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

For the Boeders I can always say summer is finally here when I begin my little hiatus from work at the end of another academic year. And this year certainly did mean summer as the cool, wet spring went all the way through the last week of school in the district where I'm employed. So far it's been glorious and after a snowed out First Fling, now the summer fun can begin.

As Prez Pam notes in her column there are a number of driving events on the calendar - some competitive, some for fun and of course the Porsche Show is just around the corner as I write this late in June.

We are off to the annual Porsche Parade which this year is in Charlotte, NC. Having never been to North Carolina I am looking forward to seeing another part of the country since I am not required to attend meetings, as Bruce will be doing. Mine is all fun! If you haven't been to a Parade yet, they are an interesting blend of activities; autocross competition, Concours competition, a rally - much more serious than our fun rallies!, lots of dinners, social events, workshops, tech sessions, big national tech quizzes and all end up with awards. It's hard to describe and it truly is quite the gathering. This month I feature an article by Larry Skoglund, a very active member from the 70s and 80s when Nord Stern had quite a crew heading to the 18th Parade in Monterey, CA. Be sure to read it, what struck me is how timeless it was and accurate about Porsche people even today. What he described is certainly happening today. A fun read.

Ron Faust has certainly been my angel this year, he has been combing the old Nord Sterns and culling out all sorts of bits and pieces to give us a flavor of the club and its history as we move towards our 50th anniversary year. There are some gems, for sure; recipes, knitting stories, hmmm, seems as if there were some attempts to include wives in some manner. Thank you, Ron, I

have thoroughly enjoyed the little blasts from the past and hope everyone else is, too.

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Ad frequency	X1-5	x6-11	x12
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):

Full page:	8" wide by 10.5" high
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"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Contract and 6 month payment required for ad insertion

# Welcome

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## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### Terry Boblit

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1965 912

### Randolph & Kathleen Eisele

Plymouth MN  
2008 911

### Bill Heptig

Prior Lake MN  
1986 911 Cab

### Dale Horiha

Eden Prairie MN  
1967 911

### Daniel Hubert

Rosemount MN  
1999 911

### Howard Klatzky

Duluth MN  
2005 Cayenne

## 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.

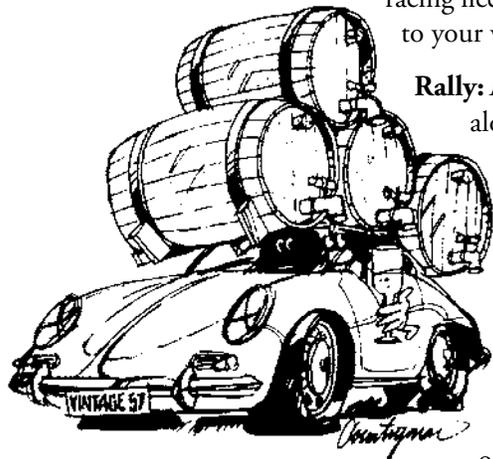
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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.



We are finally getting some weather we can enjoy. I know everyone has the same sentiment as I do, it's about time. By the time you read this we will have attended the Fast Fling at BIR, with no snow. Maybe I shouldn't say that since I'm writing this just before I leave for the event, but I have faith. We will have also enjoyed the All Porsche show in Roseville. I attended a European car show that my son was showing his Audi S4 in. On the same day I also attended the German Auto Fest in Shakopee. Both car shows were a great way to spend a Saturday. We had good weather and were able to drive our "P" cars to both shows. Anyway, the European show was a great collection of Audi's, VW's, Mercedes, BMW's, and a few Porsches among others. We arrived at the German Auto Fest in time to socialize with a few people we hadn't seen for awhile and to hear the awards. Porsche had a great showing.

July will be filled with Track events. First of all our DE at Road America on the 14<sup>th</sup> & 15<sup>th</sup>. If you have not been to this event, I highly recommend you give it a try, it is a great track. The surrounding area is beautiful with many great places to socialize after a day on the track. We finish the month with our Club Race at BIR. As I said in last month's article this is a great event for both drivers and those that just want to socialize.

Keep watch for the information on the Rally that is being planned by Dale Trippler. I hope a lot of people take part in this event. I've participated in a couple of the Rallies we have had in the past and they are extremely fun to do. Enjoy the sunshine, I'm sure I see a lot of you at the upcoming events.



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# Blast from the Past: 18<sup>th</sup> Porsche Parade (1973: Monterey, CA)

by Larry Skoglund, reprinted from November 1973 Nord Stern

The people in Nord Stern are more wonderful than the cars. Due to a lot of small kids and work in the seventies, I didn't come up from Rochester very often; the Afton Concour was my one and only event, and it was hard for me to meet other Nord Stern members. I felt like Larry Skoglund was the first one who knew me. He helped me sell my 911T in 1977 and he helped me buy my 356 in 1984. Like the California PCA member who once held my hand as he taught me how to do my first 911 tuneup, Larry would do anything for you. He would loan you not just his tools, but his engine too. He and Annie even babysit for our kids.

The Skoglunds lived on an old farm southwest of the cities. Once I saw his black 4 cam Carrera 356 in his big old barn; this vision is still stuck in my memory – the perfect setting for such a rare car. From a mechanical standpoint, Larry is a genius in my book; I've seen Bob Johnson of Johnson Autosport replace main seals in the pits at BIR, but this tale of Larry's opening a 4 cam engine in a California parking lot blows my mind.

How many people can turn a wrench and write just as well? Nord Stern Editor Christie Boeder and I enjoyed his account of the trip to the 1973 PCA Parade so much it is reprinted in total here. Although written 35 years ago, it exemplifies the enthusiasm for

the cars and the journey and the people that we love about Nord Stern. Wherever you are, Larry, we miss you. You are a true Nord Stern legend. (Editor's Note: Larry is quite prominent in these early newsletters through the 80s – if anyone knows more about Larry I would love to hear from you!).

– Ron Faust

When Parade registration time rolls around, through force of habit, (whose I don't know), you send yours in. Does it really matter that you have no real car, that it's scheduled during the first week of school, that you're sure by August you'll have blown your engine and all your tires at least three times (plus broken all the parts commandeered from your buddies' down cars) and by then, you probably won't be able to afford the "I was there decal" let alone the event itself.

By mid-summer things are starting to fall in place, the broken value spring that only took out a piston-cylinder and head has been replaced, the car is ready. The next minor obstacle to clear up is the time off. How does one explain to the school board you

*Continued on page 11*

## **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.



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# PCA Zone 10 Calendar . . .

Courtesy Doug Pierce, Zone 10 Rep

## JULY

06/28-03	Porsche Parade, Charlotte, NC	
1	Canada Day at the Mint	Red River
9	Tech Tour Hydro	Red River
11	Drive and Dine to Hurley, Missouri	Ozark Lakes
12	Summer Picinic	Red Rive
12	Automobilia's 14th Annual Moonlight Car Show & Street Party	Wichita
14-15	Driver 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
19	Open house at the Bennetts	Kansas City
25-27	PCA Club Race and DE - BIR	Nord Stern
26	Fun drive to Marina Grog & Galley Restaurant	Kansas City
26-27	Drivers Ed – Midamerica Motorplex	Great Plains
27	Trip to Fast Eddie's Bon Aire in Alton	St. Louis

## AUGUST

9	Dusk Patrol and 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
18	Get on Down the Road Rally, Lakeville Theater parking lot start	Nord Stern
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
23	Sienna Car Show	Wichita
26-28	Last Fling Driver Training and Driver Ed - BIR	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](http://www.pca.org).

Central Iowa Region: [www.ciapca.org](http://www.ciapca.org)

Ozark Lakes Region: [www.olk.pca.org/](http://www.olk.pca.org/)

Dakotas Region: [www.dak.pca.org](http://www.dak.pca.org)

Red River Region: [rev.pca.org/](http://rev.pca.org/)

Great Plains Region: [porsche.ellipse.net/](http://porsche.ellipse.net/)

Schönesland Region: [www.shonesland.org](http://www.shonesland.org)

Kansas City Region: [www.kcrpca.org](http://www.kcrpca.org)

St. Louis Region: [www.stlpc.org/](http://www.stlpc.org/)

Nord Stern Region: [www.nordstern.org](http://www.nordstern.org)

Wichita Region: [www.pca.org/wic](http://www.pca.org/wic)

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## 18th Parade . . .

*continued from page 8*

must have another week off, after three months vacation? The rational I used this year was a workshop...after all I do teach auto mechanics, don't I? After searching me for funny cigarettes they said yes, and I left while they shook their heads and checked for insanity in the family. Actually by early August everything was set, except for the financial end, but that only gets worse anyway, so I ignored it.

