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This issue is extremely late - more so than any other in the past. But I do have a 'good excuse!'

The Boeder's just returned from 10 days in Italy and it has taken awhile to get caught up with work, home and *Nord Stern* responsibilities. And the order of priorities has been just that!

What a great trip - with virtually no electronic communications. I actually got used to not looking at e-mails multiple times per day, let alone even once a day. Rather nice, and we did it on purpose (a test of us 'addicts!').

Our daughter is spending the academic year in Bologna which was the primary reason for the trip. However, in exchange for being dragged through numerous churches, basilicas, and museums, I agreed to accompany Bruce to Maranello to check out the Ferrari Museum. It actually turned out to be a lot of fun. The museum is nicely organized and includes multi-media displays - not just a bunch of cars sitting around. I enjoyed it and learned a bit - my personal favorite was the 'girls and cars' display consisting of various blow ups of various famous woman with their Ferraris, plus a series from the Christian Dior ad campaigns from the 50s and 60s which featured the marque. Stunning work! Plus the continuous clips of major studio movie productions featuring Ferraris caught our attention. Bruce promises me an article on the visit so stay tuned for that in an upcoming issue.

The other fascinating thing in Europe is noticing the cars - so many smaller models not sold here in the US and so many models and makes we don't have access to. I loved the little Lancia's, Smart Cars, Renaults, Citroens, Peugeot, etc. etc. Even an Audi A2 TDI which really, really was attractive and frankly probably more the size we should be driving over here. Narrow streets, high gas prices = efficient, compact and entirely appropriate transportation! Mini Coopers and Audi TT Roadsters actually looked huge! That was fascinating . . . and since we were mainly

in the old cities (within the original ancient walls), cars were essentially non-existent. That was the best, all that walking and no vehicles to worry about!



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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95
Business Card	N/A	N/A	\$20

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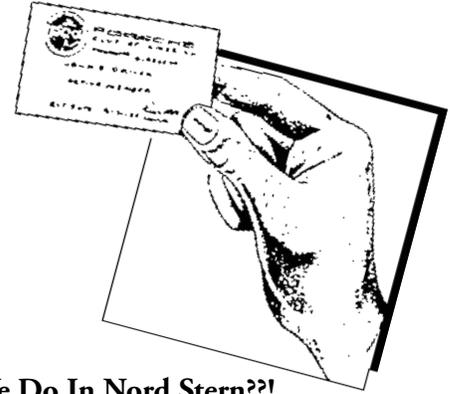
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Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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David Berryhill

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Neil Haaland

Moorhead MN
1987 924S

Kurt & Nancie Klitzke

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2007 Boxster

Mark Kriesch

Minnetonka MN

Christopher Lawler

Eagan MN
1993 968

Stephan Meydell III

Maple Grove MN

James Poepl

Vermillion MN
1987 944 Turbo

John Witzel

Edina MN
2007 Boxster

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.

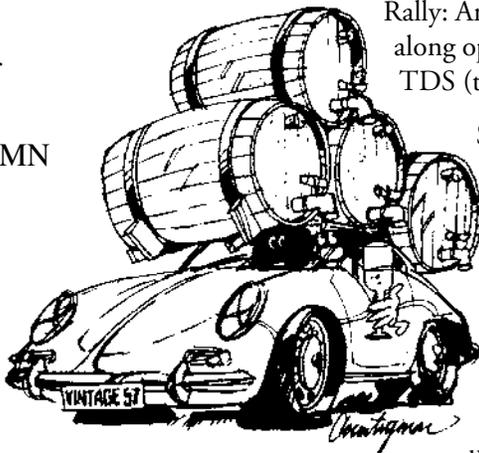
Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

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

2007 will soon come to an end and so will my Presidency. It was an honor to serve as your President. This is a memory that I will cherish forever. During the year I have had the honor and pleasure attending various events, chairing the monthly business and representing our Region when appropriate nationally. Needless to say, I have always represented our region in a positive manner. That was easy.

I want to thank the many members of the club that has given me their unqualified support with the many issues that we addressed throughout the year. The commitment that the committee chairs made was indicative of the success we realized this year. Our participation in all our events was outstanding. Our membership was also up.

I want to wish all of you a very happy and safe holiday season. I also want to invite you to attend our annual holiday party in January. The announcement of the time, date and place of our holiday party will be published soon. See you in January.



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Dying Leather

I picked up some front seats from a 2001 Carrera and want to put them into my '87 944. These are going to look great! Why do people have to sit on the bolsters, anyhow? A couple of issues though . . . The seats are grey and I need burgundy. I've dyed leather interior pieces before (Letherique) but these have vinyl on the backs. Anyone have experience with that?

Also, the seats are not bolt-ins. Has anyone tackled this? Seems like an adaptor plate or something needs to be fabricated.

Gotta keep busy during the off season, ya know.

– Thanks, Glen Larson

Dying vinyl is not a big deal . . . Practice on an inner or bottom edge if you are not certain.

