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NOVEMBER 2007





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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:

Lined up at this year's First Fling was a beautiful bevy of 356s! Photo by Ron Faust. What a great sight!

2007 Officers & Committee Chairs

Address changes

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I think I just finished the October issue - or it at least it sure feels like it! And here it is time again for November. . . The leaves are turning quickly and gently falling all over my yard - creating drifting piles everywhere. Ugh, it's raking time again. But the view out my backyard is gorgeous so I don't really want to complain. I love the blazing color of the maples, oaks and birch. In fact, this is some of the finest time of the year for jumping in the 'P' car and wasting some precious fossil fuel in the pursuit of 'one last drive' before the winds turn bitter, the skies grow leaden with the promise (or as some would say, the threat) of snow.

I enjoy this time a year a lot even though it's an incredibly busy time at work for me personally. The summer heat is fading, it's not that cold yet, the grass doesn't need mowing weekly (although with the rain this fall, it's grown more than usual!) and it's too late in the year to worry about weeds. It's been a busy late summer/early fall time in the club, too. The last driving events have come and gone as has the Fall Color Tour (see this issue for a few photos - if anyone has others they would like to submit do send them to me). We do have some social events coming up,

primarily our Annual Awards Banquet. It's scheduled for Friday, November 16th at the Edina Country Club where the event has been held the past couple of years. It's a great location and always a fun time so make sure it's on your calendar.

There are a couple of fun articles written by club members you will want to read - both Tim Conners and Fred Seen send their reflections on the 'something new' at the Last Fling driving event at BIR. Co-Eventmasters Fred Senn and Roger Johnson came up with a creative approach to the usual timed runs which lent more weight to the term 'competition.' Read all about it on pages 10 and 11!

Below, at First Fling it was great to see all the 356s ontrack even when a bit of assistance was needed!

Photo by Jim Anderson



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Welcome

Welcome . . . New Members

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



So, Just What Do We Do In Nord Stern??!

As a New Feature, we celebrate and wish continued enjoyment to these 10 year Nord Stern members (Wow, they remembered to renew each year! Hats off!):

Bill Berard

Rick LaVerdiere

Nick Summers

Lon & Lorry Tusler

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.

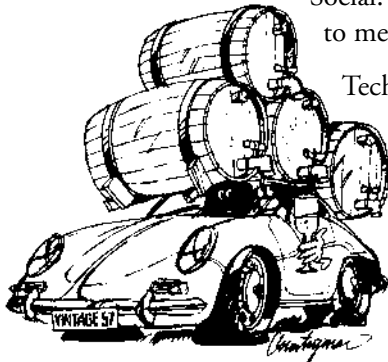
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



No column from Prez Cal this month - but no news is good news in my world! All is well within the Nord Stern world. So I will use this space to congratulate our 'winner' on the 'Guess Who?' photos. Scott Kuhne got it right with his entry of Mike Jekot as the smiling cherub to the left. Way to go, Scott, there were several wrong answers - Bruce couldn't figure it out either!

I can already see that mischievous twinkle in the eye of a young Mr. Jekot which thrives today!

Great photo and one to definitely keep around. Now, get out your archives and send me a revealing 'Guess The Member' shot for our next issue of the newsletter.

I am combing the Boeder albums to see if anyone can recognize the 'young Mr. Boeder'. Don't be shy, send in a photo! I am happy to scan it and return the original (and keep the secret! It was very hard to not to send out a 'hint' about Mike but everything I could think of would have immediately revealed his identity!).



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Fall Color Tour!

Thanks and congratulations to John and Suzanne and all of their helpers for a marvelous tour. Special honors go to the members of the weather committee. This was my first event as a participant since I bought my car last fall, and was my wife's first event at all with the car. She had thought that I was buying a toy, but now she knows that we got some great adventures and many new friends with it. We drove up to Bluefin in my Porsche, but we came back in our Porsche. Once again, thanks to all who made it possible.

– Steve Thompson

I'd like to echo Steve's comments . . . Thank you John & Suzanne. You both were gracious hosts for this year's North Shore Fall Color Tour. You definitely did not disappoint us as the weather arranged was perfect, the scheduled events were frequent and fun, and the socializing with some GREAT fellow members was memorable.

John took us on several hikes, and while I don't speak for everyone . . . I realized I could probably stand to get out of my

993 every once in a while and get behind it and push it (Whew! Out of Shape!). The early morning sunrise was fantastic and I'm happy to say we managed to get some great video footage for those non-early-risers (Nord Stern video project). Although I would say "Watch it, when John says the hike is only up a slight incline . . . and not very far." Just kidding John . . . I had a blast!

Keith . . . another job well done on the door prizes. You always seem to come through with some great stuff (and thanks to Susan for always seeing that I win really cool prizes). Thank you.

Lastly, thanks to the Tripler's and the Fauts' for making Friday night's reception very welcoming. You guy's are the best!

– Ken McNeill

Steve and Ken said it all, but I want to add my two cents worth.

The Fall Color Tour was a huge success thanks to all of the planning and work John Dixon put into it. Thanks also to Keith and Susan Jones for rounding up the door prizes, always an enjoyable

Continued on page 10

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Letters . . .

continued from page 5

event on top of the walks and drive.

Finally, thanks to Ron and Claire Faust who helped put together the Friday night party. Jo and I helped Ron and Claire set up the room, but it was Ron and Claire who closed the place down. Being an old fart, I had to call it a night early.

Thanks to all of the Nord Stern'ers who attended the FCT. You are all a great bunch of folks. You are what makes the FCT a truly fun weekend. The fall colors and the nice weather just add to the experience. And driving in a line of almost 30 Porsches up the north shore is a hoot.