I (if anyone) should know better than to attempt a 2,500 mile cross country jaunt in a 1957 356, particularly a Carrera Speedster whose only real claim to current fame resides in it's phenomenal rainmaking ability, and a short fused roller crank (more on that later. It was going to be fun (somehow).

After several days work Annie managed to somehow squeeze in between spare parts and the dirty tennis shoes. The weather was absolutely perfect, the top was down all the way to Denver, and the side curtains were out in the front trunk (gazed upon by other Speedster freaks as somewhere between bravado and stupidity). After a few years of traveling crosscountry in a Porsche you've experienced all the minor problems, so just the major ones are left. With a Carrera everything is duplicated (twice the trouble) and sealed so the only hassle you'll have is either very weird or very disabling. Outside Denver we had the centrifical advance unit on both distributors self-destruct within 50 miles of each other (that's the weird one) so the engine had a very difficult time staying in time. A few days spent at good ole mom's, in Denver, enable me to jerry rig a stop in the distributors so the rotors wouldn't spin free, grease the car and plan the remainder of the trip. Ann and I decided not to take the interstate so we planned a scenic route. The car ran perfectly through the Colorado Rockies and across the high Utah desert. Early on the second morning out the car suddenly lost oil pressure and began making very funny metallic noises. We coasted to a stop, pulled the oil pump and discovered handfuls of aluminum chunks and other assorted graffiti. The car pulled this little stunt on one the scenic secondary roads, right in front of a small sign pointing to Delta, Utah 480 miles to our rear and Garrison, Nevada 46 miles ahead. The lack of contingency planning was immediately felt. Since we had no beer and there was no shade (deserts can very friendly) we were forced to make a decision, find a U-Haul and continue on. The only traffic in four hours turned out to be a young family in a VW bus (with cold beer) and they volunteered to tow us 75 miles to a town where we could rent a truck. By dusk we had the Speedster safely loaded in the back of the U-Haul, filled the 30 gallon tank for the first of many times and headed west. One of the funnier stories to come out of the U-Haul part occurred in a small gas station-tavern out in the middle of Nevada (still on the scenic route) Ann climbed down from the cab to find the john and was questioned by a group of locals who were feeling no pain. Their opening comment was something like 'what ya got in that there dump truck, lady?' After driving that infernal truck (governed at 50) all night and all the following day we still managed to make Monterey late on Saturday

with a total of \$8 (*editor's note: hmm, even in 1973 this was not a lot of dough*) but right on schedule.

The first night was spent scrounging up friends from past Parades and looking for the rest of the Nord Stern contingent. It seemed everyone had a story or two to tell (the Morses had 3 and it was only Saturday!). Sunday was spent watching Dave and Lorraine frantically working on their "S" for the following day's Concours on Pebble Beach. Dave had most everyone from Nord Stern working on something or other that day (he'll never do that again). Monday's Concours de Elegance was unreal, the quality of the displayed automobiles was awesome (*editor's note: and the teenagers today think this is their special word! This is 1973!!!*), something we will never see in Minnesota (*editor's note: well, now that it's 2008 I think our recent Concours might be right up there in terms of quality, not quantity, of great P cars! But I get the point*). Monday night will never be forgotten, Jim 'full moon' Clark and friends were in rare form; something about several hours of free champagne destroying inhibitions. Tuesday, Wednesday and Thursday were spent at Laguna Seca for the speed event. You had to have your stuff together 'cause there were over 400 cars running and you received no practice, just a walk around. By this time I was a little curious as to exactly what had happened to the Speedster so, with a little help, I pulled the engine out and apart and discovered that a roller cage had broken on #3 connecting rod and that, of course, did wonders to the crankshaft. Al was having problems, too; while touring (?) the coast he managed to lock his car in reverse (late in the afternoon, going uphill, the day before his autocross run, of course). Early the next morning, Al pulled his engine and gearbox (in the parking lot too) solved the problem with a little help from Hank Front and got it running 15 minutes before his run time. Not bad for a morning's work. My Speedster had been sold to a Houston Porsche fanatic before the Parade, but the stipulation that he didn't pick it up until September. With a broken car in California and Monday morning work looming every closer, something had to give. It did. John Bon Jr. (Road & Track) mentioned that he had a 1964 Carrere 2 cabriolet, would I be willing to make an even trade (Trade a broken Speedster, Never!)? It was an intriguing idea and I decided to look at his car and decide. Getting to Los Angeles on a weekday on a moment's notice isn't easy, however, Frank came to the rescue again (he'll always regret that one). He volunteered in a weak, unsober moment, (350 miles) to drive me down. When I woke him at 2 AM he was offering to pay my plane fare down, hire a cab, buy me off anything not to have to move. After finding LA had looking a t avery clean Carrera Cabriolet, knowing only 47 were produced (Carrera 2 "C" cabriolets that is) Frank and I looked over Road & Tracks little restoration shop (things like two 1949 Ferraris, 540K Mercedes, a Bugatti, Royalton, and an early Spyder were present), signed the car over and left for Monterey. Going from a 1500 Carrera to a torque package like the 2 liter was quite a switch, plus it even had windows!

# Hastings Motorsports Park: Adventures On . . . and Off the Track

by Paul Termin

Over the weekend of May 30 to June 1, Ellen and I traveled to MotorSports Park (MPH) at Hastings, Nebraska. We left the Twin Cities at 10:00 AM and soon crossed into Iowa where the weather took a bad turn. It rained from the Iowa border to the Nebraska border. As we approached Lincoln, the sky began to take on an eerie color. Everything had a “Wizard of Oz” look to it.

As we surfed for radio stations, the Lincoln station was preempted by tornado warnings and a serious “take shelter” message. But where do you take shelter with a truck and car trailer when everything around you is flatland and towns are many miles apart? The radio reported that the tornados and straight-line winds were coming directly toward us on I-80. We chose to head south (away from the eastbound path of the oncoming bad weather) and called the track. The track owner informed us that they had moved most of the trailers and cars into a nearby grain storage barn large enough to store a hundred vehicles (picture: 1000 feet long and 150 feet wide). As we hurried toward the track, the tornados were visible out the side window. It didn’t take a radio report to tell us that making good time was important.

In Hastings, the owner of the track, George Anderson, and the local sheriff (a fellow driver himself) met us at the track and guided us into the silo.

The weather turned clear just in time to open the track the next day. The event was hosted by the Great Plains Region as a DE - Club Race event. After a short, adult-level drivers meeting (“Here are the rules”, “You know what to do”, “Be safe and have fun”), I was on the track.

The track is a 14-turn, 2.1-mile course with three 180-degree turns all different configurations with the hairpin leading onto the front straight requiring a third-to-second shift. The track surface was smooth and offered abundant grip along with a modest penalty for off-track adventures (axle deep mud). This track demands constant adjustments and the driver is always busy. A thirty-minute session usually resulted in a shirt change and drying your helmet in the sun.

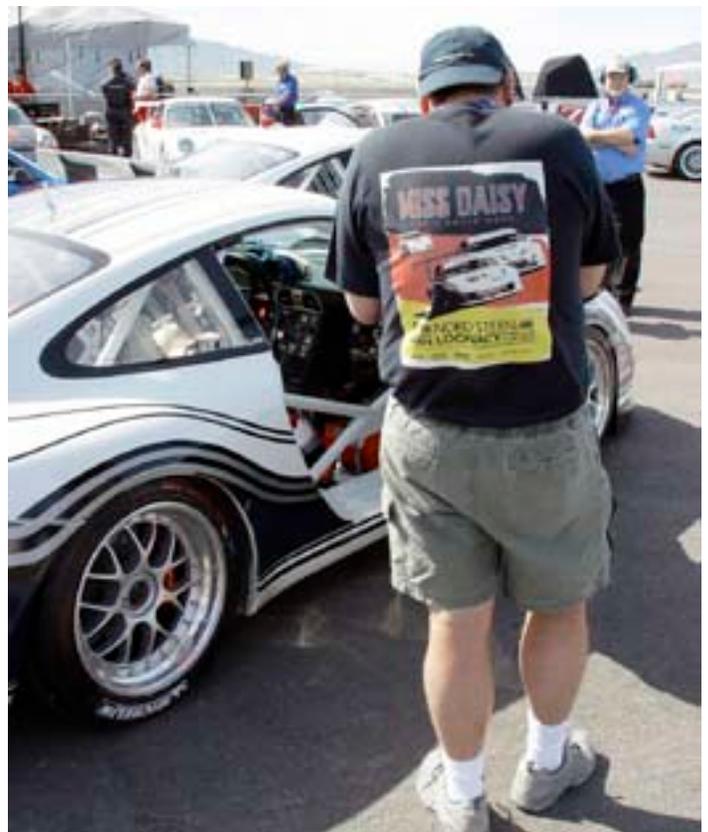
The weekend sessions were great fun as we got to know the other drivers in our run group as well as a chance to talk with the track owner. George has made this track a choice destination with his attention to detail: trailer jack pads provided at check-in, complete camper hookups, clean air-conditioned bathrooms with individual showers, a complete fleet of track vehicles adequate in one case to tow three cars off the track simultaneously (during the race), an air station that really works and an unflinching attitude to make the weekend fun. But you really come to MPH for the track time — An incredible opportunity to enjoy over 7 total hours of DE sessions over the course of three days.