The adaptor plate is pretty straightforward, too. Keep in mind that when you spin backwards into a barrier, (or if a bus hits you while you are waiting for a red light) the seat back is designed to bend and absorb energy to minimize your injuries. The seat adapter has to be strong enough to allow this without ripping out of the car. If it bends in this extreme case, so be it. Your hardware has

to be similar to OEM. The sliding tracks have to be within a mm of perfect alignment, but that is surprisingly easy.

The OEM thread on a 944 is a set of 4 captive 6x1mm threaded nuts. Check that these treads have not been ruined by rust. IF so, you can slice out the top of the little steel box each one is atop. Replace the nut, then weld the box back together. If you are afraid to weld, I suppose you could make a hole in the side of each box, and drill out the bad threads, then slip in a nut-on-a-stick from the side. Good luck with your project,

– David Grant

Annual Awards Dinner '07

I just wanted to let you (Kim Fritze) know what a great time I had at the Awards banquet.

You really did a fantastic job arranging this event and on behalf of every one who attended . . . Thank you.

As many have said before, this club is fantastic because of

Continued on page 26

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Transporting in True 'Porsche-Style'!

submitted by Brian Mayer

I thought readers would get a kick out of seeing how my 1982 911SC Targa came from Arizona. I flew down to Arizona and pulled the car back. It had two covers on the car and then was shrink wrapped. Inside were 90 die casts that were in Arizona.

(Editor's note: Great way to get our 'toys' moved!)

– Brian Mayer



Winter Storage Tips

By Ken Koop—Yellowstone Region PCA

Editor's Note: This recently appeared in the Kansas City Region's *der Sportwagen* newsletter and while Yellowstone Region is a bit of a ways from here, they certainly have a very similar climate to ours in Minnesota. There are have been any number of articles and commentary over the years of our involvement in PCA on the subject of just what to do when putting one's P-car in storage for the winter. And as you can imagine, there are as many opinions as there are members! So do more, some do less - but a lot of the basics don't change nor are controversial. So in the interest of 'educating' those new to the club or to having a car that actually 'gets put away' here's another list that may (or not!) be helpful. Enjoy! And just think, Spring is just around the corner . . . at least in my world where the days fly by all too quickly adding up to the years whereupon one wonders 'where did the last year (insert however many you want here!) go!

Everyone wants to keep their Porsches in the best possible shape they can. Living in this part of the country requires a little extra preparation before winter to have a car that will be ready for the road next Spring. Even though you're not using it, storing your car for six months can still be hard on it. With some preparation, your Porsche will look beautiful in the Spring and be ready for the road. Here are some suggestions before putting your cars away for the Winter.

- ❖ Wash your vehicle. Be sure to thoroughly clean under the car as well as the wheel wells. After washing, don't forget to open and dry door sills, sun roof sill, engine and trunk compartment. Wax the car, if needed.
- ❖ Clean interior and trunk. (Never use cleaners with ammonia in them for the windows.)
- ❖ Treat all leather with a good leather conditioner every two years.
- ❖ Apply a tire treatment and clean the rims.
- ❖ Change the oil and brake fluid if needed.
- ❖ Check all fluids for proper levels. (Coolant, power steering fluid, oil and windshield washer fluid. Fill with a good fluid that will not freeze).
- ❖ Check the battery fluid level. Using a flashlight, look into each cell, if the water level is above the cells, the level is ok. If the cells are exposed then add distilled water to bring up to the top of the cell.
- ❖ Connect a battery maintainer. (Especially important for 1990 cars and newer).
- ❖ Top off the gas tank.
- ❖ Inflate tires to the maximum pressure that the sidewall pressure permits. Don't forget to readjust to the pressure before driving next spring.
- ❖ For manual cars, leave gear shift lever in neutral. For automatic cars, leave in park.
- ❖ Block tires with 2x4s or wheel chocks.
- ❖ Do not set parking brake! (This stretches the cable over long periods of time).
- ❖ Cover your car.
- ❖ If at all possible leave in a heated garage around 62 degrees with low or no humidity.
- ❖ Use some form of rodent control in your garage to keep mice from dining on your rubber parts or nesting in unwanted areas. (If you have pets, do not allow them into the area.)
- ❖ It is also a good idea to start the car for 10-15 minutes every month to circulate fluids. As the car is running, turn the air conditioner and heater on to circulate their fluids as well. Pump the brake and clutch pedals 5-10 times to keep those parts functioning. With this extra care, your Porsche should last longer and have fewer problems in the years to come.

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Nord Stern Business Meeting Minutes Tuesday, November 13, 2007

Bob Barker, Secretary

Cal called the meeting to order at 7:05pm Committee reports were as follows:

Treasurer: Financial status is good

BIR Relations: Roger reports that CRA's web site shows their event on the same weekend as ours in June. Probably a typo. Rick will check with BIR.

Concurs: 2008 planning is in progress and going well – same location as next year.

Club Race: Nothing to report.

Dealer Relations: Nothing to report.

Driver Ed: Exploring possible joint event with Audi club for Fast Fling.

Met Council: Nothing to report.

Newsletter: Cal relays Christie's thanks for all the pictures this past year.