– Dale Tripler

This was also my first event and I echo Steve Thompson's comment about a new "toy". I bought my first Porsche 2 months ago. Yes, just enough time to have a little body work, belts, water pump, rollers, and general maintenance, etc. done just prior to the event. My 1987 924 S ran perfect.

In July, when I first told my wife I wanted to buy a Porsche, she was pretty much convinced:

- 1) I'd lost my mind
- 2) was having a mid-life crisis
- 3) I'd lost my mind (you don't have to be crazy, but it sure helps)

This was our first road trip out of Fargo. We had a fantastic time! On the way home, I "floated" the idea of getting another Porsche and suggested a few styles. She agreed and suggested a few models that she liked. We made reservations at the Blue Fin Bay Resort (for next year) as we checked out.

Thanks again, John and Suzanne! Thanks to the others involved in putting this event together. Kelly and I had a fantastic time and met a lot of great people. See you next year!

– Neal Haaland

A very slippery slope! (P.S. The Boeders also wish to echo the commentary on this year's Fall Color Tour. We try to attend whenever possible and this truly was one of the of the most beautiful weekends in memory. Always an entertaining weekend with a variety of events and an opportunity to meet new people each year. This year we were so impressed to see and meet many of the contingent from Fargo and Moorhead! Additionally, several members quite new to the club choose this event to attend as their first outing with the club.

That's quite a commitment since we are talking a full weekend! Welcome to one and all to the world of Porsche enthusiasts and we look forward to seeing you all again!

–Bruce Boeder

Neal and other new Porsche owners, Bruce is correct, it is a slippery slope, but once you are bitten by the Porsche bug, it is already too late. I took Beginners Driver's Training shortly after I bought my first Porsche, a 2000 Boxster. My thought was if I was going to be driving a high performance car, I really should learn the proper way to drive it and know how it handles at speed.

Well, as Bruce pointed out, once I had driven the car approaching the way it was designed, engineered, and built I was hooked. I have since taken Intermediate DT and I am signed up to do Driver's Ed this weekend at Last Fling. The more time I spend driving on the track, the more I realize I have so much more to learn. I am amazed at the times some drivers can turn in with cars that have far less horse power and suspensions which are far less sophisticated than what I currently have.

Not everyone takes to the track, but for those that do, it is an experience of a lifetime. How far you go with it is individual. But I strongly recommend you give serious consideration to taking Driver's Training next year. The instructors I had were fabulous! The instruction was priceless. Even if you decide high speed driving is not your thing, the information and skills you will be given could someday save your life out on the day to day highway.

Porsches are unquestionably one of the most beautiful cars on the road. They are also one of the best engineered vehicles on the road today. As with any fine machine, you owe it to yourself to learn how to use it properly. Only in that way can you get full enjoyment out of the gem you own and drive.

– Dale Tripler

Neal, Bruce warned me about the slippery slope about five years ago. I listened to him and now own only six P cars.(?!). I had always owned one before moving to Minneapolis, but as you get involved with Nord Stern, you'll find that you always need another "purpose built" car.(?!). Be careful, be very careful.

With that said, I wouldn't have done it any other way!

– Dave Roberts

Nord Stern Website

My Hat is off to Bret Bailey and crew for the fantastic job done on our club's web site. I have needed to use the "contacts" section several times the past month. The new site is very easy and logical to move around.

Well Done Bret!

– Keith Jones

Nokomis Restaurant

Good to see Nokomis in the Nord Stern magazine this month. We "discovered" it last summer when we were in Duluth for Grandma's Marathon. (No, I didn't run) Great restaurant.

– Fred Bursch

Photos: Upper left clockwise: Bret Bailey and Laura watching their feet on the steep hike by the Gunflint Lodge; Lovely scenery; Overlook at the top of the hike; Overlook Vista; Grand Marais 'pit' stop with harbor; A few of the cars in Grand Marais parking lot; At the Gunflint Lodge; Looking down on the Gunflint Lodge; while heading down the hiking trail.

Out and About on the Fall Color Tour

photos by Steve Thompson



Fathers and Sons Dominate First Annual Team Loonacy Event

by Fred Senn

How good are you at predicting ahead of time what your lap time will be? Turns out some Nord Sterners are very good, indeed. At the Last Fling there was a new event that attracted ten teams of four drivers each. The team had to predict what each of the four members would record as their warm up lap during the timed runs. The winning team would be the team with the lowest difference between their combined prediction and their actual total. The winning team, Dave Galey, Elliot Galey, Steve Sherf and Jeff Sherf drove a remarkable combined time only 5.9 seconds off their Prediction. They drove 12 miles around BIR and only varied by 5.9 seconds!

That's less than a second and a half per driver – a level of precision that would make any rally driver proud. Elliot Galey drove exactly the time he predicted to the tenth of a second.

It was a close contest. The second place team of Ben Merriman, Alane Merriman, Brad Lano, and Keith Erickson were a mere .6 seconds behind. Third place on the podium, Ron Johnson, Randy Chadwick, Steve Saber and Mark Dekutowski were only 1.5 seconds off the winners' time.

Eleven Nord Sterners drove to within one second of their predicted lap time. We suggest you seek them out for advice before next year's event.

It didn't matter what you drove or how fast you drove. How well do you know yourself and your car. Steady nerves prevailed. Several contestants, who shall remain nameless, tried to game the system. Victims of 'bench racing overthink.' They are not listed above, and we expect better performances from them next year.

The organizers would like to thank all the competitors for their spirit of sportsmanship (mostly for not stoning us at the awards ceremony!