On Saturday night, George hosted a barbecue with great food, and a chance for everyone (including non-drivers) to ride on the

“Bacardi Bus” driven by George. The Bacardi Bus is an old diesel powered school bus used to drop/pickup corner workers and comes equipped with couches and coolers. George drives the track on the ‘line’ holding a stopwatch to document his lap time (about three minutes) including a completely engrossing running narrative pointing out the flamingoes (plastic flavor) in the wet spots.

The drive home on Sunday along I-80 revealed the evidence of the tornados with miles of bent irrigation systems, flattened road signs and barn siding folded around trees.

MPH illustrates that modern tracks can be both challenging to drive and fun to visit destinations. In the case of MPH, George makes sure that everything works and that everyone has a good time. The Great Plains Region was a marvelous host for the weekend. From our perspective, the abundant track time and the complete absence of on-site headaches renders the somewhat long drive to MPH just a minor cost of the great weekend. We have MPH on our “must go” list.



## Out and About in Utah

photo above by Mike Jekot

This is my brother, Mark Jekot, and current 911 SC owner “Representing” our region, Nord Stern, at the track. (editor’s note: the track in question is the fabulous Miller Park outside Salt Lake City, Utah and the photo was taken at the recent ALMS race. (Editor’s Note: One of my FAVORITE T-shirts!)

# Out and About at Maplewood Tech Session

photo by Mark Kedrowski



Left, great shot from this past spring's tech session at Maplewood Imports. While not exactly designed to keep kids in place, the window net does make for some fun times for the younger set..

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# Out and About at Miller Park IMSA Race

photo by Mike Jekot



I managed to get a shot of the number 7 Porsche ID badge with its IMSA sticker. After getting it downloaded from the camera and really looking at it, I noticed the Porsche crest used on the NEW racer is, in fact, the OLD style logo. Frankly, the same logo appeared on my first Porsche - a 1954 356 - and countless 911 variant street and race cars. (the approved logo appears on page 4 of NS). It did my heart good to know that amidst all of the Spyder RS's new technology it was "representing old school Porsche"!

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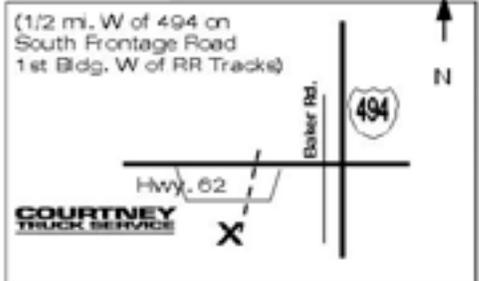
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# 2008 Club Race Artwork

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.

# The Early Porsche 911

## ... The 0-60 Position

by Rick Moe

The 911 Porsche entered the market just as the American Big Three were gearing up the phenomenon known as the muscle car era. High Performance vehicles of the mid 1960's period were primarily V8 powered American sedans. The Chevy 409 could pull 0-60 mph in 8.0 seconds. The Rambler 327 V8 and the Pontiac 389 V8 ran the 0-60 in 9.5 and 9.6 respectively. The king of the hill of super cars at the time was the Corvette L84. The only true American sports car, it ran the 0-60 benchmark in 5.9. The muscle car era lasted for ten years, from 1965 to 1975.

The performance of these American beasts peaked around 1969 to 1971. The Hemi and big block versions powered some of these to high 4 to mid 5 second 0-60 runs. The bulk of the bunch remained in the 6 second range. The looming oil shortage of 1973 stopped the American iron dead in their tracks. The first wave of pollution controlled cars began to hit the market in the early 1970's.

The 0-60 times on a lot of US muscle cars increased by 3 to 5 seconds between 1973 and 1975. Across the pond the performance cars of the period were the Ferrari 250 GTO and Jaguar E-type. The GTO was a true exotic, only 36 were produced. The GTO could do 0-60 mph in 6.1 seconds. The E types were a bit more common and would do the 0-60 in 6.7 seconds. The Lotus Elan was capable of 0-60 in 8 seconds flat. The Ford Cortina, a popular sporting car in Europe in the 1960's did 0-60 in the 11 second range. Popular BMW and Audis of the time were in the 11.5-14 second range.

The Porsche 356SC, the final model of that series could do 0-60 mph in 9.6 seconds. The Porsche 356 2000GS with the 4 cam motor was capable of just over 8 second times. The quickest Porsche at that time was the 904 with the 2.0 litre 4 cam race motor. It could do 0-60 in 6.4 seconds. The mid 1960's 0-60 mph benchmark of anything below 8 seconds being considered fast put Porsche out of the loop in the straight line performance world. Having no street going vehicles capable of this type of performance, Porsche needed to come out with something to get the attention of buyers.

Porsche introduced the 911 in late 1964 as a 1965 model. The first model 911 2.0 litre was capable of doing 0-60 mph in 9.0 seconds. Not at all earth shattering and just a bit quicker than the 356SC. However, Porsche was just getting started. The 911 progressed quickly in the following years. The first 911S model was introduced in 1967; it ran the 0-60 in 8.1 seconds. The final 2.0 litre 911S of 1969 had the 0-60 time down to 6.5 seconds. The 1972/73 2.4 litre cars were clocked at 5.8 for the 911E and 6.0 for the 911S, which had an advantage of a higher

top speed, 140 versus 135 for the E. The now famous and very valuable 1973 Carrera RS 2.7 litre ran 0-60 in 5.5 seconds. The 1974 Carrera RS 3.0 was capable of 5.2 second times. Porsche 2.7 litre 911's were also strapped by the oil crunch, but the 911 still maintained respectable 0-60 figures in the mid 6 second range throughout 1974 and 1975. Porsche pulled out the big guns in 1975 with the introduction of the 911 Turbo. It posted 0-60 times of 4.9 seconds. A truly amazing figure for the times and still a much sought after benchmark even to this day.

The early 911 Porsche not only kept pace with the other high performance cars of the era, it quickly became the standard. To this day Porsche is still the benchmark for performance in the automotive world. I have intentionally stayed away from comparisons of braking, handling and reliability; without a doubt, the 911 wins that battle hands down.



