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zone10rep@yahoo.com

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

Hard to believe, the Boeders were in the 'Fatherland' and did NOT visit Stuttgart last month while visiting our daughter over Spring Break. She is studying in Bologna, Italy this academic year so the goal was to head over to visit twice. Our second trip found us heading to Germany. Meeting her in Munich meant a quick week of visiting and playing tourist so we just did not have the time to head north - and with the new museum not open yet, it was not a difficult decision to say 'another time' for heading to Stuttgart! Munich, Bavaria, Fussen, Garmsch-Partenkirchen were all fabulous cities and locales to visit, explore and enjoy. Great food, very nice people, frequent trains (with only one goof by the mostly efficient transportation system - the train going into Garmsche was delayed over 2 hours due to a computer glitch so we spent 2 plus hours hanging around the train station of a very small town in the valley), historical buildings, castles and churches kept us very busy. Lots of Bavarian 'atmosphere' which was just kitschy enough to let you know you weren't in Kansas anymore. And of course plenty of beer halls to take that well-deserved break. Plus watching the waiters in their lederhosen was great (Kirsten would agree to that!).

We did spend several hours in the Deutsches Transportation Museum in Munich where we found several VERY historic vehicles. Porsches, too! But that's a story for next month's issue. Pictures included, so in one manner we did get to a 'Porsche' museum. At least we didn't visit the BMW building in Munich which just opened (wasn't near where we were staying), although it's a gorgeous design and definitely a landmark building. But, it's BMW...what can I say!

Lots of good stuff in this issue to read and take note of. Our car season is upon us and we now have many opportunities to get out and drive. Can't wait, as they say. Especially after a rather long winter in most of our views. Although I do know this year

is really way more typical and warmer weather earlier in March and April just isn't normal for Minnesota. But since we have a daily driver 'P' car we get plenty of local driving. See you at the next event!



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Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

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1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

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Contract and 6 month payment required for ad insertion

Welcome

Joel & Terry Boblit

Stillwater MN
2002 996T

Arin Brown

St. Cloud MN
1988 944

Max Currie

Minneapolis, MN
1986 944

Nathan Doyle

Eden Prairie MN

Christopher Elliott

Edina MN
2005 996

Daryll Fogal

Eden Prairie MN
2006 Cayman

Ted & Amy Johnson

Roseville MN
2003 996

Joseph P Higgins

Minneapolis MN
1977 911S

Todd Knaeble

Stillwater MN
1986 944T

Timothy & Susan LLOYD

Northfield MN
1980 911 SC

Mark Palmer

Burnsville MN
2001 Boxster S

Dan & Susan Patton

Minneapolis MN
1991 911

Damon Schramm

Minneapolis MN
1968 911L

Scott Steinmann

Rochester MN
2007 911

George & Betty Will

Princeton MN

Steven Zeimet

New Prague MN
1969 911

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



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 Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

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.

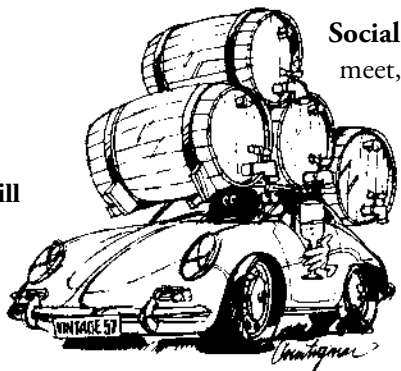
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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. 3!

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 Pam Viau

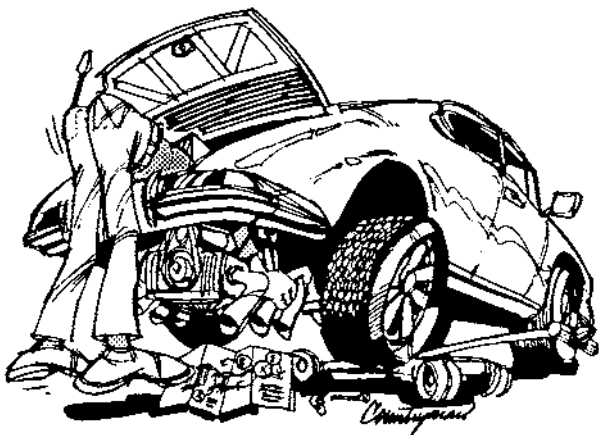
We are finally into the driving season. I am writing this while attending the Heartland Park Club Race in Topeka, KS. It has been



wonderful to get behind the wheel of the race car and drive after the winter we have had. The event has been a lot of fun, with a great Nord Stern turn-out. Our first Brainerd International Raceway event, scheduled for the end of April, should be a great event, too

We will also be having our first driving tour later this month on the 10th. June will bring us to our Fast Fling event at Brainerd International Raceway, July will be two days of Driver Education at Road America with our Club Race at BIR later in the month. These are all great events to either participate in or spectate.

Start cleaning up those cars of yours because the Concours event happens in late June. This event will also be a car show, so you're welcome to come and just show off your 'toy.' It is a great time to wander around and look at all the great cars. Enjoy the beginning of the driving season!



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New Member Social

A big congratulations to Steve Sherf for one of the best new member socials I've attended. What a great turnout! Also, thanks to Ken McNeil's video, it was quite a nice intro into what Nord Stern is all about. What a nice picture of a year in Nord Stern. For those of you who have not seen Ken's work, you have a real treat ahead of you. I can't wait until I get my copy of the Nord Stern DVD. A big thanks to Steve, Ken and all of the other members who made this gathering a real success.

–Jon Beatty

I agree with Jon totally. Good group of people, good food, great DVD, an all around great event. Thanks Steve.

– Dale Trippler

Clear Bra and Dent Removal

In spring preparation for First Fling I decided to put a clear Bra (I told my wife the car is a girl) on my Boxster. I took the car to Dent Kraft PDR and they did a fantastic job. Unfortunately at the same time they found a dent in the trunk lid. Don and his team took the dent out and you would never know it was there. I would highly endorse Dent Kraft PDR who is also an advertiser in our Nord Stern magazine.

If you need a Clear Bra or a dent removed I would contact Don Kavanagh.

– Steve Meydell

Swap Meet

Wow, what a fun swap meet this morning! It was great seeing so many Nord Sterners today. Thanks to:

- Mark Bouljon and Carousel Porsche for hosting the event.
- Jim Bahner running the event, and for everyone who came out.
- Also thanks to Mike Jekot and the other guys who came over to lend me a hand setting up the Courage tables.
- Roger Johnson's brainstorm to do a Courage Center poster table did very well and created a ton of excitement!

In addition, the three 5 1/2" and 6" Wilton Mechanic's Vices went so quickly, we sold three more which I will have to deliver this weekend.

Bottom line: I'm pleased to announce we raised \$943 today from the Swap meet tables. In addition, this Spring we have also

raised \$580 through some Yankees/Twins tickets, etc.

As always, 100% of the proceeds from the Courage Center table went to Nord Stern's support of the Courage Center.

– Thanks, Keith Jones
Nord Stern Charity Coordinator

Thanks to all who worked at and had tables at the Swap Meet. It was fun to look over all of the Porsche Stuff and to visit with club members. The fact that we were able to raise money for Courage Center is just the icing on the cake. Thanks to Keith Jones for all his work and for pulling together most of this goodies for the sale. Great fun and thanks to Carousel for the use of their facility and all of the stuff they had for sale.

– Dale Trippler

Motorplex Tech Session

Thanks to Bruno and Motorplex for hosting, and to Roger Johnson for organizing, the Porsche Cup Car event this morning. Jim Breakey and Pat Kelly gave a very interesting comparison of Porsche Cup Cars from David Roberts' 944 Cup up to the rare 997 Cup Cars that three of our own members race. Also, thanks to the Nord Sterners who provided their Cup Cars, so we could see the differences between the models and years first hand. It was a great way to spend a cold and snowy April morning.

– Keith Jones

I definitely echo Keith's comments. What a great event and what a lot of good track junkie info. Jim Breakey and Pat Kelly really filled my ears with details about Porsche's Cup cars that only makes me want to drive one. Jim or Pat, can I get a ride ;-)
Opps, no passenger seat!

Thanks to Bruno and Roger for putting this event together. I'm betting that other regions would be in envy of having this kind of event in their region. I can only hope the pictures and writeup get out to the Porsche community. Man, you have to love this club!

– Jon Beatty



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PCA Zone 10 Calendar . . .