Special awards:

- **Dead On Award** - Elliot Galey Estimated 2:13.5 and ran 2:13.5
- **Least Original Name** - Frozen Rotors (Shame on them for commercializing this most esteemed competition.)
- **Most Original Name** - 643.5 (What? We had to force them to drink adult beverages until they spilled their guts. It's the average of their models numbers.)

Editor's Note: See article to the right! I think they more than deserve the 'most original' award as it's obvious their creativity scores are off the chart!



Steve Sherf, Jeff Sherf, Dave Galey, and Elliot Galey are all smiles with their well-deserved 'Podium Finish!'



First Trifecta Goes To Model 643.5!

by Tim Conners

A rare event never before attempted or accomplished has graced the Nordstern haunts in the context of the “LAST FLING 2007”. Please find herein the chronicle of this event.

One nary eve as I did the corporate warrior thing – on a plane – going to a hotel, somewhere that was far from Nordstern territory --- I sat and ploughed through the endless onslaught of digits and characters that our modern society labels “E-mail”. There amongst the clutter and noise of spam and junk, I harkened to one lonely e-mail from one Roger Johnson labeled “TEAM LOONACY”. Two hombres named Roger and Fred had drawn the lines in the sand. Not the kind of lines where Fred and Roger were on one side of the line and the young upstarts were on the other attempting to challenge the voice of experience with the speed that comes with youth . . . nope – not that kind of challenge.

This challenge was more like the challenge offered up to a crazy gaggle of loony ducks being asked to face each other and do what? . . . predict track times? . . . predict track times from a standing start – during a warm up lap? With this in mind, I think it is no secret as to why few were on the register at the opening of the Last Fling!

However, there amongst the many stood four mostly novice, but stalwart contenders – ready to take on those who had strode these haunts in Brainerd with bravado and cunning for many years.

With a new twist on how to compete and a sliver of confidence, the team named “MODEL 643.5” was formed. With a glint in their eyes and a vision and taste for winning, the team named “MODEL 643.5” took it’s position in the pack with lap predictions that survived the test of time. Despite the preponderance of 356’s

that made their ranks both colorful and vintage, the team named “MODEL 643.5” strode into the competition and secured absolute delta’s to predicted lap times that were less than 2 seconds off from the leaders AND SECURED 4th place of the total pack. Unimpressive you might say, until you learn the total story of the Loonacy Trifecta! After all, the team named “MODEL 643.5” turned in the following trifecta when the roar of the motors subsided:

FIRST PLACE HONORS: Most interesting team name: “MODEL 643.5” (A clever name that is the arithmetic average of the model numbers used for the competition – a red 356, a gray 356, a burgundy 911, and a silver 951).

FIRST PLACE HONORS: Slowest total predicted lap time!!! Hey, when your running novice’s AND 356’s, you have to be realistic!

FOURTH PLACE HONORS: A mere 7 seconds off predicted lap times – ONLY 2 SECONDS OFF THE LEAD TEAM!!

A few or you may say – “Isn’t a trifecta taking 1st, 2nd, and 3rd?”. For those of you that are working to this level of detail, check the Team Loonacy fine print as follows:

Definition of a normal trifecta: $1st + 2nd + 3rd = 6$

Definition of a Team Loonacy trifecta: Any 3 numbers that total 6 ($1st + 1st + 4th = 6$)!

Approved by TEAM 643.5: Lon “Turbo” Tusler, Matthew (Driver) & Mark (Gray 356 Funding) “Tinkermanic” Schumacher, Phil “Immaculate” Hancock, and Tim “Digital” Conners.

(Editor’s note: Hear, hear, well said!)

Out and About at Motorplex Minneapolis . . .

At the recent Open House for our newest advertiser, Motorplex Minneapolis, Keith

Jones send in this photo showing his ‘lowly Beck tribute to the 1955 Porsche 550 Spyder bracketed by the stunning Cup Car of Jerry Greene and an incredible Ferrari Daytona... I’m not worthy,’ Editor’s note: beauty is in the eyes of the beholder and the Beck looks pretty neat in the line up!



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2007 Kalender . . . Check Here for Added Events - Awards Dinner November 16th!

November

2007

- 16 Annual Awards Banquet**
Edina Country Club (<http://www.edinacountryclub.org>)
Eventmaster: Kim Fritze 612 275-4891 or e-mail at: kimfritze@aol.com. Cost \$45 per person
Cocktails: 6 pm
Dinner: 7:30 pm (Pork Loin or Walleye Pike)
Awards after dinner (9:00 pm)
- 13 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
twn820@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

- 11 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
twn820@aol.com
- 20 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com

July**

2008

- 14-15 Nord Stern Driver Ed at Road America**
Elkhart Lake, WI
Eventmaster: Dave Anderson 763 479-8231 or
e-mail: david@anderson.com

October 9, 2007 Business Meeting Minute

Submitted by Bob Barker

The meeting was called to order by President Cal Townsend at 7:00 pm. Officer and Committee reports were as follows:

- Treasurer (Cal reporting): The clubs cash balance is looking good with proceeds from Last Fling still to come in.
- Autocross (Harvey): We had a successful season and have generated potential new members
- Charity Fundraiser (Keith): We raised \$15,500 for Courage Center this season. There is a tour of Courage Center being planned for this winter.
- Concours (Dale): We had a very successful event this year including raising \$1,800 for Courage Center. We are planning to use the Roseville venue again next year. The event will be on 6/29.
- Club Race (Roger): We had a successful event this past year. Next years event is likely to be moved back 1 week on the calendar. The plan is to use the full track even if BIR construction is complete.
- Dealer Relations (Roger): Looking for a date for a swap meet + another potential event.
- Drivers Education (Andy): We averaged > 100 cars/event this year. We were at least break-even each event including Road America. There are no plans to change dates for next year.
- Registration (Kim): Nothing to report
- Driver Training (Pam reporting): We had 3 schools, 89 students including 69 novices and 19 instructors going through the PCA national program. Ron Macfarlane will be co-chair with Jon next year.
- Insurance (Michelle): It was a good year with few incidents
- Membership (Cal reporting): We have 472 dues paying members including 63 new members this year.
- Met Council (Cal reporting): We had 2 successful events w/ Corvettes of MN
- Newsletter: No report
- Shop Relations (Ron): Good year – could have had more events.
- Rules (Brett): No changes
- Rally: No report