Rules: Some discussion about the learnings from passing rule changes this past year. **Social:** Kim reports 50+ registrants for awards banquet so far. Holiday party date and venue should be known soon.

Safety: Nothing to report.

Taste of the Track: Successful this past season.

Timing & Scoring: Ed is looking at new equipment and proposing options to the club/board.

Touring: Great events this past year – Mike is looking at interest & feasibility of an overnight event.

New Business: Roger Johnson suggested we apply for PCA Region of the Year to be awarded at the Parade in Charlotte. He reviewed the criteria and we believe we rate high on all or nearly all of them. Roger will pursue.

This is the last Business Meeting of the year. Cal thanked everyone for their help and support over the past year. The group thanked Cal for all his efforts as president.

Cal adjourned the meeting at 8:30pm

Right: 'Some' of the Action on Track at the Club Race

by Jim Anderson, www.jimsracing.com

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Remembering Frank Beddor, Jr.

by Roger Johnson

Twenty+ year Nord Stern member Frank Beddor, Jr. passed away on Saturday, November 10th at the age of 83. These were indeed 83 very full years. On behalf of all of Nord Stern, I'd like to extend my condolences to his son Steve, who many of you know, and the rest of the Beddor family. There are many wonderful eulogies available elsewhere as Frank was quite a guy and touched many, many, people, so I thought I would pass on how Frank touched Nord Stern and myself.

Most of you probably have heard of Frank, but did not meet the man. He was not a very active member of Nord Stern in the sense of attending events, but his impact on our Region is significant and lives on.

I first met Frank and his sons, Steve and David, at the Last Fling in, I believe, 1983. I was the Co-eventmaster and I remember checking out the long wheelbase Audi Quattro coupes they were driving. The next spring I received a call from

Dick Roe asking if I knew Frank Beddor. I responded that I had met him at an earlier event, but couldn't say I really knew him. Dick went on to explain that Frank wanted to rent the track. He was pretty careful who he rented to and ended the conversation with "I'll tell him he has to hire some Porsche Club instructors" and thus Nord Stern's relationship with Frank began.

The first few events were relatively small with just a few of us and not particularly noteworthy. Then in 1986 things ratcheted up big time. Frank started the Quattro Club USA which is now the Audi Club, basically single-handedly. I've often wondered what the executives of Audi of America really thought about this enthusiast who was doing so much to promote their brand. Recall that at that time Audi was just working their way out of the "unintended acceleration" debacle sparked by *60 Minutes* as well as just starting to build some good cars after a run of some significant quality issues. Audi was doing very well on the world rally circuit and had some awesome cars driven by John Buffum and Michelle Mouton. Frank bought a handful of the homologation special "Sport Quattros" and had them federalized by Porsche tuner, Andial. The events went from a few friends driving relatively slow cars to large events and the cars were getting much faster.

With more participants, we needed many more instructors, and quickly. At that time Nord Stern's schools were sort of loosely organized and there really wasn't an established criterion for

becoming an instructor. When the current group of instructors noticed that you were doing a good job both on and off the track, someone tapped you on the shoulder and asked if you wanted to be an instructor. We needed a lot of instructors, fast. Consequently a lot of people became instructors that were simply unqualified. Availability was their prime qualification.

This led to lengthy discussions regarding instructor qualifications, training, and performance. We struggled with this for a couple of years and in 1990 put together the first formal instructor training. By this time, our own Teresa Vickery was the Executive Director of the Quattro Club and took a lead role in making some changes happen. We worked with Kathy Rude (recovered from a near fatal crash at BIR in a 935 in 1983) and her husband, Indy car driver Ludwig Heimrath, Jr., and the first instructor training was held in 1990. Both the Audi Club and Nord Stern have continued and



expanded on that early effort and have highly organized schools today. Frank was always very supportive. Basically if it made for a better event, he was for it and often funded it.

All that was learned through this effort was not only applied to the Nord Stern schools but we now had a large number of very good instructors. Instead of doing one or two schools a year, we were doing many events a year which moved the program along at a much faster pace than would have been possible without Frank's events. Nord Stern built on its program and it only got better over the years. There were also quite a number of us that got a considerable amount of track time in those years and really honed our driving skills. When Club Racing came along in 1993, Nord Stern had a real nucleus of very qualified drivers who stepped into racing and were very successful immediately on a national level.

I credit Frank Beddor, Jr. for much of this success.

The buildings in the paddock are an example of Frank's legacy that we enjoy today. In the mid-80's there were no garages we could use in the paddock and much of the paddock was unpaved. Frank wanted a place to work on the cars so he worked with the track and built the Quattro garage. This led to a group from various clubs going together and forming the Autobahn group and funding the construction of the A and B garages. This would not have happened if Frank had not built the first garage.



It's Definitely About The People: Annual Club Race at BIR

photos by Jim Anderson, www.jimsracing.com



Awards Presentation at Annual Club Race

photos by Jim Anderson, www.jimsracing.com



2007-2008 Kalender . . .