MAY

2-4	Drivers Ed — Motorsports Park Hasting, NE	Great Plains
3	Cruse to Josephine's in Godfrey	St. Louis
3	Stonelion Inn Murder Mystery, Guthrie, Oklahoma	Wichita
3	Spring Drive	Central Iowa
4	Maplewood Auto Fair Social — Maplewood Imports	Nord Stern
8	Tech Tour Aviation Museum	Red River
9-10	Annual Ozark Weekend Multi-Region event at Tan-Tar-A	Kansas City
10	Breakfast at Mahoney	Great Plains
10	Spring Tour/Diethelm Park in Victoria - Field House	Nord Stern
10	Autocross	Red River
16-17	Fargo PCA weekend	Dakota/Red River
17	Car show in Fargo	Dakota
18	Autocross — Dakota County Technical College	Nord Stern
18	4th annual Poker Run	St. Louis
23	Porsche Night on the Town	Central Iowa
24	Sonic Show & Shine	Great Plains
24	Autocross	Red River
31-6/1	PCA Club Race, Motorsport Park Hastings	Great Plains

JUNE

5/31-1	PCA Club Race, Motorsport Park Hastings	Great Plains
1	European auto show, Plaza Frontenac	St. Louis
7	Autocross	Red River
7	Beaverdale Car Show	Schonesland
10	Tech Tour Hydro	Red River
14	16th Annual German CarFest Memorial Park, Shakopee, MN	Nord Stern
14	Conestoga event in Beatrice	Great Plains
15	Father's Day Fun Night at Dave & Busters	St. Louis
20	Social hosted by Shield's	Dakota
21	Sonic Show & Shine	Great Plains
21-22	Fast Fling Driver Education — BIR	Nord Stern
21-22	Drivers Education, Heartland Park Topeka	Kansas City
28	Velocity: The Art of Motion social Hopkins Center for the Arts	Nord Stern
28-		
07/03	Porsche Parade, Charlotte, NC	
29	All Porsche Car Show, Central Park, Roseville, MN	Nord Stern

JULY

06/28-03	Porsche Parade, Charlotte, NC	
1	Canada Day at the Mint	Red River
14-15	Drivers Education, Road America	Nord Stern
13	Afternoon Drive in the Sun	Central Iowa
18	Social hosted by the Lunde's	Dakota
19	Sonic Show & Shine	Great Plains
25-27	PCA Club Race and DE - BIR	Nord Stern
26-27	Drivers Ed — Midamerica Motorplex	Great Plains
27	Trip to Fast Eddie's Bon Aire in Alton	St. Louis

Courtesy Doug Pierce, Zone 10 Rep

AUGUST

9	Dusk Patrol 40th Anniversary Party at the Forrette's	Dakota
10	Koni Challenge Iowa Speedway	Schonesland
21-24	Run for the Hills 6 multi-region event	Dakota
15	Porsche Night on the Town, Davenport, Iowa	Central Iowa
24	Sertoma Car Show, Iowa City Airport	Central Iowa

SEPTEMBER

13	Crown Valley Winery tour	St. Louis
14	Havelock Car Show	Great Plains
18-20	PCA Escape to the Land of Enchantment, Albuquerque, NM	
19-21	RVBOWWOW4 (tour Lake Pepin area of Mississippi River in MN/WI)	Dakota
19-21	Annual North Shore Fall Color Tour	Nord Stern
26-28	Last Fling Driver Training/Driver Ed - Brainerd, MN	Nord Stern
26	Porsche Night on the Town, Dubuque, Iowa	Central Iowa
27-28	Fall Carrera Classic Drivers Ed — Gateway	St. Louis

OCTOBER

11	Anniversary Car Show Autocross	St. Louis
11	Westboro Fun Run	Great Plains
12	Porsche Only Car Show	St. Louis
12	Fall Leaf Tour	Central Iowa
18	Breakfast at Tiffany's (Sweetest Day) Hosted by Forrette	Dakota
17-19	Drivers Education, Heartland Park, Topeka	Kansas City
25	Fall Colors Tour	St. Louis

NOVEMBER

8-9	PCA Palooza, Eureka Springs, Arkansas	
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DECEMBER

1	Holiday Party	St. Louis
12	Christmas Gathering hosted by he Eide's	Dakota
17	Board Meeting — Changing of the Guard	St. Louis
18	Holiday Party	Central Iowa

JANUARY 2009

24	Region 50th Anniversary Party	St. Louis
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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

Ozark Lakes Region: www.olk.pca.org/

Dakotas Region: www.dak.pca.org

Red River Region: rev.pca.org/

Great Plains Region: porsche.ellipse.net/

Schönesland Region: www.shonesland.org

Kansas City Region: www.kcrpca.org

St. Louis Region: www.stlpca.org/

Nord Stern Region: www.nordstern.org

Wichita Region: www.pca.org/wic

Slowpokes Inc.

Open Track Event

@ Brainerd International Raceway
June 9th & July 3rd, 2008

Cost: \$275 per car per event
(# of drivers per car unlimited)



Format: One Day of Open Track

Participants: 40 cars maximum registration

Requirements: Prior High Speed School
Snell 2000 or newer helmet
Vehicle Tech Inspection

Contacts: Linda Schmid: linda@slowpokes.org 952-943-9567
Jim Bahner: jbahner2@tela.com 651-492-9459
Fred Jacobberger: fjacobberger@comcast.net 952-948-0600
John Cunico: jcunio0@aol.com 651-726-4814
Andy Schmid: ams@amschmid.com 952-943-9567

*Each driver must have completed a high speed driving school
or have prior high speed driving experience at BIR*

Driver: _____ Co-driver _____

Phone (work) _____ Home _____ E-mail _____ Event: June 9th _____ July 3rd _____

Address _____

Car: Model _____ Year: _____ Color: _____

High Speed experience _____

Each driver will need to sign a liability waiver at the day of the event.

Signed: _____ Co-driver: _____

Car Repair and the 'Meaning of Life' - Conclusion

by John Phillips, Great Plains Region and former Zone 10 Rep

The rust removal process in the front fenderwells necessitated the removal of the entire front suspension. I was delighted to scrape off the dirt and find that I had original Koni struts and aluminum S brake calipers. Another one of those, "why not" moments resulted in powder coating of the front control arms, drop links and several engine pieces. I sand blasted the Koni struts and repainted with Acid Etch primer and top coated with Koni red paint. Two new Koni inserts completed the upgrade. I also rebuilt the brake calipers and replaced the ball joints. The front tie rods looked forlorn and I replaced them with a new set of turbo tie rods that I found at an incredible price on eBay. At long last, the undercarriage is complete and it is time to install the rehabbed engine and transmission.

In February, between winter snowstorms, I made a quick trip up to Minneapolis and retrieved the engine from Aaron at FlatSix.

He promised that it would purr like a kitten. Actually, I was hoping that it would roar like a lion, but a 2.4L is just a 2.4L. Nonetheless, the budget busting stainless steel exhaust headers will make it look fantastic no matter how it runs.

As the April issue of Nord Stern goes to press, we are ready to make the final adjustments and take the maiden voyage. I am



thrilled with the outcome and especially with the lessons that I have learned. There are many more projects before this journey is complete and I will tell you all about them when we meet at the next Porsche event. Oh yes, the date for Katrina to see it running and to drive it herself? Well, of course, it is May 15th 2008, her birthday!

Photos: Above, right John Phillips with Aaron Hatz of FlatSix and that shiny, rehabbed engine

Left: Interior of the trunk



And a little P.S. about this 'meant to be' vehicle of John and Katrina's: A strange but true story as John relates: "We bought a 2005 Boxster S with 2,000 miles and the previous owner had purchased a Certificate of Authenticity from Porsche. Hard to believe, but the production completion date was my birthday, 11/23/2004. This car was meant to be, I concluded. This Christmas I was presented a gift of the Certificate of Authenticity from Porsche for my '71 911. The production completion date was 11/23/1970. Two cars produced 34 years apart both on my birthday. Go figure!"

What Makes a Porsche a Porsche . . .

by Ken Koop, *The Yellowstone Region* (reprinted from 'Old Faithful')

What makes a Porsche a Porsche? That little question can conjure up all sorts of opinions from people who love Porsches. We have all read comments in magazines and have heard them in discussions many times before; that ***the last true 911 built, ended when Porsche switched from the air (oil) cooling to water cooling.*** That ***any water cooled car can not possibly be a Porsche.*** That ***914's and 924's were just impostures.*** That ***Porsches are too heavy.*** That ***a real Porsche can only be a two seat sports car.*** That ***real Porsches have to be built in Stuttgart.*** Then came the Cayenne! Holy Moly, an SUV! Surely ***the Cayenne can't be a Porsche!*** What's next, a Sedan? (We'll save that one until 2009 with the Panamera). Well, let us look at each one of these statements to see if any of them really hold up to the historical facts.