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- Social (Kim): Awards banquet will be on 11/9 at the Edina Country Club. Details for the Holiday Party are still coming together.
- Safety (Jim): We had a good year. Dave Anderson in charge next year.
- Taste of the Track (Bob): Good turn-outs at both ToT events including 11 participants at Last Fling
- Timing (Ed): Final results are being compiled and should be on the web site soon. Looking at new hardware and software to replace the antiquated and fragile system we have now.
- Touring (Sarah): The recent brewery tour was a great success with 50 people signed up. Looking for ideas for new routes for next year.

There was no other new or old business, Meeting adjourned.

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Out and About With Porsche 'Round the World . . .

Submitted by Mike Jekot whose brother Mark captured this dealership in Melbourne, Australia . . . 'Recycling' at it's finest, perhaps!

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2007 Nord Stern Driver Education

Class	Car #	Driver Name	Year/Car	FirstFling	5/20 AX	FastFling	9/9 AX	LastFling	Raw	Series Trophy
GT2S	99	Brad Lano	76 911	20		20		20	60	60 1
GT2S	42	Steve Sherf		16		16	20	13	65	52
GT2S	421	Jeffrey Sherf		13		13		16	42	42
GT3S	119	Ben Merriman	72 911RS	20		20		20	60	60 1
GT3S	19	Merriman	72 911RS					16	16	16
GTC3	92	Jerry Greene	911GT3Cup	20					20	20
GTC3	43	Clint Sawinski	911GT3Cup	16					16	16
B	114	Luis Fraguada	911GT2	20		20		20	60	60 1
B	103	Keith Erickson	996TT	16				16	32	32
B	89	Jim Breakey	996					13	13	13
C	259	Darryll Dodson	88 930	11		20		20	51	51 1
C	106	Jim Leslie	996GT3	20					20	20
C	414	Kevin Weiss	99 996				20		20	20
C	89	Jim Breakey	996	16					16	16
C	180	Garfield Clark	996	13					13	13
C	417	John Schultz	996	9					9	9
D	5	Guy Reeder	95 993	20	20	20		20	80	60 1
D	171	Steve Saber	90 944S2	13		16		13	42	42 2
D	38	Cliff Anderson	97 993C2	16				16	32	32
D	206	Dale Trippler	CaymanS		16			9	25	25
D	100	Jared Scribner	BoxsterS					11	11	11
D	999	Daryll Fogal	BoxsterS					8	8	8
D	473	Kim Fritze	CaymanS					7	7	7
E	195	Ron Johnson	93 968CS	20		20		20	60	60 1
E	776	Lloyd Vasilakes	BoxsterS		20		20		40	40
E	945	Tom Rempher	89 944T	16				13	29	29
E	911	Ed Vazquez	91 964				16		16	16
E	104	Dave Andersen	944TS					16	16	16
E	137	Stephen Kemp	BoxsterS					11	11	11
F	46	Bob Viau, Jr.	89 944S2	20		16	20	16	72	56 1
F	944	Randy Chadwick	91 944S2	16		13		20	49	49 2
F	219	Bob Viau, Sr.	968			20	16		36	36
F	295	Michelle Johnson	968	7		8		8	23	23 3
F	202	Mark Dekutoski	944S2	7				13	20	20
F	170	Dave Engh	86 944T	9		9			18	18
F	82	Bret Bailey	86 911	13					13	13
F	193	Jeff Lawrence	84 911				13		13	13
F	850	Andrew Busche	87 944T	11					11	11
F	395	Mark Kedrowski	90 944S2			11			11	11
F	143	Bob Houston	944T					11	11	11
F	224	Lon Tusler	944T					9	9	9
F	253	Bill Houghton	944T	8					8	8
F	924	Kenneth Fischer	87 911					8	8	8
F	111	Tim Conners	84 911					7	7	7
F	447	Ken Grossman	88 911					6	6	6
G	47	Ron Faust	80 911SC	16	20	20		20	76	60 1
G	303	Shannon Ivey	82 911SC	20					20	20
G	277	Harvey Robideau	83 911SC				20		20	20
G	892	Dan Smith	76 911S			16			16	16
G	72	Brian Mayer	82 911SC				16		16	16
G	333	Peter Anagnos	77 911S					16	16	16
G	472	Jon Faust	80 911SC			13			13	13
H	919	Bart Reigstad	87 944S				20		20	20
H	8	Jerry Sweeney	944S					20	20	20
I	7	Dave Galey	88 944	20	20			20	60	60 1
I	56	Roy Henneberger	89 944	13		20		13	46	46 2
I	71	Elliot Galey	88 944	16				16	32	32
I	865	Glen Larson	87 944					11	11	11
I	416	Eric Jenney	83 944					9	9	9
K	356	Phil Hancock	64 356	20				16	36	36
K	719	Mark Schumacher	58 356					20	20	20
K	756	Stephen Powless	64 356					13	13	13
SP1	773	Billy Newport	944					20	20	20
SP1	144	Rob Wisniewski	924					16	16	16

PCA ZONE 10 CALENDAR UPDATE

courtesy Doug Pierce, Zone 10 Rep

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

OLD LOG THEATER



Sunday, November 18, 2007

The Mercedes Club is again hosting an evening at the Old Log Theater this fall and extends an invitation to all Nord Stern members to join them on Sunday, November 18th for the 7 pm performance of 'Proposals', a comedy by Neil Simon (see description to the left!). Cost is \$48 per person for Dinner and Play or \$24 for Play Only.