### Rental Cabin on Norway Lake, Pine River, MN

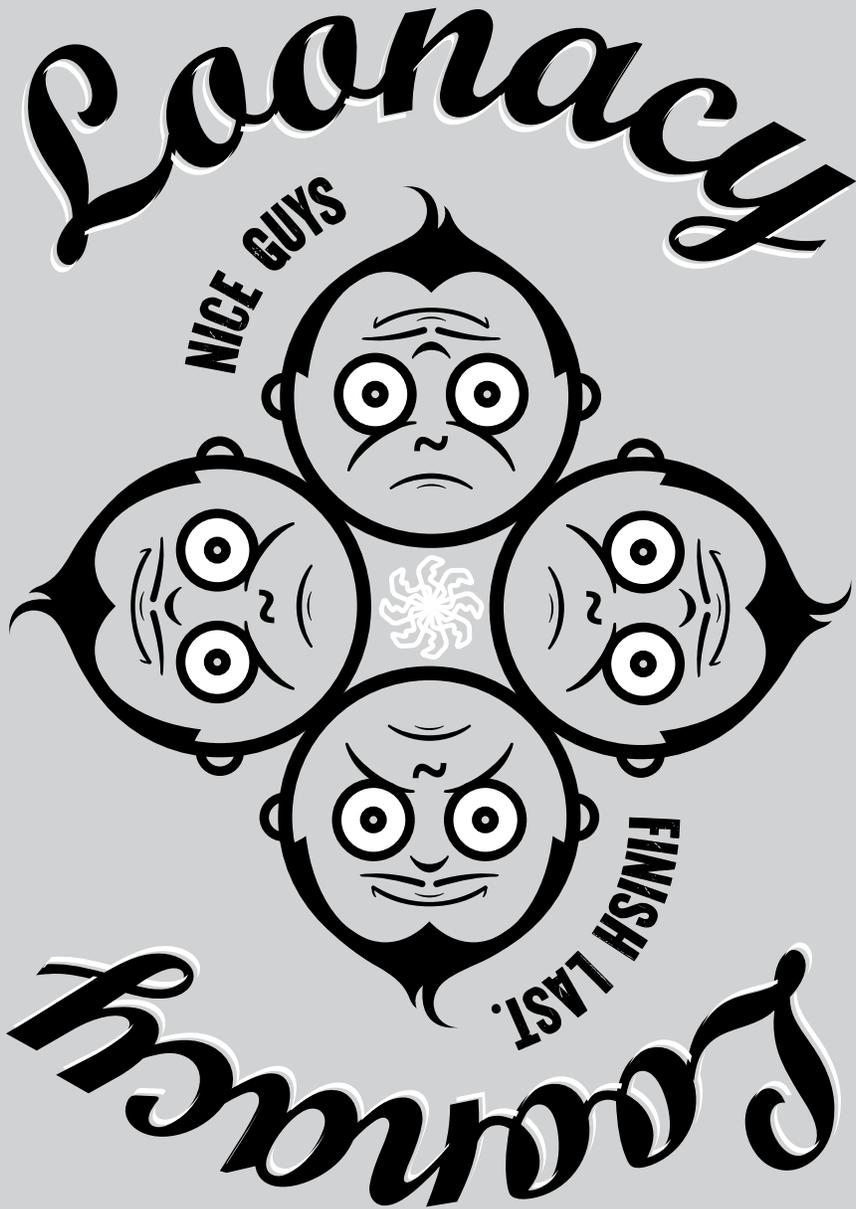
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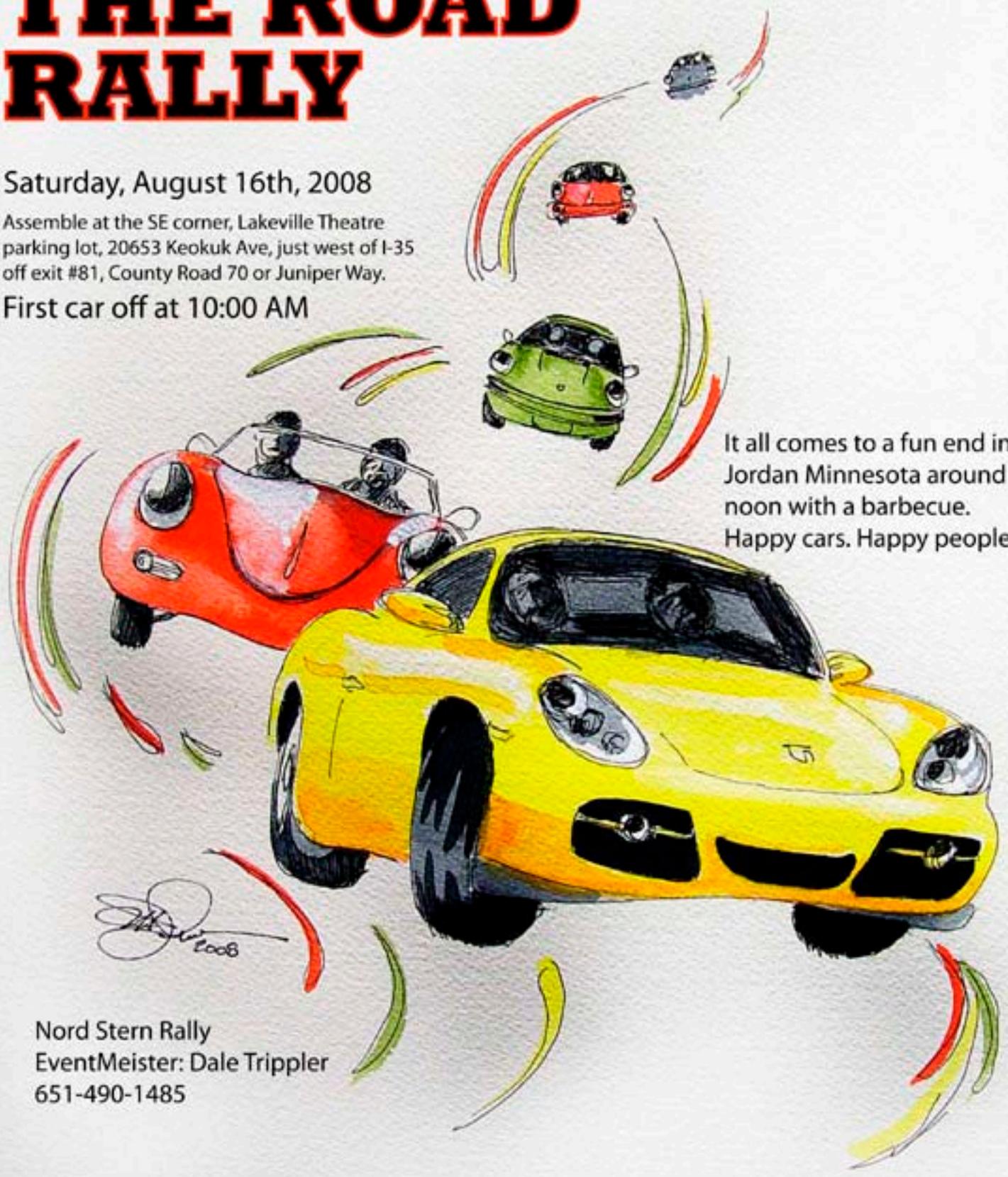
# GET ON DOWN THE ROAD RALLY

Saturday, August 16th, 2008

Assemble at the SE corner, Lakeville Theatre parking lot, 20653 Keokuk Ave, just west of I-35 off exit #81, County Road 70 or Juniper Way.

First car off at 10:00 AM

It all comes to a fun end in Jordan Minnesota around noon with a barbecue. Happy cars. Happy people.



Nord Stern Rally  
EventMeister: Dale Trippler  
651-490-1485

# Get on Down the Road Rally!

by Dale Trippler, Rally Master in Training

Summer has arrived and it is time to mark your calendar for a fun drive in the “country.” The Rally this year will be on Saturday, August 16<sup>th</sup>. Mark your calendar and send me an e-mail letting me know you want to join the fun.

The starting point will be at the Lakeville Theatre parking lot. Take the I-35 south of Minneapolis and turn off on exit #81 for County Road 70 or 210<sup>th</sup> Street West. Head west to Keokuk Avenue, only about 100 yards or a sand wedge shot from the southbound exit ramp off I-35. Turn N and proceed a couple blocks to the SW corner of the Lakeville Theatre parking lot.

Please plan on arriving around 9:30 AM to register, pay, sign the insurance waiver, get instructions, and visit with the other Rally teams. The starting time will be 10 AM Sharp. If you get there before 9:30 AM, Harry’s Café is a block before, south, of the theatre on Keokuk. You can stop in for a late breakfast or get that much desired morning coffee.

The Rally will be entirely on paved roads in the southwestern metro area. We are putting together an interesting route, which will take between 1 to 1.5 hours to complete. The route will end at a member’s house in Jordan where we will be have an outdoor BBQ. The host will provide BBQ’ed meat from the grill for

sandwiches. Plan on bringing something to share; such as a salad, chips, beverages or a dessert.

The focus this year will be on having a pleasant drive in the country capped off with a fun social gathering of club members. Weather permitting, we will be dining together outside, soaking up the warmth of a sunny August afternoon. Otherwise we will be gathered in a pole barn for protection from the elements. Barring a tornado (editor’s note: and with this particular summer so far that’s not a far stretch although something we certainly won’t hope for!), the BBQ will take place.

Hope you can join us, the more the merrier. However, there will be a limit for the Rally of 20 cars. Plus, there will be a small entry fee of \$20 per car to cover expenses. I hope you can join us. Send an e-mail to get your name on the list. My e-mail address is: [dtripp@usfamily.net](mailto:dtripp@usfamily.net).

I will publish additional Rally information in next month’s newsletter. Also, watch for upcoming e-mail updates to those registered to participate in the Rally. If you have any questions, contact me at [dtripp@usfamily.net](mailto:dtripp@usfamily.net).