The last true Porsche was air (oil) cooled. Sure the 550, 917, 906, 356, 904 and many other air cooled Porsches were wonderful cars. But that statement would mean that the 959's, 962's, 996 RSR's and GT1's, all of which had some form of water cooling, could not be true Porsches. But each of those cars were not only good cars; they were iconic Porsches. Don't forget, it wasn't Porsche who ended the era of the air (oil) cooled engine. It was emission control, noise regulations (cooling fan related) and just

managing the heat from higher and higher horse power engines. So how could being air (oil) cooled, be the only criteria that makes a Porsche a Porsche?

The 914's and 924's were impostures. Sure, these cars did use some non Porsche parts. And they were supposed to be VW's or Audi's from the onset. But these cars were designed by Porsche for a low cost entry into the sports cars arena. Porsche saw their potential, and after

and Audi passed on building them, Porsche kept them for their own. As far as their performance on autocross or race tracks go, they do extremely well. If you ever happen to see a 914-6 on a track, you will come away with a new opinion of how fast and well mannered these cars can be.

Porsche's are too heavy! Every car manufacturer is saddled with the same government regulations. And every manufacturer fights to avoid an increase in weight from year to year. Most Porsches now have six airbags, eight in the Cayenne, a side impact bar, roll over bars, six computers, crash zones, ABS, ASR, ABD, PASM, PSM, PCB, PCM, Variable Valve and Variable Ram Air Runners just to mention a few of the features that are packed into each car. All of these features are added for safety, performance

Continued on page 20

Auto Body Beautiful

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Nord Stern April 8th Business Meeting Minutes

by Dale Trippler, Secretary

President Pam Viau opened the meeting at 7:01 PM.

The following topics were presented and discussed:

Advertising: Ed Vazquez, Chair

Auto Edge will sponsor wristbands for BIR. Otherwise, nothing else to report.

Autocross/Time Trials: Harvey Robideau, Chair

Registration for Autocross begins on April 18th for the only Autocross this year on Sunday, May 18th at Dakota Community College. Need 60 cars to break even and will limit to 100.

BIR Relations: Rick LaVerdiere, Chair

The BIR track contract has been signed and paid. Need to discuss short and long track use during Last Fling with BIR owners.

Concours: Brain Mayer, Co-Chair

Notices of the event were sent out to other car clubs. Over 20 vendors contacted, 5 have committed so far. Forms are ready and will be available soon. Lots of work yet to do, so volunteers needed. Contact either Phil Saari or Brain Mayer to offer your help. Many different tasks need workers.

Club Race and Dealer Relations: Roger Johnson, Chair

No report. Everything is pretty well set for Club Race. Need someone to take Christie Boeder's place at the Courage Center Table during the Club Race. Contact Roger to volunteer.

Driver's Education: Andrew Busche, Chair

No report. 98 registered for First Fling so far. Discussed run group size and decided to have 4 run groups up to 120-125, then expand to 5 over that number.

Road America: Dave Anderson, Chair

Ready to go. Need to decide the cost per car at RA this season.

Driver's Ed Registration: Kim Fritze, Chair

98 registered so far for First Fling.

Driver's Training: Jon Beatty and Ron McFarland, Chairs

No report. First Fling DT on April 25, 2008 all set. 29 novices, 9 intermediate, and 16 advance lapping. Need 5 or 6 more instructors, please contact Jon or Ron to volunteer.

President Viau moved that a vendor, who wants to sell or display at BIR, must be a paid advertiser with Nord Stern. The motion was seconded and passed.

Insurance: Michele Johnson, Chair

Nothing new to report.

Membership: Steve Sherf, Chair

58 people attended the event. 18 new members this month, 7 are PCA members who didn't know about Nord Stern or needed invitation to join.

Met Council: Bob Kosky, Chair

Nothing new to report.

Newsletter: Christie Boeder, Chair

Will be asking Board for permission to re-print old issue featuring the history of Nord Stern as an insert in one of next year's issues to celebrate our 50th Anniversary.

Rally: Lon Tusler, Chair/Dale Trippler, Rally Master

Will have a Rally this year. Looking at southwestern metro area to be held on either Saturday, August 16th or 23rd. Todd Knettel has volunteered to have a BBQ at his home after the Rally, so we are planning to end the rally at Todd's house in Jordan. Planning is just beginning. Look for articles in each month's newsletters for more details as they are worked out.

Rules: Bret Bailey, Chair

New rules are out.

Shop Relations: Jim Bahner, Chair

Next Tech session featuring Race Cars will be at the MotorPlex in Chanhasen on Saturday, April 12th. Sunday, May 4th, Maplewood Imports will have their annual Auto Fair.

Social: Kim Fritze, Chair

Nothing new to report.

Safety: Dave Anderson, Chair

Discussion on the need to have a shop tech form completed. May switch to general tech form. Will work on proposal for tech form for next year at RA and BIR.

Taste of the Track (TOTT): Ron and Michele Johnson, Chairs

TOTT will be held during First Fling in April.

Timing and Scoring: Ed Tripet, Chair

A new timing system was demonstrated for everyone. Members can view timed run results in real time with a laptop computer with wireless capability. Bring your laptop to BIR if you want to see your times. Ed will try to find a central location in the paddock to

Continued on page 21

NORD STERN MAY 2008

2008 Club Race Artwork

This year Nord Stern Club member Michael Jekot is providing the **last** autographed print of David Hobbs piloting his 917 at LeMans.

Through the generosity of one of our Club Race sponsors, this extremely limited print signed by David Hobbs, will be auctioned off with all proceeds going to Courage Center.

Loran Hall and Mathew Hall Lumber Foundation is giving you a chance to be part of racing art history.



100% of the proceeds will go to benefit The Courage Center. Mathew Hall Lumber is giving every club member a chance to be part of racing art history

Artist: Michael Jekot, Guild of Motoring Artists

Title: Ultimate Weapon

Details: Print is signed by the artist and David Hobbs, Hobbs signed only 10 pieces, the original painting and 9 prints. This 2002 print is from the artist's private collection, and is the last signed Hobbs print not sold. The print comes with certificate of authenticity, photos of the artist and Hobbs at the signing and a Nord Stern newsletter about the Hobbs visit and signing. Print measures 24" x 18", final frame, mat and glass size is 29" x 22"

If you are not going to be at the Club Race, you can submit a sealed bid to be used during the auction.

Send bids to:

Keith Jones

Nord Stern Charity Coordinator

6265 Ridge Rd

Chanhassen, MN 55317

If you win we can also take MasterCard/Visa and PayPal, for your ease of payment.

Auction is July 26, 2008

Special thanks to Loran and Bonnie Hall for sponsoring this artwork,
and Michael Jekot for his talents and cash donation.

Out and About at Maplewood Tech Session

by Jim Bahner

The Tech Session at Maplewood Imports was well attended. They had two special Porsche vehicles to display and discuss,



a Cayman S Porsche Design Black edition and one of the first Cayenne GTS's to hit our shores.

Thank you to Maplewood Imports and George Andeweg for hosting this event. The eventmaster duties were excellently handled by Dave Engh.



Velocity: The Art of Motion Special Wine and Hors 'd'ouvres Reception

For Nord Stern Members

Thursday, July 10, 2008

6:00 PM - 8:00 PM

Hopkins Center for the Arts

1111 Main Street

Hopkins, MN 55343

This will be the largest, stand-alone automotive fine art exhibition in the United States and the first time such an event has occurred in the Upper Midwest. Given the history of the site of Hopkins Center for the Arts, nothing could be more appropriate than celebrating the automobile and the art it has inspired. Courage Center is pleased to invite the Nord Stern Club to a special wine and hors 'd'ouvres reception Thursday, July 10 2008 from 6:00 PM- 8 PM to view this event.

The invitational exhibition, curated by Michael Jekot, will include paintings, sculpture, photography, illustration and collage by an international roster of artists.

Why Concours?

Photos and text by Dave Yerzley, reprinted courtesy PCA Editor's Website

"You're entering an event where you are paying someone to tell you how lousy your car is. THAT, my friends, is not normal behavior. Revel in your masochism and you'll be ok."

- James Brackenrig

So the people who show their cars in concours must be a bunch of old guys who are afraid to drive them the way they were intended to be driven, so they hover and obsess around them with toothpicks and q-tips, right? Well, let's not jump to conclusions so fast. I've got a 1972 911T Targa that I bought new. It's still mostly original, including the paint, and it looks pretty good, but no one would look at it closely and mistake it for a new car. But I know of a few cars as old or older which are also original and look like they could still be on the showroom floor. I wish my car looked as good as their cars do. How did they do that? But I'm getting ahead of myself here. Let me tell you a little bit about my own concours experiences.



You'll Learn New Ways to Look at Your Car

Linda and I joined PCA at the end of 2001, just after her new Boxster S had been delivered. The following year we went to the Boise Parade and, to get into the spirit of the event, we entered every competition. Never having participated in a Concours before, we spent a lot of time working on the car, trying to figure out where judges might look and coming up with ways to clean and prepare areas we had never even thought about before. We had a real advantage in that the car was relatively new, and, for beginners, we did pretty well, placing 4th in a field of 16 Boxsters. After we got back, we cleaned the car up again and entered the Santa Barbara concours in Wash & Shine, again doing reasonably well, but still with room for improvement.