- Lobby doors and bar open at 4:30 p.m.
- Dining room opens at 5:00 p.m.;
- Dinner will be served at 5:30 p.m.
- Play is at 7:00 p.m.

Entrée Choice Of: Oven Roasted Prime Rib , Walleye Pike Almandine, Stuffed Chicken Breast or Mediterranean Penne Pasta (vegetarian)

Checks go to: John and Jean Bravis, 3901 Hayes St. NE, Columbia Heights, MN 55421-4054 - 763 788-5050 (H)



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"Extremely entertaining! A play of great warmth and charm."

Bernhard/Dumas Win Season Drivers Title for Porsche ... Clinch 2007 American Lemans Series LMP2 Championship with 10th Class Win in Eleven Tries; Penske Porsche RS Spyder Second Overall

Courtesy PCNA

BRASELTON, Georgia – October 6, 2007 – Romain Dumas (France) and Timo Bernhard (Germany), with help from Patrick Long (USA), completed their season-long quest for the 2007 American Le Mans Series LMP2 drivers championship by winning their fifth class victory in a row and coming within one second of the overall win at the tenth running of the 1000-mile Petit Le Mans classic at Road Atlanta in their #7 Penske Porsche RS Spyder.

Despite a 200-horsepower deficit to the Audi prototypes, the Penske Porsche RS Spydery had won eight races in a row overall in addition to their 11 class wins, and Dumas/Bernhard/Long came within a second of making it nine this evening. With 30 minutes remaining in the race, Dumas was leading overall by 37 seconds when a late-race yellow flag closed up the field and gave the more powerful Audi a chance to catch and pass the Porsche.

Dumas kept the LMP1 prototype in sight, but could not get by for the overall win.

“Timo and I are very pleased to win the LMP2 championship together – our first title as a driving pair. Penske racing prepared a perfect car, and they gave me the go-ahead to chase for the overall win once we determined the LMP2 title was secure. I tried my best, but we are very satisfied with the season we had – especially those six overall wins,” said Dumas, who earned his first ALMS drivers title. Bernhard has won two ALMS titles – one in a

Porsche 911 GT3 RSRs in GT2.

Bernhard, who has an overall victory at the Daytona 24 Hours, an ALMS championship, and a class win at Le Mans to his credit, was happy to share this moment with his co-driver.

“I knew from the first time we co-drove together in 2005 that we could win a championship, but this year was beyond my dreams. We had a great team effort today, and the whole Porsche and Penske organization deserves this championship,” said Bernhard.

Patrick Long, who has also won an ALMS title and has two Le Mans class wins to his credit, just wanted to help the effort.

“It was a fantastic opportunity for me, but because Timo and Romain were so close to locking up the championship, my first goal was to bring the car home in one piece. I wasn’t about to screw up,” said Long.

“It was a perfect day for Penske Racing as we achieved many of the goals we set out to accomplish for 2007. We had already won the LMP2 team championship, and helped Porsche clinch

the engine and chassis titles, and now we have won the drivers championship. The eight overall wins we have scored have far exceeded our expectations,” said Tim Cindric, president of Penske Racing, Inc.

“We also showed that our cars are both fast and reliable in this tough

1000-mile event,” said Cindric.

Making it a one-two LMP2 finish for the Porsche was the Chris Dyson (USA)/Guy Smith (England) Dyson Racing Porsche RS Spyder, which finished third overall and second in class. Dyson/Smith, who ran in the top five in class all day, earned their high finish despite the fact they were fighting the setup on the car all race.

“It feels great to be on the podium after a near-miss four weeks ago in Detroit. We were not the fastest car as we were a little too conservative in our set-up, but the Dyson racing team persevered,” said Smith.

The second Dyson Porsche and the second Penske Porsche also finished in the top ten overall and the top six in class, with Andy Wallace/Butch Leitzinger/Andy Lally fourth in class and sixth overall for the #16 Dyson Porsche RS Spyder, and Sascha Maassen/Ryan Briscoe/Emmanuel Collard seventh overall and fifth in class for the #6 Penske Porsche RS Spyder. The Penske car suffered a broken steering rack and suspension damage due to an accident – resulting in a long pit stop, while the Dyson car had ignition and electrical problems – slowing the car on several occasions.

In the GT2 class, the #45 Flying Lizard Motorsports Porsche 911 GT3 RSR scored a stunning victory over a strong field of Ferraris and other Porsches as regulars Johannes van Overbeek (USA) and Joerg Bergmeister (Germany) were joined by Marc Lieb (Germany) to finish first and stay in contention for the drivers championship.

The Lizards scored a two-lap win over the Tafel Racing Porsche of Wolf Henzler and Dominick Farnbacher (both Germany) as Farnbacher passed the Rahal Letterman Racing Porsche of Tom Milner, Jr. on the last lap of the race. Milner, with co-driver Ralf Kelleners, finished third.

Carmudgeon Chronicles . . . Can Minnesota Create a Car-hating Child?

by Ken Kamstra

Think about it! If it can be done, it will be the world's first breed of "hybrid" youngsters. Kids not giving a damn about cars. While lesser states are enmeshed in a fruitless struggle to save the planet with gas-sipping hybrid cars, along comes Minnesota to conjure up a whole new breed of hybrid people!