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Email – [clubrace@porschepark.org](mailto:clubrace@porschepark.org)



# 2008 Kalender . . .

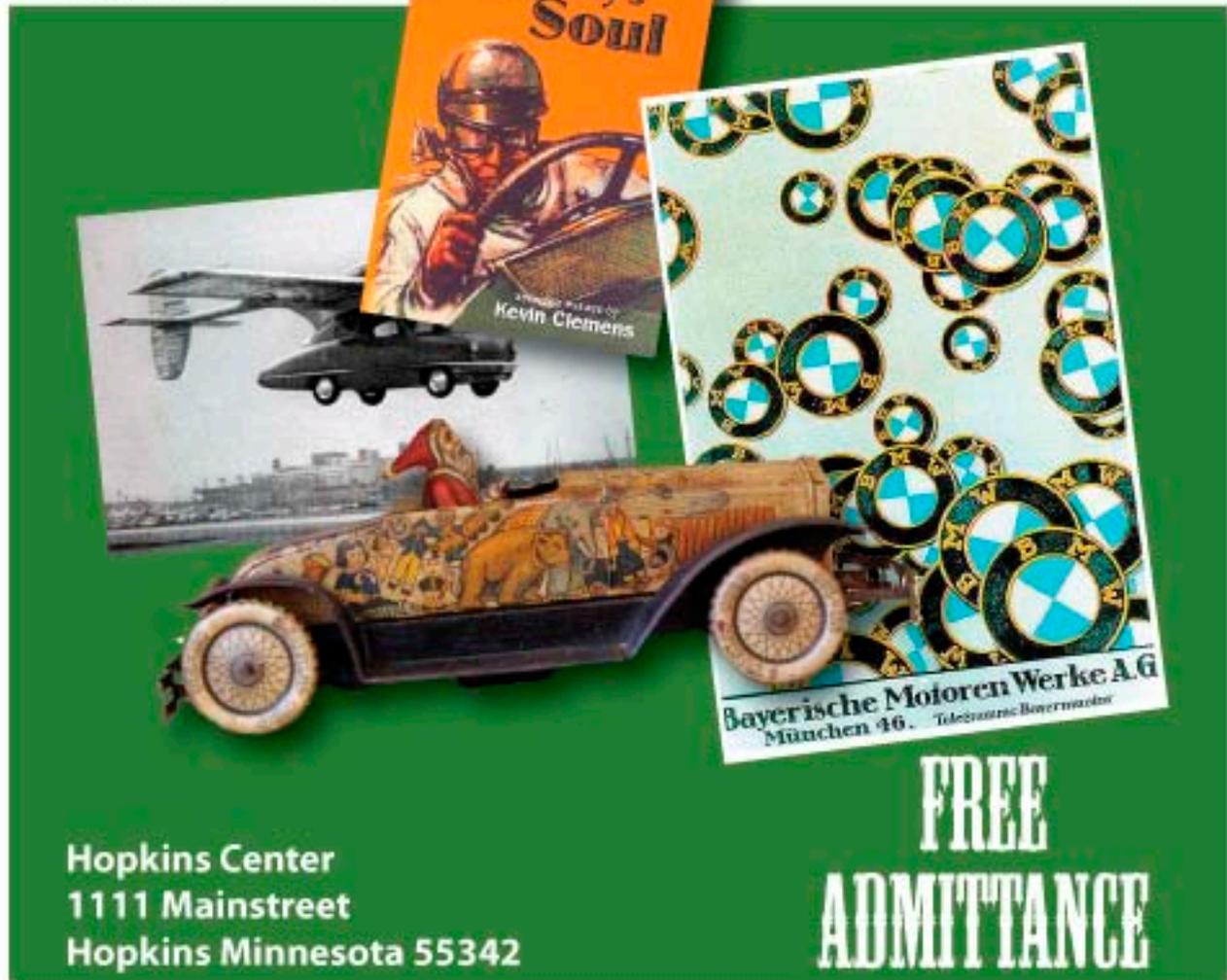
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- July** **2008**
- 10 Velocity: The Art of Motion - Wine and Cheese Reception for Nord Stern: 6 to 8 PM**  
Hopkins Center for the Arts, see page 11 for details!
- 14-15 Nord Stern Driver Ed at Road America**  
Elkhart Lake, WI  
Eventmaster: Dave Anderson 763 479-8231 or e-mail: david@anderson.com
- 10 Velocity Reception
- 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
- 26 Velocity: Automobilia, Toy, Literature & Book Fair**  
See Ad on Opposite Page!
- August** **2008**
- 15-17 Milwaukee Cup Club Race**  
See Ad opposite page
- 16 Get On Down the Road Rally**  
First Car out: 10 AM  
Lakeview Theater Parking Lot; SE Corner  
Eventmaster: Dale Trippler 651 490-1485  
or email: dtripp@usfamily.net  
More Info: See pages 18-19
- 21 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work . . .  
? Eric Erickson at eric.erickson@theoxfordpcg.com
- September** **2008**
- 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
- 18 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work . . .  
? Eric Erickson at eric.erickson@theoxfordpcg.com
- 19-21 Annual North Shore Fall Color Tour!**  
BluFin Bay in Tofte, MN  
Eventmaster: John Dixon, eyerack@tcq.net
- 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: Roger Johnson & Fred Senn, rogerdjohnson@comcast.net  
http://www.clubregistration.net to register
- October 2008**
- 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
- 16 Third Thursday Social at Clubhouse Jager**  
10th Ave N. and Washington/Minneapolis  
Meet After Work . . .  
? Eric Erickson at eric.erickson@theoxfordpcg.com
- November** **2008**
- 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** **2008**
- 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!  
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**Literature:** Brochures, newspapers, dealer info, magazines, postcards, etc.

**Books:** All topics on or about the automobile. Publishers and authors will be there to answer your questions and autograph your purchases. Vintage, out of print and new book launches!

# New Generation 911s Combine Increased Performance with Better Fuel Efficiency

*courtesy PCNA*

Porsche today disclosed photos and details for the next generation 911 model series. Four new 911 models go on sale in September in North America – the 911 Carrera Coupe, 911 Carrera Cabriolet, 911 Carrera S Coupe, and 911 Carrera S Cabriolet. All offer a higher level of performance thanks to their all-new flat-six engines displacing 3.6 and 3.8 liters respectively. And for the first time in a Porsche sports car, engines utilize direct fuel injection (DFI) and can be coupled with the new optional 7-speed double-clutch gearbox Porsche-Doppelkupplung (PDK), racing inspired technology and a Porsche first. The result of these new technologies allows Porsche to once again boost performance of the 911, yet improve fuel efficiency by up to 13 percent as measured in the European driving cycle.

Maximum output of the 911 Carrera with its 3.6-liter engine is up by 20 horsepower to 345. The 911 Carrera S with its 3.8-liter engine is equally impressive, up by 30 horsepower to 385. With this extra power, the Carrera S now offers a top speed of 188 mph.

The new generation 911 is available for the first time with the new Porsche-Doppelkupplung (PDK), Porsche's double-clutch gearbox. The seven speed gearbox combines the driving comfort of an automatic transmission with the gearshift capacity of a sequential gearbox used in race cars. Since Porsche's double-clutch also boasts an automatic gearshift function, it replaces the former Porsche Tiptronic S automatic transmission on both the Carrera and Carrera S. PDK improves acceleration while reducing fuel consumption over the previous generation of Tiptronic S equipped 911s through optimized and adaptive gearshifts.

Porsche developed this gearshift principle for racing no less than 25 years ago. It features two parallel clutches to eliminate any interruption in power delivery and eliminates even the slightest break between gears. Porsche factory drivers benefiting from this technology were able to accelerate faster than their competitors and keep both hands on the wheel while shifting gears, thus avoiding even the slightest distraction. This pioneering achievement from Porsche's racing efforts now gives the new 911 Carrera and Carrera S even better performance. The Carrera equipped with PDK covers 0-60 mph in 4.5 seconds and the Carrera S reaches the same speed in 4.3 which is 0.2 seconds faster than with a manual six-speed gearbox. The customer in search of optimum driving dynamics even has the option to combine PDK with Porsche's optional Sport Chrono Plus including Launch Control. The result is high-speed acceleration

free of wheel spin from a standstill and a racing shift pattern to further boost performance. The Carrera equipped with the Sport Chrono Plus accelerates from 0 to 60 mph in 4.3 seconds while the Carrera S sprints to 60 mph in an outstanding 4.1.

Exterior enhancements of the new 911 stand out clearly through innovations in design and technology. The refined front bumper has larger air intakes which signal an increase in power and the newly designed dual-arm exterior mirrors give a larger field of vision to the rear of the car. LED daytime driving lights and bi-xenon headlights will be standard on all new models, as well as LED tail and brake lights. This gives the 911 an even more distinctive style and a truly unique look from the front and rear. As a further option, Porsche now also offers Dynamic Cornering Lights on all models. In Porsche fashion, these new refinements do not change the drag coefficient of the 911 as it stays at a remarkable 0.29.

The latest Porsche Communication Management system, PCM 3.0, which includes a new touchscreen feature, will be standard on all new 911s. Along with this upgraded system, options such as a hard disk drive navigation system, XM radio with XM NavTraffic capability, Bluetooth® connectivity, iPod® port, USB port, and aux jack will be available.

2009 911 Canadian pricing starts at \$94,800 for the Carrera Coupe, \$107,600 for the Carrera Cabriolet and the Carrera S Coupe, and the Carrera S Cabriolet is \$120,400. The Canadian price increase for the 2009 911 models is 1.2 percent below the U.S. increase in response to exchange rate changes over recent months.