December

- 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
tw820@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

April

- 25 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 26-27 First Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

May

- 18 Nord Stern Autocross**
Dakota County
Eventmaster: Harvey Robideau

June

- 20 Fast Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or
jon@minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 21-22 Fast Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

July

- 14-15 Nord Stern Driver Ed at Road America**
Elkhart Lake, WI
Eventmaster: Dave Anderson 763 479-8231 or
e-mail: david@anderson.com
- 25-27 Annual Club Race and Driver Ed**
Brainerd International Raceway
Eventmaster: Roger Johnson
<http://www.clubregistration.net> to register

2007

September

- 26 Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or jon@
minnetonkasoftware.com
<http://www.clubregistration.net> to register
- 27-28 Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: TBA
<http://www.clubregistration.net> to register
Questions? - Driver Ed Chair: Andy Busche
612 824-3547 or: andrew.busche@watsonwyatt.com

2008

Velocity: The Art of Motion June 28-August 3, 2008

Largest automotive fine art exhibition in the United States.
The invitational exhibition, curated by Michael Jekot, will include paintings, sculpture, photography, illustration and collage by 50 international automotive artists. The exhibition will be enhanced by public events as listed below:

- Velocity Calendar of Events at the Hopkins Center for the Arts Sunday, June 29;
- Exhibition Public Opening Reception (4 - 6 pm) Wednesday, July 9;
- Vintage Race Car exhibit sponsored by the VSCR Club of Minnesota Mainstreet DT Hopkins in front of the Arts Center Friday, July 18;
- "Cars & Guitars", Public concert, Guitar-inspired artwork and art making, Hopkins Center for the Arts and Mainstreet Saturday, July 26;
- Velocity: Automobilia, Toy, Book & Literature Fair (8:30 am - 3 pm) Jaycee Studio, Hopkins Center for the Arts Sunday, August 3; Exhibition Public Closing Reception (4 - 6 pm)

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Ron Faust With Massive Wilton Vice He Won in Nord Stern's Courage Center Impromptu "Clubtalk vice Auction" . . .

submitted by Keith Jones

“It’s a beauty, OK; massive! An heirloom tool, made in America. Since it didn’t look so big next to me in Claire’s photo, I put my 911 cylinder on it. (See photo to right) Don’t worry, I’m going to mount it to a bigger work bench. Thanks for making this happen.” so says Ron.



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Out and About at Fast Fling '07

All photos pages 20-21 by Jim Anderson, www.jimsracing.com





Porsche “Web Cinema” Announced . . . Application Plugs in Viewers to Movies, Music, Rare Racing Footage—Even Famous Engine Roar! Courtesy PCA

Porsche announced it has launched a new “Web Cinema” on its Web site that offers Porsche sports-car fans and admirers the ability to view extraordinary Porsche films. This new Web technology gives browsers a “virtual” front-row seat to experience much of what embodies Porsche’s legendary sports car driving. The site features rare product development documentaries, inside-the-factory research and even brings the auditory passion of Porsche to life with sounds of the famous engines from the German car maker.

All of this is now live on the Company’s Web site: <http://www.porscheusa.com>.

“We are constantly seeking ways to connect consumers to our exciting world of races, rallies and sports car driving,” said David Pryor, vice president of marketing for Porsche Cars North America. “With the new web-cinema in place, viewers can feel a part of the action anytime; and the engine sounds truly are music to the ears of a true Porsche lover.”

In addition to audio files, browsers logging on to www.porscheusa.com will find the movies “True to yourself” about the Porsche Cayman S and “No” about the 911 Carrera 4/4S, both presented with the Golden Camera Award in Hollywood. Reports from the American Le Mans Series and Transsyberia Rally are also available.

— 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(R) 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 214 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

Porsche's Hybrid Legacy Spans 100 Years

Courtesy PCA

Ferdinand Porsche developed the world's first advanced electric car, all-wheel drive car and hybrid car at the turn of the 20th Century

Porsche®, a name long associated with engineering innovation, stunned the automotive world by introducing the world's first advanced electric car – a vehicle that also led to the world's first hybrid car. While this “green” alternative to petroleum-based transportation may be considered a mundane news story in the 21st Century when green technology announcements are a daily occurrence, a 24-year-old engineer by the name of Ferdinand Porsche developed, produced and raced such a car more than 100 years ago when horseless carriages were in their infancy.

Working for Jacob Lohner & Co. in Vienna, Austria in 1899, Ferdinand Porsche – father of Dr. Ferdinand ‘Ferry’ Porsche who in 1948 founded the Porsche high performance sports car and SUV company we know today – developed and built the world's first automobile that used electric wheel hub motors rather than a fossil-fuel combustion engine and transmission to drive the wheels. It was called the Lohner-Porsche.

A Lohner Porsche and concept versions of the Hybrid Cayenne® SUV can be seen at the Greater Los Angeles Auto Show to be held Nov. 14-25, 2007. Ferdinand Porsche installed his patented invention, the electric wheel hub motor, directly on the front wheels. Standard output was 2.5 horsepower at 120 rpm, but they were capable of 7 horsepower each for up to 20 minutes.