It would put Minnesota on the map. Even the world map! Dare we think that this might overshadow even Al Gore's fame?

Hybrid people who have no interest in cars? Zombie-like creatures who prefer bikes, busses or trains? Get real and go easy on the Scotch you say? Well, read on; some very serious people are working long hours to make it happen.

Our very own Governor Tim Pawlenty came up with the idea. He's put together a panel called the Minnesota Climate Change Advisory Group. The group of *more than fifty* business, environmental and community leaders have already been hard at work for months. One member calls the task "a really big and complicated puzzle".

I don't envy them and the work that lies ahead.

Rumor has it that to create this hybrid child, they have come to a painful conclusion. Toy cars, trucks and any other "zoom, zoom" toys that we all remember from our childhood will have to go. No word on how the hapless child will be pacified as his car toys are wrested away from him.

But yet they must if our planet has any chance of surviving.

Could he learn to play with Barbie Dolls? What punishment would have to be meted out if the kid or his parents resist? It's frightening and it boggles the mind.

And while the Hybrid Child Project continues, adult drivers have not been overlooked. No way!

The whole sticky mess will be brought before the state legislature. There, still another group, Transit For Livable Communities, has found a magic formula for quick legislative approval: tax revenue! Drivers will have to start paying to use roads and anything else the panel might think of.

I wish they had asked me about all this. I could have saved them a lot of grief. After all, I wrote a book on the subject, IT'S OKAY TO LOVE YOUR CAR. In it, I quote the famous professor, Dr Erhart Von Geernoggin. He is credited with identifying people who carry the "Auto Immune" gene. It renders them totally indifferent to cars except as appliances that take them from point A to Point B. I fear that Minnesota's Climate Change Advisory Group was over populated with Auto Immunes. Otherwise, they would have known.

IT AIN'T GONNA WORK! There will never be a hybrid, car-hating child and grown ups won't ever part with their beloved vehicles.

(Editor's Note: Hear, hear, Ken, well-said! Am afraid my significant other would undoubtedly shrivel up and die without his 4-wheel fix!

Penske Porsche RS Spyders Finish 1-2 At Laguna Seca

courtesy PCNA

MONTEREY, Calif. – In an exciting race similar to the event two weeks ago at Road Atlanta, Timo Bernhard (Germany) and Romain Dumas (France) scored their eighth LMP2 win of the season in the Penske Racing Porsche RS Spyder at the American Le Mans Series finale at Mazda Laguna Seca Raceway.

Bernhard and Dumas, who clinched the drivers championship before they arrived for this race weekend, also finished second overall to the LMP1 Audi R-10. The Penske Racing Porsches also scored eight straight overall wins during the season, beating the more powerful 12-cylinder Audis on both street course and traditional road circuits. And for the last hour of the race, Dumas chased the leading Audi, passing it twice in tight corners, but not quite able to make his lead stick on the straights.

"I put more than maximum pressure on him – I gave it all I had. With 200 horsepower less than the Audis, I think we gave everyone quite a show, and we are pleased with the outcome today as well as the whole season. We not only won our class championship, but we beat those guys overall eight times," said Dumas, who celebrated his first ALMS drivers title.

"I could not have dreamed of a season like this – beating the

overall Le Mans winners eight straight races. Penske Racing and Porsche Motorsport gave us the best of both worlds, and Romain and I are grateful for the opportunity," said co-driver and co-champion Timo Bernhard, who is a two-time ALMS champion, having won a GT2 title with Alex Job Racing in 2004.

Bernhard said the competition for both the overall and class lead was very close in the beginning, and he decided to play it safe and see how things played out. He ended up passing the pole-sitting Penske Porsche RS Spyder of Sascha Maassen (Germany), and then went after the overall Audi leader, but traffic forced him to concentrate on the LMP2 battle. Bernhard and Dumas finished on the class podium for all 12 ALMS races

Maassen and his co-driver Ryan Briscoe (Australia) fell to fourth place in class late in the race, but Briscoe passed the two Acuras ahead of him to finish second in class and fourth overall. Maassen and Briscoe won the LMP2 class three times this year, including two overall wins.

"It's been a wonderful season, and this one-two class finish – the 11th win in 12 races – brings back the glory days of the

Continued on page 30

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Paul S. Ritchie - New President Of Porsche Motorsport North America

Courtesy PCNA

Uwe Brettel Returns to Germany for New Racing Management Position--

SANTA ANA, Calif. – October 11 – Paul S. Ritchie, executive director – engineering operations for Magna Steyr North America, and former chief executive officer of Porsche Engineering Services, Inc. USA, has been named president of Porsche Motorsport North America (PMNA).

He will succeed Uwe Brettel, who will take over new responsibilities in the management of Porsche Motorsport in Weissach, Germany. Ritchie will join the PMNA team on November 15, 2007, while Brettel will return to Weissach by the end of March, 2008.

“Uwe has grown the Porsche Motorsport activities in the United States significantly since he arrived in 2003, increasing the presence and services of PMNA in various U.S. racing platforms. He also gained the confidence of both customers and sanctioning bodies,” said Hartmut Kristen, head of Porsche Motorsport worldwide.

“Paul Ritchie’s familiarity with Porsche, the original equipment manufacturer and aftermarket parts and engineering business, and all forms of high tech engineering, makes him a

perfect successor to take over and continue the job that Uwe has started,” said Kristen.

As CEO for Porsche Engineering Services, Mr. Ritchie was responsible for the overall direction of the company as well as developing goals, operating plans and policies for Porsche Engineering Services (PES). He previously held the positions of acting CEO, COO and director of engineering. Prior to joining PES, Mr. Ritchie spent 16 years in the engineering services industry in North America and 12 years in the automotive and aerospace industries in Europe. Ritchie’s experience includes 28 years of success in engineering services which is driven by intense customer development, confidence in relationships and execution of projects.