Note: Photos of the new Porsche 911 Carrera are available to accredited journalists on the Porsche Press Database at [press.porsche.com](http://press.porsche.com) <[http://press.porsche.com/media/gallery2/v/photos/2009\\_models/2009\\_911\\_](http://press.porsche.com/media/gallery2/v/photos/2009_models/2009_911_)

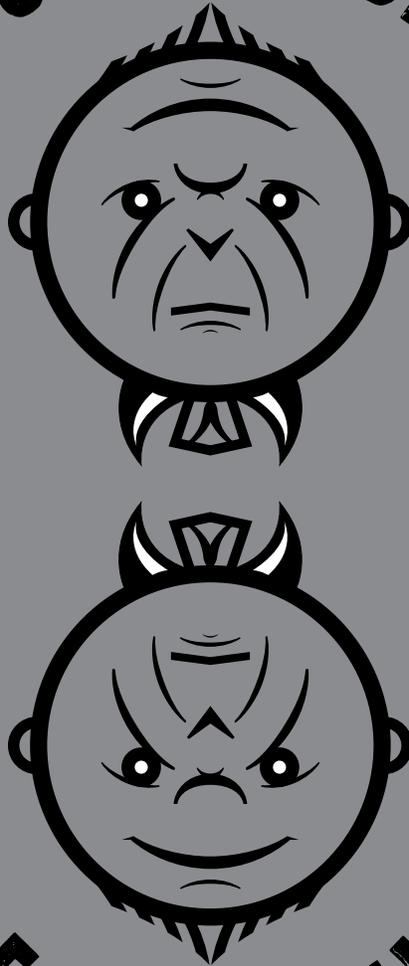
[carrera\\_carrera\\_s/](#)> .

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and, Porsche Cars Canada, Ltd. (PCC) in Mississauga, Ontario, are the two separate importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada respectively. They are each wholly owned, indirect subsidiaries of Dr. Ing.h.c. F. Porsche AG. These two subsidiaries combined, PCNA and PCC employ approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 200 U.S. and 12 Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



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**Meet author Kevin Gosselin at an exclusive preview launch of his new book *Hunt for 901* in Hopkins at the Velocity Show on July 26<sup>th</sup>!**



*Hunt for 901*

A novel by Kevin Gosselin

250 Pages/ ISBN # 978-0-9780563-2-5

Price: \$14.95 USD



**About the Author**

Kevin Gosselin is an award-winning copywriter who has worked with products ranging from beer to banks. As a journalist he has written for several Porsche publications, and as a chef, he was named the “Best Italian Chef” in Denver. Growing up in an auto-obsessed family he learned early on to peek into every garage and under every tarp but is always on the hunt for his next acquisition.

Mr. Gosselin will be signing books at the Demontreville Press booth at the *Velocity Automobilia, Toy, Literature and Book Fair* on July 26 from 8:30 am until 3 pm at:

**The Hopkins Art Center  
1111 Mainstreet  
Hopkins, MN 55342**

*Demontreville Press, Inc.* • P.O. Box 835 • Lake Elmo, MN 55042-0835

Visit us at [www.demontrevillepress.com](http://www.demontrevillepress.com) to find a full range of automotive books!

# Non-Racers Have A 'Treat' For Them At the BIR Club Race - A Morning Driving Tour is Planned!

by Tourmeister Ron Faust (native Nisswa'ian' guide extraordinaire, better know as 'he with mucho knowledge of 'ancient' pathways 'up north!'")

Seriously, this year's annual Club Race and DE at Brainerd will include a new feature: a driving tour laid out by Ron Faust who will provide maps featuring the local scenery 'up north' which will last approximately two hours. He's been putting together several options (a couple of additional legs which would make the tour longer and whether he maps that for participants or not, he can probably be convinced to share his routes.

But what a great idea to add to the weekend; not all of attendees will be on track or under the hood or out on the links so plan on joining Ron for a fun morning exploring the gorgeous sights and sounds in the Brainerd area. Ron now resides full-time in one of the most beautiful parts of the great state of Minnesota. This truly will be a 'fun drive.' So plan on joining the group on Saturday morning. Here's a preview of the plans - which as of print time were not final but gives you an idea of the route and what Ron is planning:

A. 11 Miles driving above BIR around the

Lakes and Through the Woods to Lake Hubert Railroad Station (11 miles on 35 mph small roads/ 25 minutes): The first short leg heads up through the woods around two lakes north of the track. I'll start a Word file on the route with mileage points and points of interest to watch for...tell us what we're seeing. People who have no time to leave the track could even use this to cool off their brakes!



B. The Water Slide around the west side of Gull (26 miles/45 minutes). Three miles gets you to the bridge at Gull Lake Narrows surrounded by historic Bar Harbor Restaurant, Zorbaz, and Lost Lake Lodge. South of there the next next few miles bring you to Matty's (incredible hamburgers and fish sandwiches), historic Sherwood Forest Lodge (log lodge with a two story fireplace, and lots of wonderful bumps and turns as you pass my cabin. Once you leave the lake cabins, the road opens up to a very rural two lane road past Pillsbury State Park, Maddens and Craguns. From here 77 turns east and you're soon back to the track.

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**Win A 2009 911 Carrera S**

**GRAND PRIZE:**  
**2009 911 Carrera S**

Winner may select any standard Porsche color

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- Bose High End Sound Package • Power Seat Package

or winner may select cash prize option,  
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(2006 and 2007 raffles sold out prior to entry deadline!)

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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

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Map and directions available online at [www.911t.org/laborday.htm](http://www.911t.org/laborday.htm)

## Nord Stern Advertiser: The One to Call!

Can anyone recommend a place that you have used or know about that could install a new head unit into my 01 C2's Nav system? The Nav system is so out of date I have been told

to not even bother updating the disks. I am thinking of a Pioneer or Kenwood Head unit with Nav/MP3/sat radio/etc.

Thanks all, this is another winter/spring project for the car.  
Paul LeBrasseur

Keith Reed is the only guy to use. The Porsche dealers use him. He advertises in the Nord Stern magazine. You should give him a try.

Dan Muldowney

editor's note:  
Keith Reed owns Performance Auto and Audio and his business card can be found on page 9 of the newsletter as a part of our Biz Board - great services available for all sorts of automotive needs!

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

*"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?*

*— Ron Faust*

## July, 1973

- The Donnybrook Mini-Parade has a logo!
- Two ideas for antitheft devices are described. One puts a switch on the tachometer wire from the spark coil. The other puts a switch on the fuel injection system relay.
- The market includes one ad offering all parts from two 1963 356-B coupes.
- Other ads offer a 914-6, a fully equipped 912, another 356-B 1600 Super engine, a piano and custom window drapes.

## August-September, 1973

- A three day Elkhart Weekend is mentioned briefly. Pre-registration is \$25!!!!!!!
- "Make your reservations with Mrs. Moeller at Seibken's Resort, Elkhart, Wis., where meals, tax and tip plus room are \$60. Per person, double occupancy."

## October, 1973

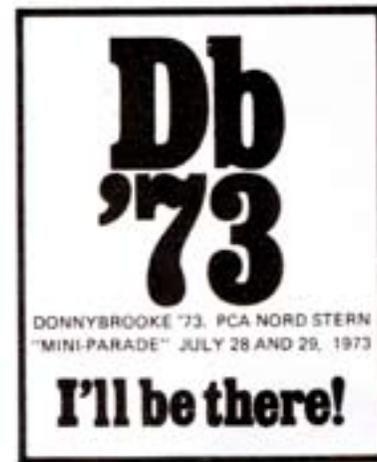
- 21 Nord Stern members trekked in nine vehicles to the annual Porsche Parade in Monterey. This gave them the President's Cup, awarded to the region having the largest percentage attending the parade.
- Cindy Doering won the "ladies" four cylinder class; Jim Clark won the men's 914 class.
- The President also said Nord Stern took 13 of 19 trophies from the Elkhart Lake event in September, including six first places plus the top time of day (Paul Binek).
- A humorous event is described on the way back from the summer's "DB 73" mini-parade at BIR. About 40 sweaty, dirty racers decided to stop at Jim's Tavern in Pierz, overwhelming the grill and the tap (\$1.40 pitchers). The owners got their beef and beer supplies supplemented, but by go home time, it was "Everybody remember what they ate, and come up and pay for it".

## November, 1973

- Nord Stern has been transferred from Zone 4 to Zone 10;

political gerrymandering raises its ugly face in PCA?