This technology could provide speeds of just over 10 mph and a top speed of about 31 mph. Using a 44-cell battery with 300 ampere hours and 80 volts, Porsche's new vehicle had a range of about 30 miles.

Hailed as “the greatest invention of the age” by one trade journal because electric wheel hub motors eliminated the need for a transmission, gears, belts, chains, differentials and other moving parts and could be produced very quickly, this drivetrain was 83 percent efficient because there was no mechanical loss due to friction. Its debut at the World's Fair in Paris on April 14, 1900 hurdled Ferdinand Porsche to worldwide fame overnight and prompted Lohner to produce and sell well over 300 such vehicles.

Soon after, Porsche took his invention to the race track. On Sept. 23, 1900 he fitted his electric wheel hub motor car with a larger battery and set his first speed record at Semmering, covering the 6.2-mile route in less than 15 minutes with an average speed of 25.5 mph. The best internal combustion engine powered car averaged 21.5 mph.

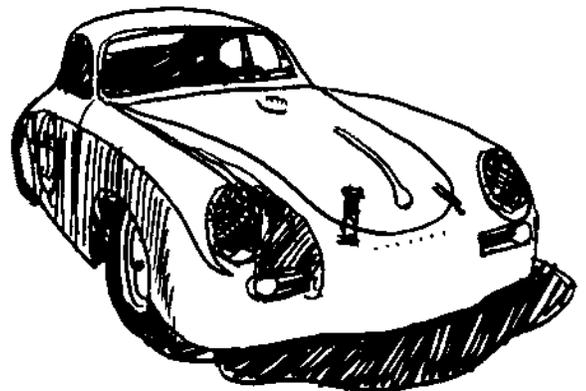
Later that year, Porsche fitted his wheel hub motors on all four wheels, thus producing the world's first all-wheel drive car. To give the car sufficient power and range, it required nearly 4,000 lbs. in batteries, proving to be the same challenge faced by today's engineers.

He tried to solve this dilemma by fitting the all-electric speed-record car with two De Dion Bouton gasoline engines producing current for the electric powertrain. The result was the world's first hybrid.

He again surprised the automotive world when this new concept debuted at the 1901 Parisian Auto Salon. His design used the 3.5-horsepower combustion engines to drive dual generators to supply current to the two wheel hub motors on the front wheels. It also was possible to run the gasoline engines after start up to so that the electric motor functioned as a generator and kept the battery charged. If necessary, both the combustion engines and electric motors could be used in parallel. Porsche stepped up performance and created variations delivering 5 to 12 horsepower. And in 1902 he piloted his hybrid during trial runs at the Exelberg race, finishing first in the large-car class and third overall.

Porsche went on to develop automobiles for Austro-Daimler, Daimler-Motoren-Gesellschaft in Stuttgart, and Steyr-Werke AG in Austria before forming Dr. Ing. h.c. F. Porsche GmbH in 1931. He is most remembered as the inventor of the Volkswagen Beetle, yet his innovative work in the areas of electric and hybrid drive systems is substantial. His wheel hub motor resurfaced decades later when the concept was used to power the Lunar Rover during NASA's Apollo missions to the moon. Today, his innovative spirit lives on at Porsche AG's Research and Development Center in Weissach, Germany where the company is applying its engineering strength to develop hybrid systems for the Cayenne SUV and the upcoming Panamera four-door gran turismo.

– 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 214 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



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Watch Out For Neighbors and Brothers

by Ron Johnson

This weekend while driving a 944S2 just north of Chicago I had a very interesting experience, to say the least. 10 miles south of Rockford, IL my trusty Valentine One alerted me to Laser ahead. I slammed on the brakes from a very comfortable cruising speed of 80 mph.

About a half a mile up I saw an unmarked black cruiser sitting in the center median. I felt very confident that I was in no danger because of the amount of traffic and how far away I was when the alert went off. When I passed the cruiser I smiled as to say 'Ha!' As I passed, the female IL state patrol pulled out right behind me? My heart beat grew faster as I kept thinking 'NO WAY!' Is she after me?

She pulled up on the back of my S2 as if we were about to begin a race. About a mile up the road was the Belvedere Plaza toll, I turned on my turn signal so as to be a good citizen and pay the 80 cent toll. The cruiser right on my bumper pulled right in behind me as I shuffled to find money to hand to the attendant. I repeatedly checked my rearview mirror to see what was going on,

I noticed her typing on the built-in laptop in the cruiser.

I paid my toll and proceeded on my way, only to see her pull out directly behind me - not even looking at the attendant at the toll booth. I am thinking to myself "I am screwed" and sure enough, the lights all come on when I am barely out of the toll booth.

I pull over as far as possible off 94 and proceed to get my wallet out. She walks quickly up to the passenger window of my S2, I roll the window down and she says "Good day" and of course, I think "yeah, right" as my heartbeat is now like at the gym at the end of a work out. She asks "Do you know why I pulled you over?" I respond "No". She says "You didn't use your turn signal back there" and I think "WHAT" and say, "Oh".