Mr. Ritchie received his Engineering Qualification in Aerospace Design from

Kingston-upon-Hull College of Technology, and his expertise in body structure development has led to a number of accreditations and achievements within the automotive industry.

With a Master’s Degree in mechanical engineering from the University of Aalen (Germany), Brettel joined Porsche AG in

Continued on page 27

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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 993 engine displacement for the U.S. models was:
 - a. 3.0-liter
 - b. 4.5-liter
 - c. 3.6-liter
 - d. 3.8-liter

The Porsche Family Tree, PCA, page 18
2. The brake discs on the Type 993 were the first to offer this performance enhancing feature on all road cars:
 - a. ABS
 - b. Mono-block piston calipers
 - c. Ceramic construction
 - d. Cross-drilled rotors front/rear

The Porsche Family Tree, PCA, page 18
3. The Type 993 all wheel drive version differed from the Type 964 C4 version primarily due to:
 - a. Viscous coupling versus computer DME controlled all wheel drive system
 - b. Four inch longer wheelbase than the comparable C2 version
 - c. Carbon fiber aerodynamic underbody panels to protect the AWD system
 - d. None of the above

The Porsche Family Tree, PCA, page 19
4. The 993 did not have a new four-spoke steering wheel.
True or False

Excellence Was Expected, Vol. 3, page 1265
5. The millionth Porsche was made in 1996, which model was it?
 - a. 964
 - b. 996
 - c. 993 Police car
 - d. 954

Excellence, Vol. 3, page 1265
6. What was successfully introduced in the 993's 3.6-liter engine?
 - a. Supercharging
 - b. Cast iron block
 - c. Motronic engine control
 - d. Hydraulic valve-clearance adjustment

Excellence, Vol. 3, page 1273
7. The 993 had a new Type 950 transaxle with a sixth gear.
True or False

Excellence, Vol. 3, page 1275
8. The steering geometry of the 993 was the same as for the 964.
True or False

Excellence, Vol. 3, page 1276
9. Porsche's engineers introduced many new features for the 993, one was:
 - a. Water cooling for the engine
 - b. A V8 engine option
 - c. A new parallel-wishbone rear suspension
 - d. Hybrid engine technology

Excellence, Vol. 3, page 1277
10. The Type 993 Cabriolet was how much stiffer in torsion than its Type 964 counterpart?
 - a. 100%
 - b. No difference
 - c. 85%
 - d. 10%

Excellence, Vol. 3, page 1279

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Porsche President . . .

continued from page 25

1995 in Weissach, Germany, as a customer service engineer for the Porsche Supercup and Carrera Cup programs. He then became director of the Supercup program in 1997 and was heading the one-make Cup Organization in 1998.

Brettel also worked with the successful Porsche GT1 Le Mans program and established the UPS Porsche Junior Team Program, where he graduated American Le Mans Series stars Lucas Luhr, Timo Bernhard, Marc Lieb, Patrick Long, and Mike Rockenfeller among others.

Porsche Motorsport, located in Weissach, Germany, is the Porsche factory division that responsible for all worldwide Porsche motorsports activities. This includes not only the development, building, servicing of race car models, and all customer racing programs, but also the development of street models like the 911 GT3, the 911 GT2 or previously the Carrera GT. Porsche Motorsport North America, located in Santa Ana, CA, provides a support system for its U.S. professional and customer racing activities, a unique system unavailable from any other auto manufacturer to this day.

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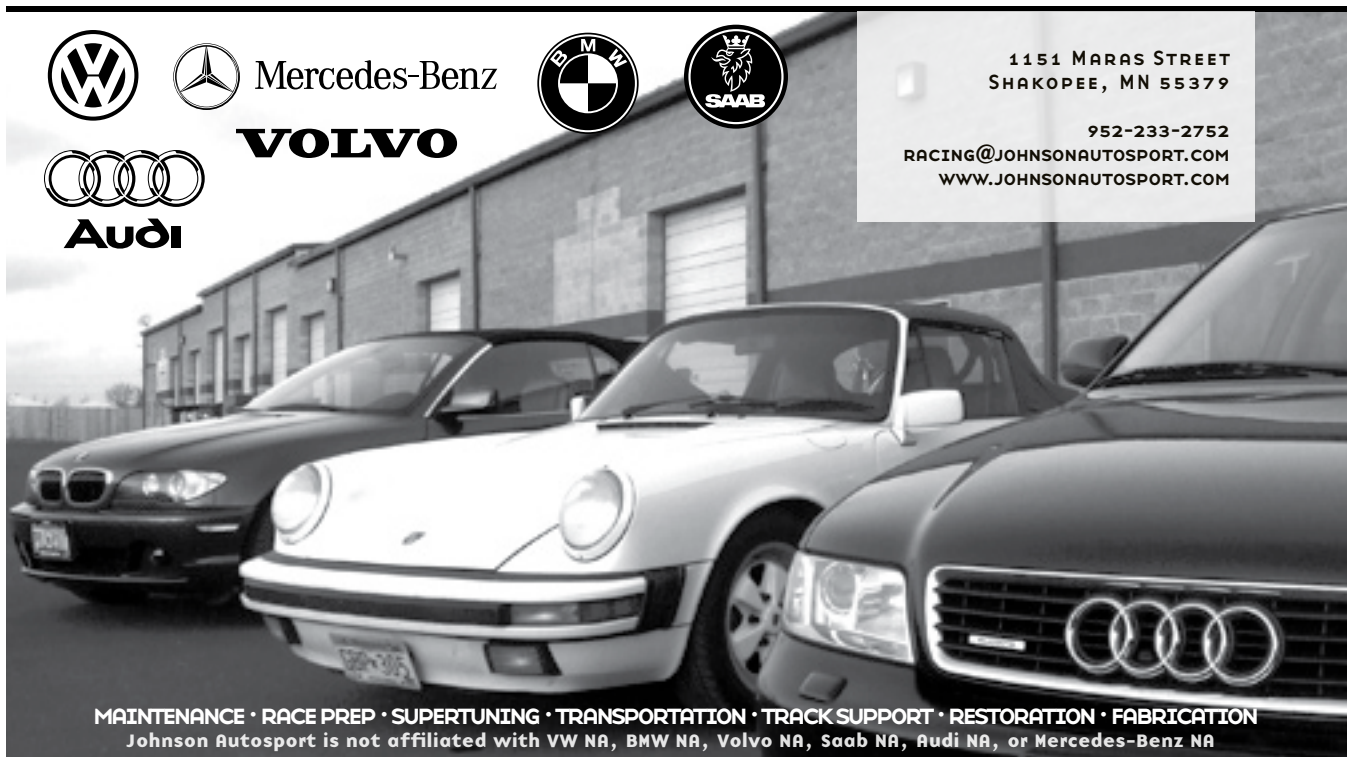