- John and Nancy Bierbaum won the Fall Leaves Rally
- In his recap on the Monterey Parade (Larry's article is reprinted here, in full), Larry Skoglund proves again that some people who can turn wrenches can REALLY write. He presents a humorous saga of his 2,500 mile drive to the parade in his '57 356 Carrera Speedster with a short fused roller crank (of course no one on the face of the planet would try that now). The top was down all the way to Denver. When the second break down occurred 50 miles from nowhere Larry says "*Since we had no beer and there was no shade (deserts can be very unfriendly) we were forced to make a decision, find a U-Haul and continue on.*" Due to the U-Haul's thirst he made it to Monterey with a total of \$8 in his pocket.
- The Nord Stern group helped Dave Morse clean up his 1970 911S and it took 4th in what sounds like the first National Parade Concours they had seen (a lot of freaks, as they said at Woodstock). I told you Larry could turn a wrench; he pulled the Carrera 4 cam engine in a parking lot and diagnosed a broken roller cage on #3 connecting rod that took out the crankshaft as well.
- I remember Larry Skoglund as an incredibly impressive guy in many ways; he then managed an even trade for his broken Carrera Speedster to a Los Angeles collector with a '64 Carrera 2 "C" cabriolet (one of 47 created). The 36 hour drive home was highlighted by a 5500 RPM legal drive all the way across Nevada.
- A 1959 356A Coupe with 10 coats of handrubbed black lacquer and many updates (disc brakes, SC engine and on and on) is for sale for \$3500.



*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**

*Largest automotive fine art exhibition in the United States*

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)

# 18th Parade . . .

*continued from page 11*

The trip back was as uneventful as a 34 straight shot can be, highlighted though by the ability to tach 5500 all the way across Nevada legally. We all learned a little more about our Nord Stern group this (most of it we didn't want to learn though) year: "Full Moon" Clark can come to all the parties from now on...if John "Duke it Out" Beirbaum hadn't set Nancy's watch ahead at least one hour they both would have missed everything...did you know that Harris always carries a coil wire in his pocket, something about losing his car (but ti you wife, Jim?)...Al doesn't like ice water...Lorraine needs a chain to her puse...Gordy and Cindy pondered everything and had the presence of mind to take care of us all...Frank Hunt really knows how to drive (at least that's what the PA announcer thinks)...Gunther is going to have to work on keeping Sally's head out of her dinner plate...Dave Morse keeps a sloppy room, honestly Dave, when the maid screams and storms out refusing to touch the room...Ralph shouldn't be allowed under the engine lid of a 911...Eckart ate 47 crabs at the feed and that should tell su something.

Here it is November already, the registration will open in a month or so for the Pocono, P Parade, I suppose we'll all be there!

# Out and About at Healy Hillclimb VII

*by Mike Jekot*



Above, Nord Sten'r Phil Hancock "On the Mountain" in his 1965 C coupe, as he ran this year's Healey Hillclimb VII, June 14th. Was a fun watch for me and interesting runs for Phil . . . Who never hit a single cone at the Afton Alps Recreation Area. I would compare this event as the direct antithesis of Club Race!



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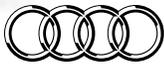
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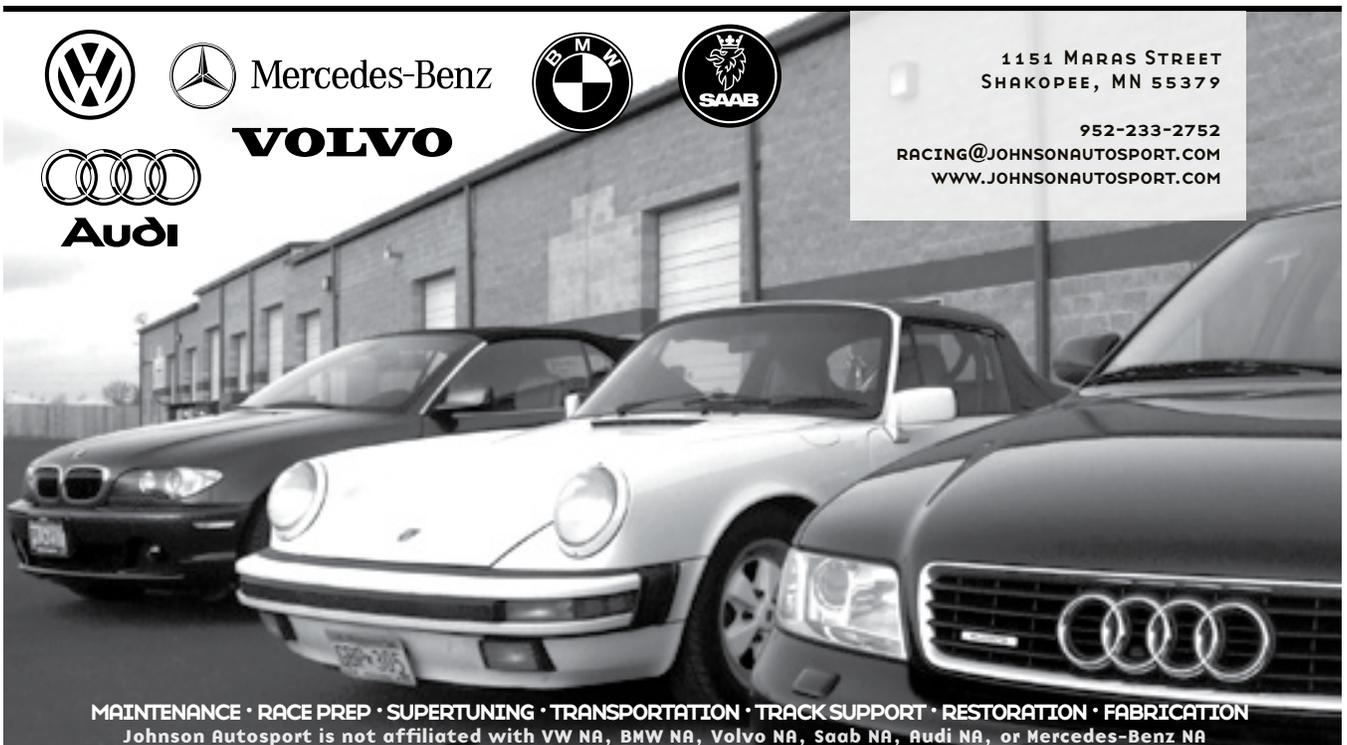
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# Receives the Highest Marks for a Manufacturer - And Porsche 911 Highest Initial Quality Among All Vehicles Surveyed

*courtesy PCA National Newsletter Editor*

**A**TLANTA--(BUSINESS WIRE)-- Porsche continues to meet and exceed the quality demands of consumers in its largest export market, the United States. Porsche recorded the top ranking of all brands surveyed in the 2008 J.D. Power and Associates "Initial Quality Study". This makes it three consecutive years that the Porsche brand had the fewest problems per 100 vehicles in this prestigious brand ranking. The scores were based on interviews of 81,500 new car owners from across the country.

Incredibly, not only did the Porsche brand come out on top, but the legendary Porsche 911 has the highest initial quality of any vehicle in the study. According to J.D. Power and Associates, the Porsche 911 has the fewest quality problems in the industry, with just 67 problems per 100 vehicles.

Every year, J.D. Power and Associates assesses the level of satisfaction among buyers of new cars after the first 90 days of vehicle ownership. On this basis, a customer is asked to fill out a survey containing 228 criteria regarding quality and workmanship.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and, Porsche Cars Canada, Ltd. (PCC) in Mississauga, Ontario, are the two separate importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada respectively. They are each wholly owned, indirect subsidiaries of Dr. Ing.h.c. F. Porsche AG. These two subsidiaries combined, PCNA and PCC employ approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 200 U.S. and 12 Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.

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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. What was one of the most daring chassis features of the original 911?

- a. Leaf springs
- b. Torsion bars
- c. All wheel drive
- d. Strut-type front suspension

Excellence, Vol. 1, page 345

2. One of the reasons for the delay in the launch of the 901 was the need to complete the production run of Porsche 904's.

True or False

Excellence, Vol. 1, page 348

3. The four-cylinder engine of the 912 weighed 600 pounds less than the six-cylinder engine of the 911.

True or False

Excellence, Vol. 1, page 352

4. The Type 616/36 four-cylinder engine used in the 912 had two large cylindrical air cleaners and what other feature?

- a. Fuel injection
- b. Supercharging
- c. Wet-sump oiling
- d. None of the above

Excellence, Vol. 1, page 352

5. The original Type 911 had a wood-rimmed steering wheel, the 912's was made of:

- a. Ivory
- b. Aluminum
- c. Leather
- d. Plastic

Excellence, Vol. 1, page 353

6. The 1974 Porsche 911 had new seats with:

- a. Built-in headrests
- b. Standard heated seats
- c. Racing belts
- d. None of the above

Excellence, Vol. 2, page 666

7. Porsche 911 engines for the 1974 model year were redesigned to use which one of the following:

- a. Hirth roller bearings
- b. Bosch K-Jetronic fuel injection
- c. 24 valves
- d. Water cooling

Excellence, Vol.2, page 666

8. In 1974 the Carrera line was split between pure racing models and a:

- a. Rally model
- b. Four seater
- c. Touring Carrera built for the road
- d. None of the above

Excellence, Vol.2, page 667

9. In 1975 the Targa was offered with a roof bar of brushed stainless or:

- a. Body color stainless steel
- b. Magnesium
- c. Boron steel
- d. Matte black stainless steel

Excellence, Vol. 2, page 672

10. The 1976 911's had \_\_\_\_\_ painted the same color as the body.

- a. Outside rearview mirrors
- b. Wheels
- c. Door handles
- d. None of the above

Excellence, Vol. 2, page 675

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

# TWIN CITIES EVENTS/AUTOCROSS CALENDAR 2008



UPDATED 03/01/2008

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

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# For Sale . . .