She asks for my driver's license and looks at it and says "Mr. Johnson your brother John and Kendra are waiting for you at the house". I, of course, am thinking WHAT!!! and she starts laughing and hands me back my license.

It turns out she is my brother's next door neighbor and they had this all planned out!!!!!! UNBELIEVABLE!!!!!!!

I had been had!



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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 30th Anniversary of the 911 took place in the penultimate model year of the Type 964 version of the 911.

True or False

Excellence Vol. 3, page 1125

2. The underbody cladding of the 911 Carrera 4 (964) had an effect on its:

- a. Ability to drive on snow
- b. Drag coefficient
- c. Longevity
- d. None of the above

Excellence, Vol. 3, page 1129

3. A new feature of the Type 964 was a rear spoiler that deployed electrically at speeds above _____ to neutralize rear aerodynamic lift.

- a. 80 mph
- b. 60 mph
- c. 50 mph
- d. None of the above

Excellence Vol. 3, page 1130

4. Well encapsulated to reduce its noise emissions, the Type 964 engine also had which other feature:

- a. Multi-valve heads
- b. Six cams
- c. Hydraulic valve lifters
- d. Dual distributors

Excellence Vol. 3, page 1134

5. The 1990 Carreras both C2 and C4 were available with all body styles including the Targa.

True or False

Excellence Vol. 3, page 1139

6. What was the priority for the four-wheel drive system installed in the Type 993? compared to the 964?

- a. Aesthetics
- b. Handling
- c. Aerodynamics
- d. None of the above

Excellence Vol. 3, page 1279

7. Design ideas for the Type 993 Targa came from which Porsche model concept?

- a. 989
- b. 911R
- c. Panamericana
- d. 997

Excellence Vol. 3, page 1289

8. In 1994-96 Porsche offered the lowered and lightened Carrera RS in both normal version and _____ version.

- a. Rally
- b. Anniversary
- c. Sebring edition
- d. Club Sport

Excellence Vol. 3, page 1286

9. The 993 had a new wiper layout that placed the pivot points closer together and gave one wiper a longer blade than the other.

True or False

Excellence Vol. 3, page 1278

10. The last air-cooled Porsche off the line was a red 964.

True or False

Excellence Vol. 3, page 1293

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Answers:
1. T
2. b
3. c
4. d
5. T
6. b
7. c
8. d
9. T
10. F

Remembering Frank . . .

continued from page 14

I met a lot of interesting people through my association with Frank and many famous drivers. There would often be a celebrity driver at these events. John Buffem, Hurley Haywood, and Bobby Unser, to name a few. I've kept my time sheets from those events, highlighting my faster times. Of course they were driving a 4-door sedans and I was driving a 911, but no one needs to know that part. I now have friendships with Joe Rusz (Road & Track and Panorama) and Alois Ruf (Ruf Automobiles) and others that I certainly would not have had if not for Frank's passion for our sport.

There are a lot of very entertaining Frank Beddor and early Quattro Club stories. At the next event, let's raise a pint to Frank and re-live some of those wonderful memories of a great man and great times.



Photo, at right:

On steps: Kathy Rude, Steve Fong, Kathy Johnson, Brad Krohn, Gerry Willems, David Lasage, Ludwig Heimrath, Jr., Mike Lesage, Pat Beddor, Mike Doperalski.

Center row: Dick Engebretson, Ron Draper, Dave Fishbaine, Gordon Doering, Mark Hartmann, Teresa Vickery, Neal Nelson, Justin Draper, Roger Johnson, Ed Jacobson, Peter Vickery.

Front row: Kent Anderson, Jim Bruce, Dennis Guentzel

Taken August 1st, 1990 The building in the background no longer exists...

Letters to the Editor . . .

continued from page 8

the people . . . and both you and Keith are at the very top of that prestigious list. Thank you again.

– Ken McNeill

I want to second Ken's compliments to Kim and Keith for the Awards Dinner. The food was good, the service wonderful, and it was fun to visit with club members for awhile before dinner. After dinner we all joined Cal in honoring a few club members for their special contribution to the club, recognized those club members who worked hard to win a concours award and to those who did well last year and won a driving award. As far as I could tell, everyone was having a great time.

Thanks Kim and Keith for all of your work and effort to make the dinner a huge success.

– Dale Trippler

I will third that!

– Ron Johnson



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The Ten Commandments . . . Porsche-Style

submitted by Keith Jones

I put the C4S away for the winter last night and now am trying to come up with the ten commandments for car guys. Here is an initial list - with some tweaks and additions by fellow car-nuts. (editor's note, that's MY term for Nord Sterners!)

1. Thou shalt never discuss the "real" cost of restoring or building a car in front of a car guy's significant other.
2. Thou shalt never discuss off track excursions (spins and the like) in the company of anyone who knows a car guy's significant other.
3. Thou shalt always be ready to talk cars . . . always. *Alternate #3, submitted by Mark Kedrowski:*
3. Thou shalt always be ready to talk cars . . . except in front of any significant other." (Breaking that new second clause of #3 can lead to sins of #1 and #2.)
4. Thou shalt be pleased when common folk want their picture taken by thou's car.

