a general objective of the Porsche Club of America?

- The highest standards of courtesy and safety on the roads.
- The maintenance of the highest standards of operation and performance of the marque by sharing and exchanging technical and mechanical information.
- The expansion of PCA regions abroad, especially in South America.
- The enjoyment and sharing of good will and fellowship engendered by owning a Porsche.

RPM 2004, page 7

4. The most recent PCA region chartered is:

- Potomac
- Gold Coast
- Chicago
- Olympic Peninsula

RPM 2004, page 12

5. The theme for PCA's 50th Anniversary is:

- Fifty Years of Fellowship
- Fifty Years of Porsches
- PCA turns 50
- None of the above

Panorama 1/05, page 37

6. Which of these Type 964 variants was not available in 1994?

- RS America
- America Roadster
- Turbo
- Speedster

The Porsche Family Tree, PCA, page 18

7. Which of these aerodynamic features was first introduced on the Type 964 series:

- Turbo wing
- Diffuser
- Automatic retracting spoiler
- Recessed windshield wipers

Porsche 911 Story, page 208

8. In 1990, the Carrera 2 introduced which new option to the Type 964 series?

- ABS
- All wheel drive
- Supercharging
- Tiptronic

The Porsche Family Tree, PCA, page 16

9. When initially introduced in 1989, the first production models of the Type 964 (911) were designated as the:

- Carrera 4
- Carrera 6
- SC
- None of the above

The Porsche Family Tree, PCA page 16

10. The 1994 C4 "Turbo look" coupe and Speedster were completely different than the 1993 models.

True or False

The Porsche Family Tree, PCA, page 18

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3. C
4. D
5. A
6. B
7. C
8. D
9. A
10. F

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Transsyberian . . .

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!



Ted's Technology . . .

continued from page 26

Trivia:

Both Didier Theys and Freddy Lienhard were part of the driving squad for Doran Racing's Rolex 24 victory in 2002. That was one of just many victories for Doran Racing, which was the first and only team in U.S. history to win the 24 Hours of Daytona, the 12 Hours of Sebring and the Watkins Glen Six-Hour race in the same year (1998).

Anniversaries:

1919, OCT 5 - 21-year-old Enzo Ferrari made his racing debut, finishing 11th in the Parmo-Poggia di Berceto hill climb in a Costruzioni Meccaniche Nazionali (CMN) vehicle. Ferrari became a professional driver after WW I, & joined the CMN in Milan as a test & racing-car driver in 1919. The following year, Ferrari moved to ALFA- Romeo, establishing a relationship that lasted 2 decades & a career that took him from test driver to the director post of the Alfa Racing Division. In 1929, he founded the Scuderia Ferrari, an organization that began modestly as a racing club, but by 1933 had entirely taken over the engineering-racing division of Alfa Romeo. In 1940, Ferrari transformed the Scuderia into an independent manufacturing company, the Auto Avio Costruzioni Ferrari, but construction of the 1st Ferrari vehicle was delayed until the end of WW II. In 1947, the Ferrari 125S was introduced to the racing world, & it won the prestigious Coppa Enrico Faini in the same year. Thus began an impressive period of racing success under the leadership of Enzo Ferrari, a tradition that saw Ferrari vehicles earn more than 25 world titles, & win over 5,000 events at race tracks around the world.

1926, OCT 6 -Automobile manufacturer E. L. Cord had a vision: his company was going to produce the finest & most luxurious automobile the world had ever seen. E. L. Cord offered to purchase the Duesenberg company, w/the sole purpose of obtaining the design expertise of Fred Duesenberg -- the one man he believed could construct the grand automobile he envisioned. On this day in 1926, Duesenberg was incorporated into the Auburn-Cord company, & the Duesenberg brothers began working toward Cord's dream. Two years later, Cord introduced the Duesenberg Model J to the American public. It was of typical Duesenberg design, but on a grander scale. No other automobile of the time could approach the sheer power of the Model J. The engine displaced 420 CI & sported DOHC that operated 4 valves per cylinders, all adding up to an impressive 165hp. And in elegance it was incomparable -- the chassis was huge & the bodies were custom-built by the leading coach builders of the day. At a price tag beginning around \$17,000, the Model J was a true luxury car, & movie stars & millionaires soon vied for ownership of "Duesies." But Cord's Duesenberg line could not survive the difficulties of

the Depression, & it folded along w/the rest of Auburn-Cord in 1937. Yet, for a short time, Cord had accomplished his dream of grandeur, & the Duesenberg Model J is still widely regarded as one of the finest automobiles ever manufactured.

1957, OCT 31 – Toyota opens it's US headquarters and begins selling the Toyopet Crown. It failed to make an impact on the US market and by 1960 it was gone.