Not too long afterward, we bought a 1973 911S coupe. I had wanted the car to drive, but it was in such fundamentally good condition that I thought with a little effort it would make

a good show car, so we got to work on it. We entered it in Wash & Shine a couple of times over the next year. We also went to Zone 8 Judging Schools and to various seminars on car care given by vendors to see what we could learn. Finally we decided to progress to Street division, which adds the engine and storage compartments as judged areas. This decision brought with it a new set of challenges. Finish of the sheet metal pan around the engine not too good? Drop the engine to the floor, take out all that stuff and have it powder coated. How do you repair the carpeting in the trunk with its multiple thin areas and small holes? What a mess the gas heater compartment was! But we managed to figure out how to get those and other tasks done and entered more events, getting compliments about how much progress we were making with the car and with our own skills. This year, without really planning to do so, we ended up participating in most of the Zone 8 events, winning class and division championships.

So is all this really an exercise in masochism? At least once each time I'm getting a car ready for a show, I end up asking myself: *ìself, why in the world are you doing all this work?* And then recently I realized that in the process of cleaning, touching up paint, repairing that old carpeting that Porsche used to use (it's really not much more than compacted lint), waxing and polishing and so on, I'd acquired a really useful set of skills. Now I have some idea about how those people managed to keep their old cars not just well, but like new. When I approach a car to clean it, I look at all sorts of places which most people never even think of but which, in the aggregate, can make the difference between a car looking ok and looking really nice. I've worked out all sorts of little techniques and tricks for cleaning some of these areas.

Continued on page 18



Concours Judge Looking for Opportunities To Offer Constructive Criticism

Time to Start Thinking Rally!

by Dale Trippler, Rally Master in Training

Even though it 's still snowing, it isn't too early to start thinking about doing a Rally in August. This year there are no club events scheduled during the month of August. June and July are packed full of activities including track time at BIR, the All Porsche Show/Car Show, and Road America Driver Ed days. In September comes the Fall Color Tour and Last Fling Driver Training and Driver Ed.

Since the Club Race was moved up one weekend from its usual spot in early August, we are planning to hold a rally in mid-August. The date has not been set as yet, but try to keep your calendar open for Saturday, August 9th, 16th, or the 23rd.

The rally will be on the roads in southwestern metro area. We will put together an interesting route, which will take between 1-2 hours. The route will end at a members house in Jordan where we will be having an outdoor BBQ.

This will be my first rally as Rally Master, but Lon Tusler will be helping and giving me guidance and direction. So hopefully it will be enjoyable and cover some interesting roads and scenery. The focus this year will be on having a pleasant drive in the country, capped off with a fun social gathering of

club members dining together outside surrounded by beautiful Porsches soaking up the warmth on a sunny August afternoon. That sounds wonderful to me, considering the temperature outside right now is a dark and dreary 37° F. Hope you can join us, as the more the merrier.

Keep watching each month in the newsletter for more details and information on the Rally. If you have any questions, you can contact me at dtripp@usfamily.net.

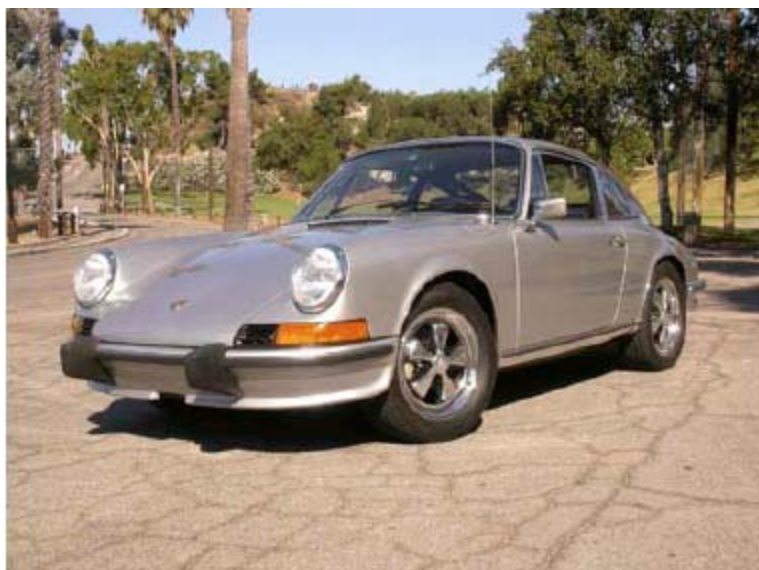


Why Concours . . .

continued from page 17

Although it's not the only possibility, participation in the various events that make up the Zone 8 Concours program is an efficient way to learn, and also to have some good times with your fellow club members. At these events you'll have access to tremendous amounts of expertise and experience which you can

take advantage of and, when the car is judged, you'll get lots of feedback about how well what you're doing is working, from people who have evaluated a lot of cars. You'll be able to take even greater pride in your Porsche, knowing that it's in the best possible condition.



The Result: a Well-Prepared Car

Editor's note: This article was written by a member of another Zone (Zone 8 as indicated) but I thought it was interesting and certainly true of our upcoming All Porsche Show. As both Phil Saari and Brian Mayer have said, this is a great way to learn a lot about your car and what it may be missing or need for authenticity; the Nord Stern Concours judges bring an incredible wealth of experience and knowledge about individual models and cars. With a little fun and effort, you can become an expert yourself in taking care of your car.

Porsche a Porsche . . .

continued from page 14

or fuel economy reasons and they have one thing in common; each one adds just a little more weight to the vehicle. Even by going to exotic materials like carbon fiber, it is difficult to get the cars weight much below 3,000 lbs. Unfortunately; the days of the *safe* 2,000 lb car are over. However, if you judge the cars on their performance, then the new cars look pretty good. Every new model is designed to out accelerate, out brake and out corner their predecessors. Porsche has to be doing something right to make this happen.

The statement that *a Porsche has to be a two seat Sports Car* is just crazy. Don't those people ever look behind their own 911 sports seats to notice that there are two seats directly behind them? According to Porsche sales, it still appears that the 911 is still a fairly sought after *Sports Car*. Their assembly line runs two shifts per day, and if you want to order a new 911, you will be waiting twelve months for delivery. Pretty good for a sports car after more than forty years of production and four seats.

To be a real Porsche, the car has to be made in Stuttgart. Well, from the beginning, Porsches haven't always been made in Stuttgart or in Germany or even by Porsche. Gmund, Austria was the location of the first 356 production before moving to Stuttgart. I don't think many would consider these cars to not qualify as Porsches. Then came the 924-944's. These cars were produced by Audi about 50 miles north of Stuttgart. Only the last of the 944's were actually produced in Stuttgart. Today, the majority of Boxsters and Caymans are made in Finland. Their build quality is at least as good as the ones being produced in Stuttgart. When someone buys a used Boxster, they do not check the VIN # to see if it has an S for Stuttgart or a U for Uusikaupunki and then discount the price accordingly. No, they look for the Porsche Crest, and that is enough to verify the authenticity.

Saving the best for last, the heresy of all heresies, a four wheel drive SUV! Ugg; the Cayenne! Well, think back a few years ago to an event called the Paris-Dakar Rally, that Porsche won twice. Porsche used a vehicle that could leap sand dunes because of its high ground clearance. It could withstand the extreme desert heat because of water cooling. It could churn through the desert sand with its four wheel drive. Gee, that vehicle sounds very much like the current Cayenne, but in reality it was the predecessor to the exotic 959. Or just maybe, it *was* the predecessor to the Cayenne. Porsche was as usual, just ahead of its time.

What then, really is a Porsche? Is it a vehicle that is engineered by Porsche, or assembled by Porsche, or have the engine built by Porsche? Or, does it need the Porsche "look" and quality? Or maybe, it has to have a sufficiently high level of performance? Well, the answer is rather simple; a real Porsche carries the Porsche Crest and the acceptance of its customers (us).

Porsche understands it must do certain things to maintain its image.

*First and foremost Porsche knows it needs to stay profitable to invest in new vehicles, and to continue to build the quality cars we expect of them. Porsche, by the way, has been the most profitable car company in the world for the past seven years.

*They need to continue to build the best performing cars in their class. Just look at the current models of the Boxster, Cayman, 911, Cayenne and Carrera GT. All of them represent the top level of performance and quality in their respective class.

*Porsche must use premium materials in their vehicles and produce vehicles that are trouble free with low maintenance costs. Porsche is doing this by going to better quality materials inside the new Boxster and 911's models. They also are increasing service intervals to save on maintenance costs.