Alternate #4, submitted by Chris Johnson

4. Thou shalt be pleased when common folk want their pictures taken by thine car.
5. Thou shalt never actually touch a car at a car show. Leaning

at impossible angles over the car, is totally acceptable.

6. Thou shalt always forgive your car buddies.
7. Thou shalt never forsake your car buddies.
8. If thou breaks a borrowed tool, thou replaces said tool. *Alternate #8, submitted by Ron Faust:*
8. If you need a tool once, you'll need it again, so you may as well buy it.
9. Thou shalt always attempt to keep the shiny side of the car up.

Alternate #9, submitted by Mark Kedrowski:

9. Thou shalt keep the shiny side up.
10. Thou shalt never lift in a corner.

#10a, submitted by Keith himself

- 10a. When in a spin, thou feet will be in.

Another addition by Mark K, rather says it all, too:

- 10b. Thou shalt share your beloved ride with others to kindle a passion for automobiles and the people who love to drive them.

Ted's Technology, Trivia & Tidbits by Ted Glaser

Technology and Business:

Infiniti's new engine in the G37 coupé is cleaner-burning and more fuel efficient than the 3.5L it replaces, thanks in part to the new Variable Valve Event and Lift (VVEL) timing system. While conventional engines control air intake using a throttle valve, VVEL does this directly at the intake valves, continuously controlling their valve events and lifts. VVEL works in tandem with Nissan's Continuous Valve Timing Control (C-VTC) system to govern the valve phases, resulting in more efficient airflow through the cylinder and significantly improving responsiveness. The new engine also emits up to 10% less carbon dioxide.

The 2008 Viper V-10 is another story. In addition to 600 hp, the fourth-generation Viper delivers 560 lb.-ft. (759 Nm) of torque, enough to send the car to 60 mph (97 km/h) in less than 4 seconds. The vehicle is capable of 200 mph (322 km/h), Dodge says. Engineers trace the performance boost back to displacement gains and a more efficient breathing system, evidenced by Viper's enlarged hood louvers and redesigned hood scoop. The '08 Viper retains the deep-skirted aluminum V-10 engine block from the '02 model, but up to 60 additional horsepower comes directly via new cylinder heads from Linamar Corp. that feature CNC-milled combustion chambers, larger valves and variable-valve-timing. Tubular air-gap headers improve exhaust flow. Nissan and its subsidiary, Japanese transmission supplier Jatco Inc. are developing an advanced automatic transmission. It will have at least six gears but not a dual-clutch system, such as Volkswagen AG's Direct-Shift Gearbox.

The "Tuxedo Black" paint slated to debut on the '08 Lincoln MKS flagship sedan is mixed with glass flakes, which Ford says produce a greater sparkle than traditional mica blends and with fewer flakes.

The '08 Cadillac CTS's 3.6L DOHC V-6 features variable valve timing and a first for Cadillac, gasoline direct injection (GDI). With conventional port fuel injection, gasoline is sprayed into the intake manifold as air is drawn into the combustion chamber. With GDI, the injector is located directly in the cylinder, spraying fuel from the top center of the combustion chamber as the compression stroke begins. This combination is good for an extra 41 hp over the 263 hp from the port-injected High Feature V-6, which serves as the base engine for the new CTS. The GDI version provides a 25% drop in cold-start hydrocarbon emissions.

Robert Bosch LLC supplies Cadillac with the complete GDI system for the CTS: the injectors, high-pressure pump, pressure sensor, fuel rail, temperature sensors and engine controller. For now, Bosch produces most of the components in Europe and ships them to the U.S.

Last year, GM, Ford and DaimlerChrysler helped lead the list of total recalls of new cars. The former alone recalled more than

90,000 new cars in the U.S., more than any other automaker. If in no other area of the organization over the past year, at least it seems like GM learned its lesson on quality, admitting to defects in fewer than 31,000 of its 2007 model vehicles, or about one-third the number of the previous year's.

In 2006, Toyota recalled nearly 1.5 million vehicles worldwide, spanning every single model line produced that year. The increased recalls, which seem to have begun in 2005, may be due to the rapid expansion overseas and the pressure to reduce costs resulting in a supply chain that is overburdened and lacking in personnel. Toyota has been adding production capacity of 500,000 vehicles each year and the automaker is tackling the problem from the highest levels.

The FIA Institute has concluded its two-year program to develop crash helmets specifically for young drivers. This involved studying data about children's head mass, head geometry and the changes that occur with growth to find the best solution possible. The result is a new Youth Helmet Standard, designed specifically for the physique of two age groups: seven- to 11-year olds and 12- to 16-year olds, rather than concentrating on helmets that are smaller versions of adult designs. The program was carried out by FIA Institute project manager Andy Mellor with input from motor sport medicine experts Dr Terry Trammell and Dr Steve Olvey.