1960, OCT 7 - Since its conception in 1926, Route 66 has permeated every aspect of American culture, from literature to music to gas-station architecture. The television program ***Route 66***, aired its 1st episode on this day, relating the roadside adventures of Buz & Tod as they cruised Route 66 in Tod's Corvette. Americans tuned into the popular program for 4 years, continuing their love affair w/their nation's most celebrated Federal highway. Immortalized in John Steinbeck's *The Grapes of Wrath* as the "Mother Road," Route 66 was a symbol of opportunity, serving as an escape route from the misery of the Depression-era Dust Bowl. Its 2 lanes wove in & out of Middle America, connecting hundreds of rural communities to the cities of Chicago & Los Angeles. And above all, it symbolized the open road & Americana, complete w/auto camps, motels & roadside attractions. By 1970, nearly all segments of the original Route 66 were replaced by modern 4-lane interstates, & in 1985 it was officially decommissioned.

Crystal Ball:

2008 – The Honda FCX will be available for leasing to Government entities in the US and Europe. FCX stands for Fuel Cell Experimental. This is the third iteration of Honda's 1999 fuel cell vehicle and it is powered by a fuel cell employing gaseous Hydrogen stored at 5,100psi in a 6 cf tank. It is an Accord sized car, fully equipped and finished and capable of operating from -22°F - 203°F ambient temperature. Top speed is electronically limited to 100mph in order to preserve other operating parameters of the car. Range is expected to be 375 miles.

2009 - Mercedes gasoline and diesel hybrids are expected in Europe. With very low fuel consumption and CO2 emissions, a diesel hybrid is particularly significant, although a diesel engine can be 50 per cent more expensive to build than gasoline, so it is essential to reduce costs. US versions to follow in 2010.

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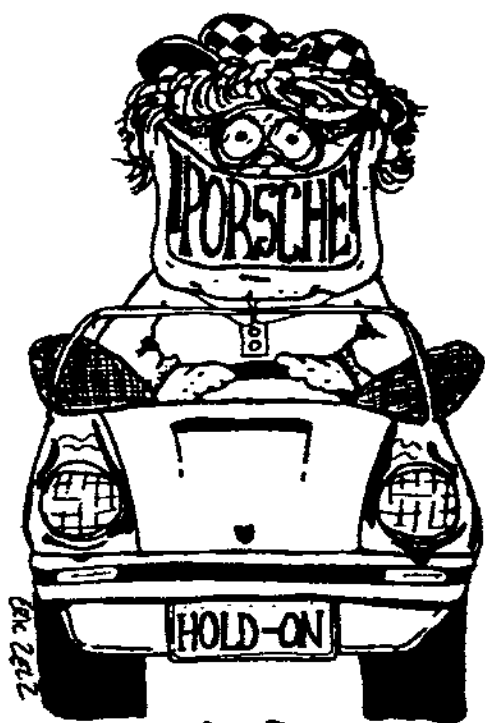
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What a RIDE Moscow to Mongolia 4400 Miles Cayenne S Transsyberia USA Team takes First Place

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.

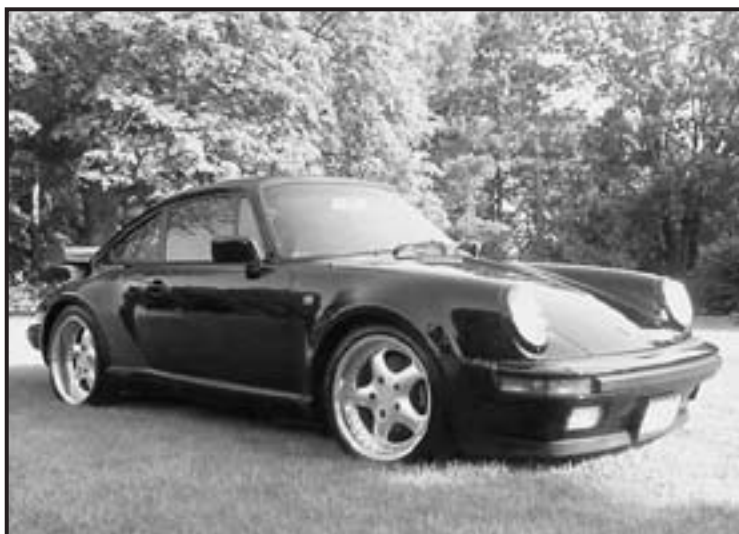
"We spent the better part of the first two weeks learning the vehicle and being cautious about the conditions, and then turned

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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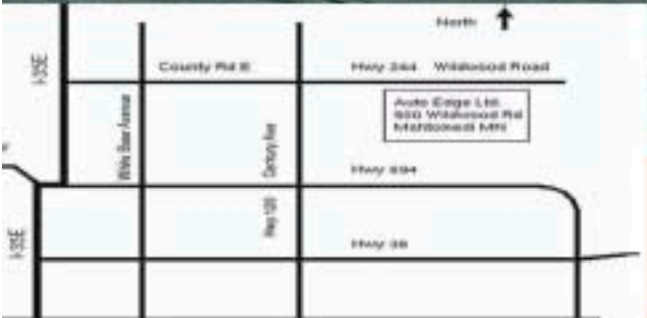


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