*Lastly, Porsche needs to stay true to their roots by continuing to produce excellent Road Cars. Historically Porsche has built Road Cars, modified their cars for racing, sold them to customers and then let those racing results help to sell more Road Cars. This has always been the Porsche Mantra, and from the sounds of things in Stuttgart, I'm sure this will continue into the future.

So what *really* does make a Porsche a Porsche? That decision, I will leave up to you. Everyone will have their own personal favorites and maybe even models they dislike. For me, it's the sound, the touch, the shape, and the feeling I get when I am close to one. Any one! It really doesn't matter what model it is, because they are still all members of an exclusive family. And wouldn't life be just a little bit boring, if every member of its family was the same.



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For more information, refer to our website: www.vrbo.com/92202. You can also contact Ron or Michele Johnson at 952-476-7445 or 612-730-2351, or by email at porsche freak@earthlink.net.

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2008 Kalender . . .

<i>May</i>	<i>2008</i>	<i>August</i>	<i>2008</i>
4	Maplewood Imports Annual Auto Fair Sunday from 10 a.m. until 1 p.m. Contact: George Andeweg at gandeweg@hotmail.com	21	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com
10	Nord Stern Spring Tour and Drive Start: 9:30 AM Details and Info on page 31		
15	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com	<i>September</i>	<i>2008</i>
18	Nord Stern Autocross Dakota County Eventmaster: Harvey Robideau	7	5th Annual Labor Day Picnic! 1 to 5 PM BYOB RSVP Jeff Boehm/BJ Peterson at jbandbj@chartermi.net or call 507 261-9407
		9	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: 9 Mile Grill, 7800 Normandale Blvd, Bloom. Eventmaster: Pam Viau 651-324-5785
<i>June</i>	<i>2008</i>	18	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com
13-15	Annual German CarFest St. Paul Rice Park - Car Show on Saturday in the Park! Contact Paul Bergquist, 952 937-1822	19-21	Annual North Shore Fall Color Tour! BluFin Bay in Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net
19	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com	26	Last 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: Cal Townsend, Twn820@aol.com http://www.clubregistration.net to register	27-28	Last Fling Driver Education Brainerd International Raceway Eventmaster: Roger Johnson & Fred Senn, rogerdjohnson@comcast.net http://www.clubregistration.net to register
29	All Porsche Show Roseville Central Park Eventmasters: Phil Saari and Brian Mayer, See pg. 22		
<i>July</i>	<i>2008</i>	<i>October 2008</i>	
10	Velocity: The Art of Motion - Wine and Cheese Reception for Nord Stern: 6 to 8 PM Hopkins Center for the Arts, see page 11 for details!	14	Nord Stern Business Meeting 2nd Tuesday of the month Social: 6:30 pm; Meeting 7-9 pm Location: 9 Mile Grill, 7800 Normandale Blvd. Bloom. Eventmaster: Pam Viau 651-324-5785
14-15	Nord Stern Driver Ed at Road America Elkhart Lake, WI Eventmaster: Dave Anderson 763 479-8231 or e-mail: david@anderson.com	16	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com
17	Third Thursday Social at Clubhouse Jager 10th Ave N. and Washington/Minneapolis Meet After Work . . . ? Eric Erickson at eric.erickson@theoxfordpcg.com		
25-27	Annual Club Race and Driver Ed Brainerd International Raceway Eventmaster: Roger Johnson http://www.clubregistration.net to register		

November

- 11 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: 9 Mile Grill, 7800 Normandale Blvd, Bloom.
Eventmaster: Pam Viau 651-324-5785
- 20 Third Thursday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .
? Eric Erickson at eric.erickson@theoxfordpcg.com

December

- 9 Nord Stern Business Meeting**
2nd Tuesday of the month
Social: 6:30 pm; Meeting 7-9 pm
Location: 9 Mile Grill, 7800 Normandale Blvd. Bloom.
Eventmaster: Pam Viau 651-324-5785
- 18 Third Thursday Holiday Social at Clubhouse Jager**
10th Ave N. and Washington/Minneapolis
Meet After Work . . .Bring a Munchie to Share!
? Eric Erickson at eric.erickson@theoxfordpcg.com

2008

Business Meeting Minutes . . .

continued from page 14

to set up a laptop so members who don't have a laptop can also view results as they happen. Check at the track for the location.

Touring: Mike Lancial, Chair

Mike will lead another trip to New Ulm on Saturday, May 10th. Not full yet, will limit to 40 members. Fall tour with Wisconsin club will conflict with Fall Color Tour. Pam will contact her and talk about putting a notice in our newsletter.

Treasurer: Jeff Bluhm

No report. First Fling and RA paid for.

Webmaster: Bret Bailey, Chair

Nothing new to report.

New Business:

Planning meeting tomorrow with officers and 50th Anniversary committee.

Meeting ended at 8:23 PM.

Respectfully submitted by Dale Trippler, Secretary
Nord Stern Porsche Club

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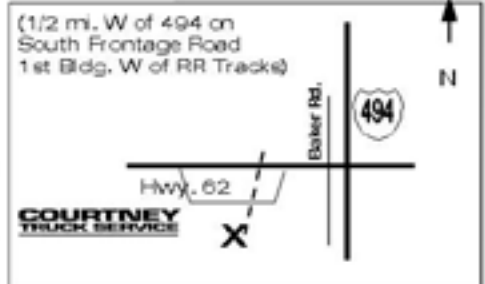
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Out and About at Holiday Party Feb 22nd

photos by Bret Bailey

All Porsche Show . . . June 29th

The Concours

By Phil Saari and Brian Mayer, Chair and Co-Chair

The All Porsche Show, described as the largest gathering of Porsches in the upper Midwest, is Sunday, June 29 at Central Park in Roseville. It is sponsored by the Nord Stern Region of the Porsche Club of America. The hours will be 10 am to 2 pm

The April issue of *Nord Stern* described the Vendor Display which will be a part of the All Porsche Show. This article highlights the judged Concours. A Concours has been the focal point for this annual Nord Stern get-together for the past several decades. The basic format has remained much the same except for the adding of classes, combining classes, or in some cases separating classes: all based upon the prevalence of cars.

There are three overall levels of participation: Full, Street and Race. The Full class has five areas a car is judged, Street has three areas with Race also having three areas. An owner may choose between Full and Street based upon the level of car prep they want to complete. Race cars are generally entered in the Race category only. The Nord Stern website has information on the Concours and descriptions of the areas judged for all of the classes. The website also has registration forms for entering this year's Concours. ***Pre-registration is highly recommended to minimize one's time registering on the day of the event.***

Judging will begin at 10:30 am and the awards will be presented at 1 pm. The number of awards per class will be based upon the number of cars entered in a class. In addition there will be a People's Choice award presented to the owner of the "best presented car." Last year Corey Johnson won this award with his 1963 356 Carrera Coupe. It is the car featured on this year's All Porsche Show poster - which has become a recent tradition of this Nord Stern event.

A Concours needs judges to ensure it runs timely. Volunteers also are needed in a variety of other capacities as we expect many cars and people. Please consider helping and we will make the responsibilities specific so your duties will be time limited.

If you can help or have questions let Brian know at bdmayer@comcast.net.

Check out the article on page 14 describing one driver's experience preparing their car for a Concours event. It's an interesting and inspiring tale, sure to spur us to get our cars clean. Join us at the All Porsche Show Concur on Sunday, June 29 - it will be an event to behold.

See you there!

5th ANNUAL
**ROCHESTER
PORSCHE
PICNIC**

Labor Day September 1st, 2008 from 1:00 to 5:00

This is a BYOBB (bring your own beer and brats) event and is a great way to end the summer.



Join us at:
3335 County Road 15 SW
Byron, MN
(5 miles west of Rochester)



Call Mike Griese at 507-281-1899 if you get lost!



Contact Mike Lancial (thelancials@msn.com) for the Twin Cities Convoy

Please RSVP by email no later than August 10th.