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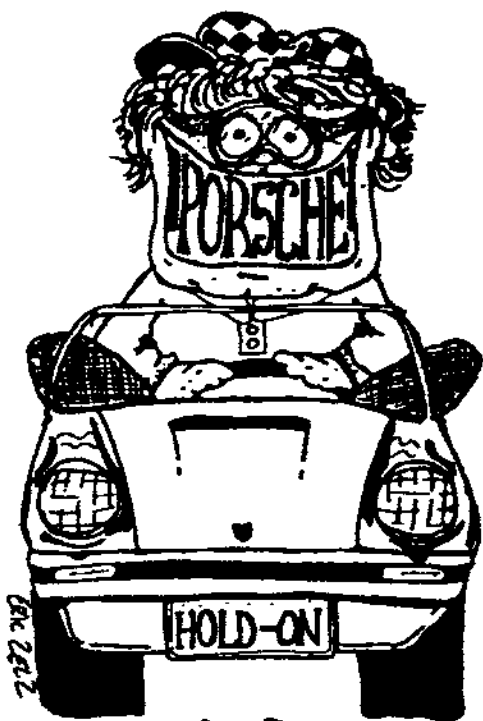
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Penske Porsche. . .

continued from page 23

Porsche 917/30 for both Porsche and Penske Racing. It's been a huge honor to be a part of this program, and we believe this puts the exclamation point on a season which will put the Porsche RS Spyder right with the 917 in Porsche racing history," said Tim Cindric, president of Penske Racing.

Porsche and Penske Racing swept all the championships in the LMP2 class, winning the chassis and engine manufacturers titles, the drivers crowns, and the team championship for the second year and a row. It was the Penske Porsche RS Spyder's third win at Mazda Laguna Seca Raceway – the first win at the car's debut in October, 2005.

In the GT2 contest, three Porsche 911 GT3 RSRs and a Ferrari swapped the class lead nine times during the four-hour event, but the Salo/Melo Ferrari won the race in the end, clinching the team, driver and manufacturer's title for Ferrari. The Flying Lizard Porsche of Johannes van Overbeek/Joerg Bergmeister had an outside chance to win the drivers title, but a flat tire after an off-track excursion caused an extra pit stop which resulted in a fourth-place finish. The Tafel Racing Porsche driven by Wolf Henzler/Dominik Farnbacher finished second for the second race in a row with a late-race pass of the Rahal Letterman Porsche of Ralf Kelleners/Tom Milner, which ended up third.

Here is a summary of Porsche's record in the American Le Mans Series since its inception in 1999:

PORSCHE AMERICAN LE MANS SERIES STATISTICS (1999 – 2007)

Porsche overall wins: 9 (Mid-Ohio, '06; Long Beach, '07; Houston, '07, Salt Lake City, '07, Lime Rock, '07, Mid-Ohio '07, Road America, '07, Mosport '07, Detroit '07)

Porsche Class Victories: 83; Audi: 69; Corvette: 55; Lola: 32; Ferrari: 21; Dodge: 16; BMW: 15

Porsche LMP2 Wins: 19

Porsche GTS Wins: 2

Porsche GT/GT2 Wins: 61

Porsche 911 GT3 R/RS/RSR wins: 57

Porsche Class Poles: 74; Audi: 51; Corvette: 49; and Lola/MG/AER: 31

Longest Class Winning Streak: 21 Porsche GT class wins in a row: 2002 – 2004 (started with 2002 12 Hours of Sebring - ended by Ferrari at Lime Rock 2004).

Porsche factory driver Maassen leads ALMS drivers in all-time consecutive starts 40 (streak ended at Lime Rock in 2004) and ALMS GT/GT2 class wins (22). Maassen is the only driver in ALMS to win a race every year the series has been run, including victories in 2004 at Sebring and Petit Le Mans, a 2005 LMP2 win in the new Porsche RS Spyder prototype, and 2006 wins in the RS Spyder at Salt Lake City, Road America, Petit Le Mans and Laguna Seca. Maassen continued that streak in 2007 with his St. Petersburg victory.

Porsche has 83 ALMS class wins, 14 more than any other manufacturer. Porsche has won the GT/GT2 ALMS manufacturers title seven of the eight years of ALMS' existence (including 2006 title). 2006 was Porsche's first LMP2 title, and Porsche won the drivers, manufacturers, engine and chassis titles in LMP2 for 2007.



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