The F-1 Australian Grand Prix is continuing to show losses with the latest report showing that the 2007 race cost the taxpayers AU\$31m (~US\$28.9m). The revenues for the race declined once again from AU\$43m (~US\$40.1m) in 2006 (which was supposed to have been affected by the Commonwealth Games) to AU\$40m (~US\$37.3) this year. The event cost AU\$71m (~US\$66.2m) to stage and the government had to pay the difference. The problems relate to declining ticket sales and smaller sponsorship revenues.

Trivia:

In 2001, Honda rented to the city of Los Angeles five fuel-cell-powered FCX cars. It also built a farm of solar batteries in Torrance, CA, to supply energy to these cars. The whole project, at a cost of \$40,000 per one "fill-up" was a grotesque failure. Humor:

An angry motorist went back to a garage where he'd purchased an expensive battery for his car six months earlier. "Listen," the motorist grumbled to the owner of the garage, "when I bought that battery you said it would be the last battery my car would ever need. It died after only six months!" "Sorry," apologized the garage owner. "I didn't think your car would last longer than that."



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Anniversaries:

December 14, 1947 - NASCAR is founded. NASCAR never would have come into being w/out the efforts of Bill France. Having moved to Daytona in '34, Bill France opened a garage there. He fixed and raced cars, finishing 5th in Daytona's original race. The city claimed it lost money on the event and enthusiasm for city-sponsored racing waned. The next year the Daytona Elks persuaded the city to stage a Labor Day road race for stock cars. The city lost money again. At that point, Bill France and local club owner Charlie Reese took over the promotion for the Daytona race. With Reese's money and France's work, the race established itself as a successful enterprise. Racing halted during the war, but afterward France returned to Daytona Beach and persisted at race promotion. Reese died in 1945. France went on to promote races all over the South. In '46, he staged a National Championship race at the Old Charlotte Speedway. A news editor objected to France's calling a race a National Championship without any organized sanctioning body. France responded by forming the National Championship Stock Car Circuit (NCSCC) in 1946.

Bill France called a meeting to reorganize the growing NCSCC. Racing officials gathered at the Streamline Hotel in Daytona Beach to hear France call for major changes in the operation of the circuit. He demanded more professionalism and suggested that the organization provide insurance for drivers and strict rules for the race cars and tracks. A new organization to be incorporated later that year as the National Association for Stock

Car Auto Racing (NASCAR) emerged from the meeting, with Bill France, former mechanic, as president.

December 1957 - Dan Gurneys 1st race win. Paramount Ranch in Frank Arcieros 4.9 Ferrari. Crystal Ball:
2008 - Two Indy car teams are expected to announce Porsche LMP2 programs for 2008. The line of buyers for Porsche's \$1,500,000 LMP2 product are staggering - enough so that the factory is now faced with not a shortage of product to sell, but a shortage of manpower and infrastructure to support the sales of their LMP2 product; four Porsche engineers are supplied with each car. While training engineers is an obvious must - a factory development program for their engineering staff but to handle the immediate hole in their engineering corps, a massive recruiting drive is needed - inevitably, quality engineers from other teams will be a highly sought after commodity.

2008 - The '09 Dodge Journey cross/utility vehicle goes on sale in the first-quarter of 2008. In the U.S. and Canada, the Journey will offer a choice of a 173-hp 2.4L 4-cyl. or 186-hp 2.7L V-6, mated to a 4-speed automatic.

2008 - Formula 1 may have given up with the United States Grand Prix in 2008 but that does not mean that the sport has given up on the United States and BMW Sauber is obviously keen to use its

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Ted's Tidbits . . .

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involvement in F1 to help sell more road cars to the US audience. It is heading to Las Vegas in January with its Pit Lane Park. This will be taking place as part of the annual Consumer Electronics Show, one of the most important trade fairs in the world. The deal has been organized by BMW's partner Intel and the Pit Lane Park will be laid out at the corner of Paradise Road and Convention Center Drive. The replica pitlane gives people the chance to feel what it is like to be in an F1 pit and there will be the usual crew on hand to answer questions, organize pit stop challenges, oversee racing simulators and give demonstrations on the 90m track. The Pit Lane Park has been a big hit at races around the world but has also been seen in Rome and Warsaw. It will be the first time since 1982 that F1 engines will have been heard in Vegas although there are hopes that one day a deal will be struck to allow F1 to race in the town.

See you at the races!

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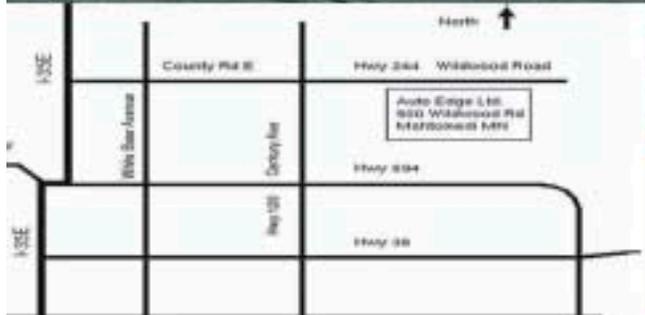
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