Jeff Boehm and BJ Peterson
jbandbj@chartermi.net
507-261-9407 cell (Jeff)
After August 10th contact
Andy Mulholland
andym@findcars.com
507-251-6403

**Families
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**Grills
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Map and directions available online at www.911t.org/laborday.htm

2008 INTER-MARQUE SPRING KICK-OFF

VINTAGE FOREIGN CAR & BIKE SHOW & BANQUET
SATURDAY, MAY 17

1. Vintage Foreign Car & Bike Show (10:00 a.m.-3:00 p.m.)

The famous spring kick-off show returns to its pastoral setting on the walking path surrounding the Radisson Plymouth. As always, the show is **FREE** for both participants and spectators alike. *(No RSVP is required for the show, but it'd be nice if you did so anyhow.)*

2. Buffet, Get-Together & Awards (2:00-3:00 p.m.)

Starting at two, there will be a buffet, awards ceremony, and intermarque get-together. The price is \$18.00 per person. *(Money collected at the door. Please RSVP if you wish to attend the banquet as the Radisson needs an estimate of how many people will attend. RSVP early but please before May 12.)*

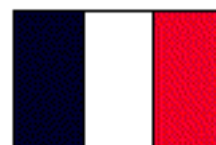
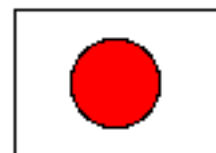
Radisson
Plymouth
location



**What is
vintage?
1987 &
older*



Countries from which vintage
foreign cars & bikes come*



RSVP form:

Name(s): _____

Car(s): _____

Club (if any): _____

Banquet Attendees: _____

Please send (by May 12) to Phyllis
Galberth, 19390 Judicial Road,
Lakeville, Minnesota 55044
deegalberth@yahoo.com

Classic Racing Trivia

Keith Jones

When I have downtime during my travels I really enjoy researching classic race car drivers and their exploits. I have already bored you with Hans Herrmann's daring drive under a railroad crossing guard just in front of a Rome express train, in his 550 Spyder during the 1954 Mille Miglia.

Now thanks to American Airlines, I have the following to share about Tazio Nuvolari, (the Flying Mantuan):

During the 1930 Mille Miglia Nuvolari pulled possibly the gutsiest overtake in racing history. Nuvolari caught his unsuspecting rival and teammate Achille Varzi while driving his Alfa P2 at night without headlights. Three kilometers from the finish Nuvolari suddenly pulled along side his startled teammate, he turned on his headlights and sprinted to victory.

At the Monza Grand Prix for motorcycles, Nuvolari crashed during practice, resulting in two broken legs. With casts on both legs, he was told that it would be at least one month before he could walk again. The next day, he started the Monza Grand Prix tied to his bike. His mechanics had to hold him upright at the start of the race and to catch him at the end.

In 1936 he had a serious accident during practice for the Tripoli Grand Prix. He escaped from the hospital and took a taxi to the race where he finished seventh in a spare car.

Keith, a virtual storehouse of useless information, Jones

Disclaimer: I do not, and I'm sure Nord Stern does not recommend racing in the above fashion, you might just get a 13/13.

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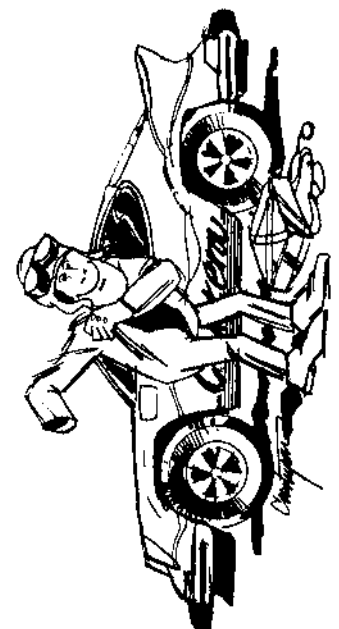
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Miscellaneous Musings . . .

courtesy Christie Boeder, Editor



Bob Lunde, owner of the Corvette in this photo from BIR way back when, identified the DeLorean owner as Scott Zbikowski. Scott was his business partner for 25 years and obviously a fellow car nut! Thanks, Bob, for letting me know more about this picture which came as a part of a 'stash' from long time Nord Stern member and fellow race, Denny Guentzel.



Swap Meet a 'Sweeping Success!'

Photos: Clockwise: Harvey Robideau, the lovely Km Fritze, Jon Beatty, Dick Beers; The swap meet was hosted by Carousel Porsche in their ample service bay.; Roger Johnson cooks up a Porsche air cleaner on The Freedom Grill. The Freedom Grill is shown attached to Keith Jones' trailer hitch. It will be in the Courage Center silent auction on July 26th at the BIR Loonacy Club Race; The Courage Center poster table, where rare finds were there for the digging! (photos courtesy Keith Jones)



Where We Were - Where We Are - 50 Years of NS

Nord Stern Vintage...from the old Nord Stern Newsletters

by Ron Faust

"Know your history or you might have to repeat it" doesn't really apply to our car hobby but any automotive history gets interesting for most of us who have been doing the car thing for a while. Long-time Nord Stern member Gordon Doering has contributed his newsletter back issues to the club. While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?

May, 1972

- The President described the rally a "rally, beer-bust, chicken barbecue, ping-pong tournament, and stay-and-finish-the-beer function". Those guys really knew how to have fun.
- People we know are starting to show up in the newsletter. In the results from a May 3 autocross are Peter Kitchak (who owns our favorite collection of vintage Porsche race cars), John Bierbaum (who was back to race is Porsche Elva Spyder very competitively at the 2007 BIR Club Race), Hank Godfredson, Larry Skoglund, and Gordon Doering.
- An article on a June 3 autocross show's the inside of every letter a,s,e, to be blackened on the contributor's typewriter. The o's escaped or had been cleaned. Why can't Word bring back that old highly personal font for us to enjoy now?

June, 1972

- Seventeen 914's and three 911T's are for sale at Metropolitan Porsche Audi!
- Metropolitan had become the successor to Schmelz Porsche Audi when Rob Stevenson went to the dealership to order a 911E but wound up owning the dealership with Jerry Hilligoss a month later.

July, 1972

- Metropolitan has a 1957 Speedster described as "\$100 away from concours condition" for \$4000.
- The Club's Mini-Parade at Donnybrooke is a 2 ½ day affair August 25-27. Registration is \$25. Race Headquarters is at the Paul Bunyan Motel with a banquet on Saturday for \$3.
- President Ron Korman says the concours has been separated from the Donnybrooke event and will be held in conjunction with a Club pool party.

August, 1972

- After only 38 drivers have registered for the Donnybrook event the Club has reached the point where

they can pay for the track (\$25 x 38 = \$950!!!!!!).

- In their ad The Performance Company at 47th and Chicago says they are looking for a rear body section for a 550-RS61 Spyder. Good luck, guys; bring money.

October, 1972

- Jim Harris organizes a second annual fall color camping trip and tour to Cascade River State Park on the North Shore (could the 2007 event have been the 36th Annual Fall Color Tour?)
- Dr. Ernest Fuhrmann is quoted: "I wouldn't exclude the possibility of putting a turbocharger on our road cars some day..."

December, 1972

- The annual Christmas party still fits in a private residence, thanks to the hospitality of Adrian and LouAnn Opitz; logistics were different then. Thirty four companies were listed for their donations (Santa himself couldn't have come up with more goodies).

February, 1973

- A second annual winter-beater screw-around rally and/or concours is held; penalty points are assessed to anyone showing up: "a) on time, b) in a clean car, c) in a Porsche, d) all of the above, or e) none of the above". Those guys knew how to have fun.
- A reprinted article from *Panorama*: "Knitting a Porsche Sweater".

Right: Carousel ad in March 1971 - 3 914/6's!

Carousel
PORSCHE | AUDI
502 Excelsior Ave. East Hopkins, Mn. 935-8499

1971 PORSCHE 911 T's:
Targa, 5 speed. Conda Green/Black-Houndstooth
Coupe, 5 speed. Tangerine/Black Leatherette
Coupe, 5 speed. Irish Green/Black Leatherette

1970 911 T Coupe, Albert Blue/Beige
Sportomatic Transmission

1970 911 T Coupe, Bahia Red
European Mechanicals (1) 1,800 miles

1969 911 T Coupe, 5 speed. Irish Green/
Full Comfort Group. Beige-Houndstooth

1969 911 T Coupe, 5 speed. White/Black Leather
Three 914/6's: Two have zero miles

Several desirable 911 models (including one
silver Targa) on order for Spring delivery.

Factory type 911-912 brass in stock

Parts Manager Ed Dapre wishes good luck to his
racing customers for the up coming season

Editor's Note: Keep watching upcoming newsletters for future installments of 'Where We Were . . .' as Ron shares more of his discoveries and I scan more older pics! Got stuff tucked away? Let me know!

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VELOCITY: THE ART OF MOTION JUNE 28-AUGUST 3, 2008

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The invitational exhibition, curated by Nord Stern Member Michael Jekot, will include paintings, sculpture, photography, illustration and collage by 50 international automotive artists. The exhibition will include public events as listed below:

Velocity Calendar of Events at the Hopkins Center for the Arts

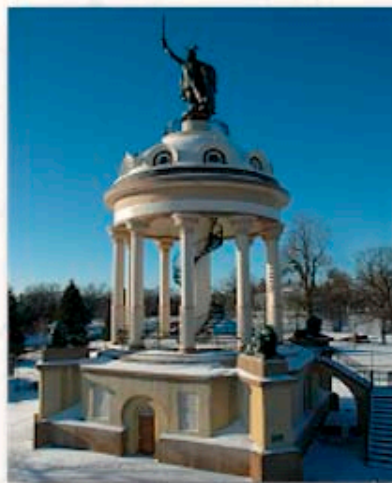
- **Sunday, June 29;** Exhibition Public Opening Reception (4 - 6 pm)
- **Wednesday, July 9;** Vintage Race Car exhibit sponsored by the VSCR Club of Minnesota Mainstreet DT Hopkins in front of the Arts Center
- **Friday, July 18;** “Cars & Guitars”, Public concert, Guitar-inspired artwork and art making, 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)

NORD STERN

Spring Tour

Saturday May 10th

Join us for a casual spring drive on great Minnesota roads & lunch at the foot of Hermann Heights Monument in New Ulm Minnesota. If weather permits you can climb to the top of the monument for a beautiful view of the surrounding area.



Date: Saturday, May 10th

Start time: 9:30am.

We will be leaving the lot at 10:00am.

Start location: Diethelm Park in Victoria in the Field House parking lot.

End location: Hermann Heights Monument in New Ulm

We will be serving a box lunch from Olde World Deli and catering in a covered shelter house in the Hermann Heights Park. Cost will be around \$7.00.

For a registration form and to make a lunch selection please send an e-mail to Mike or Lori Lancial thelancials@msn.com.

All participants must sign waiver
All drivers must be 18 years of age or older to participate in this tour.

Please help us out by registering sooner than later so we know how many participants we will have. Thank you~

The event will be open to the first 40 Nord Stern club members who register by May 4th, 2008.

The event will be open to non Nord Stern club members if space is available.

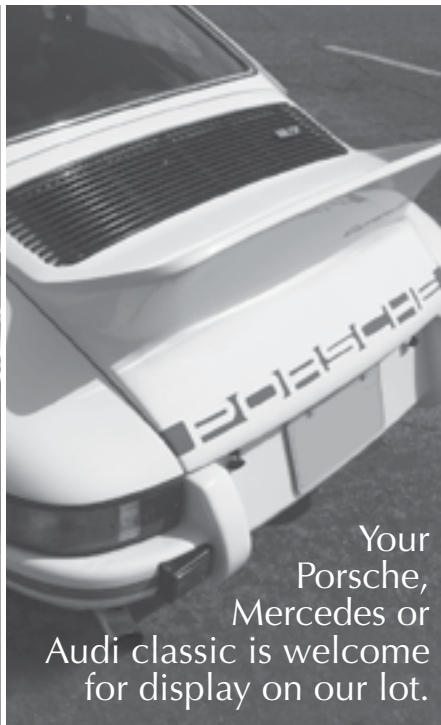
No registration will be accepted the day of the tour.

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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 four-wheel drive Type 953 was based on the 1984 model 911 Carrera.

True or False

Excellence, Vol. 2, page 829

2. The 1984 Carrera had what kind of engine-management system?

- a. CIS Fuel Injection
- b. Digital Bosch Motronic
- c. Bosch L Jetronic
- d. None of the above

Excellence, Vol. 2, page 830

3. The final version of the Speedster, as produced in 1988 (for the U.S. as a 1989 model) had which feature?

- a. Airbags
- b. ABS brakes
- c. Turbo-look fenders
- d. Satellite Radio

Excellence, Vol. 2, page 836

4. With a catalyst flanking its left-hand cylinder head, the 1980 Porsche 911 SC was able to:

- a. Win the Paris-Dakar Rally
- b. Increase its top speed
- c. Make more noise
- d. Meet global emissions requirements.

Excellence, Vol.2, page 821

5. What was the weight of the 1984 Carrera engine?

- a. 463 pounds
- b. 965 pounds
- c. 125 pounds
- d. None of the above

Excellence, Vol. 2, page 830

6. The 1984 model year 911 was known as the:

- a. SC
- b. 911 Carrera
- c. 911T
- d. 964

Excellence, Vol.2, page 831

7. The original 911 Cabriolet was made by:

- a. ASC
- b. Karmann
- c. Porsche
- d. None of the above

Excellence, Vol.2, page 824

8. Externally, the 911SC and 3.2-liter Carrera engines greatly differ because of:

- a. Different filters
- b. Supercharger
- c. There was no difference
- d. Different air intake/fuel injection system Porsche

911 Story, page 82

9. With the 911SC Porsche used a breakerless electronic ignition system for the first time in a nonturbocharged production 911.

True or False

Porsche 911 Story, page 75

10. The 3.2-liter engine of the 911 Carrera did not have new heat exchangers.

True or False

Porsche 911 Story, page 83

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autobahn
L T D

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

TWIN CITIES EVENTS/AUTOCROSS CALENDAR 2008



UPDATED 03/01/2008

DATE	EVENT	SPONSOR	LOCATION
APRIL 26 (SAT) APRIL 27	DRIVER'S SCHOOL CLASSROOM NOVICE DRIVER'S SCHOOL	MAC MAC	DUNWOODY INSTITUTE MIDWAY STADIUM
MAY 3 (SAT) MAY 4 MAY 18	AUTOCROSS [MOWOG I] AUTOCROSS [MOWOG II] AUTOCROSS	MAC MAC PCA & COM	VALLEYFAIR VALLEYFAIR DCTC
MAY 30-31/JUNE 1 JUNE 1 JUNE 8 JUNE 14 JUNE 15 JUNE 21 (SAT) JUNE 22 JUNE 29	CORVETTES & FRIENDS DO BIR AUTOCROSS [MOWOG III] AUTOCROSS DRIVER'S SCHOOL CLASSROOM NOVICE DRIVER'S SCHOOL EVOLUTION CHALLENGE SCHOOL EVOLUTION PHASE 1 SCHOOL AUTOCROSS [MOWOG IV]	SCCM MAC CVSCC MAC MAC CVSCC & MAC CVSCC & MAC MAC	BRAINERD RACEWAY DCTC CVTC DUNWOODY INSTITUTE MIDWAY STADIUM CVTC (TENTATIVE) CVTC (TENTATIVE) DCTC
JULY 13	TEST & TUNE	MAC	DCTC
AUGUST 3 AUGUST 9 AUG 23 (SAT) AUGUST 24	AUTOCROSS [MOWOG V] CARS UNDER STARS (CAR SHOW) AUTOCROSS [MOWOG VI] AUTOCROSS (NCCC SUPER SUNDAY)	MAC SCCM MAC COM {NCCC}	DCTC GROSSMAN CHEVROLET MIDWAY STADIUM DCTC
SEPTEMBER 7 SEPTEMBER 28	TEST & TUNE AUTOCROSS	MAC CVSCC	DCTC CVTC
OCTOBER 4 (SAT) OCTOBER 5 OCTOBER 19	AUTOCROSS [MOWOG VII] AUTOCROSS [MOWOG VIII] AUTOCROSS [MOWOG IX]	MAC MAC MAC	CANTERBURY PARK CANTERBURY PARK MIDWAY STADIUM

PCA DRIVER'S TRAINING @ BRAINERD RACEWAY: APR 27 & SEP 28

SCCM PRACTICE DAYS @ BRAINERD RACEWAY: JUL 14, SEPT 15

MET COUNCIL AUTOX SERIES (MCAS) EVENTS: MAY 4, MAY 18, JUNE 8, AUG 3, AUG 24, SEP 28, OCT 5

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: BOB DRUSCHEL 715-552-0266

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: JOHN PARIZEK 952-496-1919

SCCM = SUBURBAN CORVETTE CLUB of MINNESOTA--www.suburbancorvettesofminnesota.com--CONTACT: LAURIE STONE 612-619-8615

VOLKSPORT = VOLKSPORT--www.volkspport.org--CONTACT: AARON JONGBLOEDT 952-270-3349

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD MN

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

MIDWAY = MIDWAY STADIUM PARKING LOT, ST. PAUL MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

NCCC SUPER SUNDAY IS A MET COUNCIL SERIES EVENT -- OPEN TO ALL CARS



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Ted's Technology, Trivia and Tidbits

by Ted Glaser, Florida

Technology and Business:

Despite the publicity given to the Toyota Prius and other hybrid cars, which combine a gasoline engine with an electric motor, most of the 128,646 low-emission cars sold in the UK in 2007 had diesel engines. The BMW 520d (a 2 liter turbo-diesel, not available in the US) is the entry level car of the 5-series. Many UK buyers opt for "badge delete" so they don't show other motorists they went for the cheapest option at £27,190 (~\$54k). The least polluting conventional car in the UK which delivers an average of 72 miles per gallon and emits only 99g of CO2 per km, 5g/km less than the Prius, is the diesel VW Polo Blue Motion, introduced last year.

Subaru has come up with a "world first" passenger car "boxer" diesel that is inherently well balanced, minimizing the nuisance of secondary harmonic vibration and the customary harmonic balancer. The engine is only available in the UK at this time. Ask your dealer.

Lamborghini has sold 7,100 Gallardos since the car's debut, and last year the prestige marque sold 2,400 cars worldwide, up 100 from 2006.

Bridgestone has announced Formula One's extreme wet weather tires will be marked with a white line in the bottom of the central groove this season.

The white tire marking, which is already used in the softer of the two dry tire compounds at each race, has been introduced at the request of the teams and in consultation with the FIA to make the extreme wet weather tires visibly distinguishable from the normal rain tires.

UK motorists are an easy target. They provide the ideal green smokescreen behind which Alistair Darling, the Chancellor of the Exchequer (UK Treasury dept) can get on with the business of raising additional revenue while appearing to maintain the moral high ground. Because the fact is that while these green taxes will raise £1.2 billion (~\$2.4bn) in extra revenue by 2010 they will, by the Treasury's own admission, reduce emissions by less than 1%. The government insists that the moves will encourage greener behavior and leave most motorists no worse off. This would be merely disingenuous were it not also hypocritical: in May plans for a new generation of coal-burning power stations are expected to be given the green light while the third runway at Heathrow looks like being waved through.

The Sports Business Group at Deloitte has published details of a survey into profits in sports and has concluded that Formula 1 is the highest revenue generator, with the 18 Grands Prix in 2007

having an average revenue of \$217m.

By 2011 sales of diesel-powered cars in the UK will outstrip gasoline powered cars as millions more drivers seek to avoid the heavy tax penalties announced for fuel-inefficient vehicles.

Diesel accounted for 40.2 per cent of the 2.4 million cars sold in Britain last year, compared with only 13.8 per cent in 1999. It has already overtaken gasoline in terms of the total fuel consumed by all vehicles in Britain. Last year drivers bought 25.5 billion litres (~6.7 billion gallons) of diesel and 24 billion litres (~6.5 billion gallons) of gasoline.

Despite costing 5p-10p a litre (~37 - 74¢/gallon) more at the pumps than gasoline, diesel proves more economical for most drivers because it delivers 10-20 per cent more miles for the same fuel.

Formula One is going green. Well, make that 5.75 per cent green because that is the mix of biofuel powering the cars in 2008, and that percentage is set to increase every year between now and 2010 to bring the sport in line with proposed road car fuel specifications.

Trivia:

Safety advocates successfully forced the National Highway Traffic Safety Admin. to double the requirements of the "Roof Crush" standard. Enormous technical efforts and scientific studies were thrown at this issue, which will end up making vehicles heavier and costlier.

Safety advocates argue that rollovers account for only 3% of accidents, but nearly 25% of fatalities, about 10,000 a year. Yet, when you dive into the details, you find the vast majority of those killed in rollovers were ejected from the vehicle because they were not wearing a seatbelt. NHTSA's own analysis shows the new roof-crush standard might, maybe, possibly, hopefully save 476 lives a year.

There are 140,000 foreign-registered vehicles on Britain's roads at any one time and three million enter each year. The largest group are Polish vehicles, which account for 36 per cent, followed by French vehicles at 10 per cent and German vehicles at 9 per cent. Foreign vehicles are 30 per cent more likely to be involved in a crash than a UK-registered vehicle, according to research by London Councils.

- In the past five years there has been a 47 per cent rise in the number of foreign drivers involved in accidents in Britain
- Foreign trucks are three times more likely to be involved in collisions than British trucks
- Cheshire Council was criticized for erecting signs in both



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English and Polish after so many trucks had taken wrong turns

- In 2006 a bus company was ordered to suspend its fleet because of concerns about its Polish drivers' command of English

Anniversaries:

May 6, 1928 - Chrysler introduced the DeSoto as the corporation's new brand. The DeSoto Six was Chrysler's answer to the market demand for a car that fit between its large cars & its popular 4-cylinder models. Marketed in the moderate price class, the DeSoto offered features that no car w/in comparable price range had ever offered, such as improved insulation, a reinforced frame, & chrome alloy steel transmission gears. Introduced not long after Chrysler purchased Dodge, the DeSoto label sold 80,000 cars its 1st year, forcing Chrysler to increase its production facilities. In the fall of '36, after having moved between various Chrysler plants, DeSoto moved to a production facility of its own on the west side of Detroit. The new state-of-the-art facility became one of Detroit's showcases for automobile production & one of the city's most heavily visited tourist sites. The interest in the DeSoto plant was partially a response to the company's innovative '34 release, the DeSoto Airflow. The Airflow created a new standard for weight distribution in the automotive industry, reducing vibration to a frequency that, for the 1st time, was comfortable for passengers. Engineers moved the DeSoto's

engine forward over the front axle & increased the gauge of the front springs. Moving the engine forward allowed the designers to move the back seat in front of the rear axle, thereby reducing the shock inflicted on passengers sitting there. The Airflow was also equipped w/smaller wheels that used larger tires, & a unibody design that made the car safer & stronger.

Crystal Ball:

2008 – Peugeot will unveil the first demonstrator of a hybrid-diesel engine for racing. This demonstration unit will be fitted into a 908. A press launch is possible at Le Mans in June and an entry in next year's 24 hours - or even as soon as Shanghai.

2009 - A1 Team USA owner Rick Weidinger hopes that the A1GP series might be able to pick up some of the American venues that lost open wheel racing dates due to the Champ Car World Series and IRL IndyCar Series merger.

With the unified championship primarily following the IRL calendar, eleven circuits have lost Champ Car races for 2008 - including American tracks Houston, Laguna Seca, Cleveland, Portland and Elkhart Lake.

A1GP raced at Laguna in its inaugural season, but has not returned to the United States since then.

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Ted's Technology . . .

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2010 - Jeep Wrangler seats will be sourced from India starting in 2010 because instead of the current Johnson Controls Inc. plant in Northwood, OH. This has been verified by a United Auto Workers union official, who represents hourly employees at the affected site as well as the nearby Wrangler assembly plant in Toledo.

2012 - Ford Motor Co. could eliminate Mercury from its brand family and close its assembly plant in St. Thomas, (Ontario,

Canada), exclusive home to the Ford Crown Victoria, Lincoln Town Car and Mercury Grand Marquis rear-wheel-drive sedans. The three vehicles share Ford's aged Panther platform and their production will probably be discontinued in 2010 when St. Thomas is expected to go dark.

*See you at
the races!*



Right 11/71 Newsletter with full page of info on the death of Jo Siffert at Grands Hatch.

Jo Siffert, 31, of Primm, Switzerland, was killed at Grands Hatch today in a racing crash of his BMW F500 in the final Formula 1 race of the season.

John Dutton, who was following Siffert at the moment of the crash, said, "He didn't stand a chance. His gearbox seemed to freeze and the car flipped over as it lost the back end of control."

Siffert's BMW, the previous Formula 1 car, was damaged in the crash. It was replaced by a second BMW, which was damaged in the crash. Siffert was reportedly injured.

The race was held on the 14th of his life after the crash with Peter Gurnee, in another BMW, declared the winner. Siffert's BMW was second in a Lotus 11 and Jackie Stewart was third in his Tyrrell Ford.

Siffert won the Aug. 1968 Austrian Grand Prix and finished second in the U.S. Grand Prix, placing fourth in the final point standings. He had been promoted to number one in the racing team after the death of Pedro Rodriguez in July in a Ferrari sports car race.

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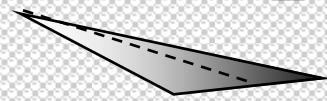
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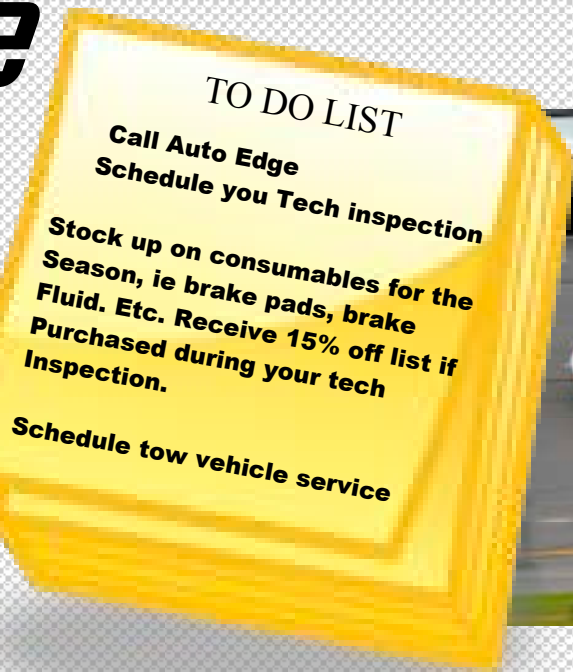
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