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7<sup>th</sup> of the month prior to publication date: editor@nordstern.org

## 1993 Mercedes 400E

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dents or dings, Techtonics Tuning exhaust system, 16 inch alloy winter wheels with Michelin Arctic Alpine tires, all service records. \$12,750 Jim Tourtillotte 952-831-6513 or jgt777@q.com

## 1988 944 Turbo S

Just in time for 2008 DE season! 92K miles, 17" wheels, 2 Recaro SRD's, roll bar and harnesses, CD, new Goodyear street tires, R134a A/C, new H4 headlights, Guards Red/Cashmere (light tan). Maintained by Auto Edge and Courtney Truck Service. Priced to sell \$13,900. Mark Kittock 612-747-8233 or black328@earthlink.net.

## 1980 911 SC Targa

87XXX Miles, Triple White (wheel centers, body, leather interior), 6" and 7" 16" Wheels, Rebuilt Calipers, New Discs, Struts, Shocks, Brake Hoses, 2500 Miles on Autoedge "Torque" Engine and Transmission Rebuild, Factory LSD transmission, Carrera Cam Chain Tensioners, Pop Off Valve, Turbo Tie Rods, 170 RWHP Recent Dyno Sheet, SSI Headers W/Heat, AC Removed, Lowered



and Corner Balanced. \$18,000.00/Offers. Lon Tusler 763-286-3796.

## 911 Coupe

VIN WPOZZZ91ZBS100722. Pacific blue metallic, 87,400 miles, completely updated at local shop, very strong/smooth engine, garaged, no winters, no rust, new windshield, new tires. \$14,400 Call Guy 612 269-4968 or email: guyfreeman@comcast.net.

## 914 Parts

914 Front and Rear (w/spoiler), Fiberglass Deck lids, white, new, stock appearing underside. \$200 each. Gary Greiner, 701 E. 9th St. Superior, WI 54880 or 715 395-9431 (nights), 218 348-1849 (cell), e-mail gtgcnw8976@hotmail.com

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## Open Track Event

@ Brainerd International Raceway  
June 9<sup>th</sup> & July 3<sup>rd</sup>, 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: jcunic0@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 9<sup>th</sup> \_\_\_\_\_ July 3<sup>rd</sup> \_\_\_\_\_

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: \_\_\_\_\_

## Technology and Business:

The Singapore government is hinting that some of the hotels need to reassess their policies regarding the forthcoming Grand Prix at the end of September. The government would like to allow market forces to dictate the price of hotel rooms, but with the price being as high as \$1500 a night, with a minimum of three or even five nights, the race teams, the sponsors, the media and the fans are beginning to complain. The prices represent a tripling or even quadrupling of the normal prices. The good news is that such exorbitant rates are driving away business and it is reported that one of the five-star hotels in Singapore is reported to have less than 20% occupancy for the race weekend. Singapore's Senior Minister of State (Trade and Industry) S Iswaran has hinted that hotels may need to reassess the prices to avoid the city being branded as exploitative. This will work against the plan to use the event to bring in more and more tourists and business visitors. (Are you listening, Indianapolis?)

In April it was announced that the fast food company Checkers has terminated its contract to be the official burger of NASCAR. The various Checkers franchise owners decided to use their advertising dollars elsewhere so the contract was allowed to expire.

The Tata (new owners of Jaguar & Land Rover) "Nano" is a basic car that doesn't have A/C or power steering. It could be considered the modern reincarnation of the 1948-1990 Citroen 2CV. The parallels with the 2CV are undeniable. The 1948 "Deux Chevaux Vapeur" (Two Steam Horsepower) was a very advanced design for its day. A car that met the needs of its target audience so well that over 5 million were built, from 1948 to 1990. It was a perfect design for the time and the market. The Nano is in no technological backwater. The engine's power, minimal though it is, is all used to turn the wheels, giving an acceptable performance. The engine is all aluminum which keeps weight down, is a two cylinder 633cc, 33hp unit. Being so small it is both economical and low emission. It is fuel injected and carries all the electronic control you'd expect in any modern engine.

The Williams Formula One team has acquired a minority stake in Automotive Hybrid Power Limited, a company developing high-energy composite flywheels for use in energy recovery systems. The move comes ahead of the expected introduction of the Kinetic Energy Recovery Systems (KERS) in F-1 next season.

The (Tax) Law of Unintended Consequences: Tens of thousands of UK cars will become almost worthless as a result of the decision to raise road tax on older models with higher carbon dioxide emissions by up to £245 (~\$490) a year. Many families will find that they cannot sell their cars even though they are in good

working order and no more than seven years old. Treasury had quietly abolished the exemption from higher road-tax rates for cars that emit more than 225g of CO2 per km and were registered between March 2001 and March 2006. CAP, which supplies the used car industry with data on residual values, said that many larger cars would be reduced to their scrap value because they would fall into one of the higher tax brackets being introduced for high-emission cars next April. A Hyundai Lantra 1.6GSI automatic, registered in 2001, is listed as having a trade value of £850 (~\$1700). But under the rules buried in the small print of March's Budget, its road tax will increase from £210 (~\$420) this year to £300 (~\$600) next year and £430 (~\$860) in 2010.

In 2007 Toyota sold 175,000 Priuses (Prii?) in the US. That is only a fraction of the 2.5 million vehicles Toyota delivered in the U.S. last year

Deliveries of small pickups in the U.S. last year fell 16.6% to 516,865 units from 616,653 in like-2006. At one time, the segment accounted for sales of 1.46 million units annually.

Ford Motor Of Canada Ltd. will launch a new engine program at its mothballed Essex Engine Plant in Windsor, ON, Canada. The 5.0L engine will use aluminum blocks, and possibly crankshafts, sourced from Ford's Romeo, MI, engine plant. It will be a new fuel-efficient modular 3-valve V-8 for use in the next-generation Ford Mustang, expected to debut as a 2010 model. The new engine is expected to replace the nearly 20-year-old 4.6L V-8.

Germany's Mann+Hummel has won two additional applications for the "symposer," a purely mechanical device that creates a sporty engine sound instead of the typical "whistle" that goes along with turbo- and supercharged engines. The acoustic device attaches near the throttle body and senses engine pulsation during acceleration. A pre-tensioned paddle picks up the pulsation frequency and broadcasts the sound into the passenger compartment through a sound pipe. Mann+Hummel already supplies the device for the sporty Focus ST in Europe, and the two new programs will launch in North America and Europe by 2010, Baumann says. Mann+Hummel also says it will supply its "soundpipe," a device similar to the symposer for acoustic management, for a North American vehicle program in 2011. (This is real, NOT an April Fool leftover).

From '06 to '07, U.S. installation rates for turbocharged engines increased 0.7% to 2.3%.

## Ted's Tidbits . . .

*continued from page 37*

Between March 2007 and March 2008, auto sales in the U.S. fell some 12%, according to Edmunds.com. In April, Chrysler reported that sales were down 23% year over year.

### Trivia:

Champion Audi won the inaugural ALMS Miami Grand Prix in 2002, winning the pole, setting the fastest lap of the race, leading the most laps and winning the two-hour 45-minute race all on just one set of Michelin® tires. It is the only time that a team has won an ALMS race using just one set of tires.

Magny-Cours promoters, the Federation Francaise du Sport Automobile, had previously made it clear that it could not afford to risk an F-1 race in 2009 because of the 10% hike in race fees each year. The FFSA has worked hard to promote the event in recent years and has done a good job, but there is a limit to how many people Magny-Cours can attract because of the lack of local infrastructure, and the fact that the German fans are no longer coming in large numbers in their camper vans to support Michael Schumacher. The French are working on trying to have a new venue (possibly on the streets of Paris) ready by 2010.

### Anniversaries:

The market value of General Motors Corp. (GM) fell below the quarterly profit of oil giant Exxon Mobil Corp. (XOM). It was just 50 years ago that GM topped Exxon's corporate predecessor in the Fortune 500 and it was 150 years ago that both got their start

when the first oil well and the first modern internal combustion engine appeared on the scene.

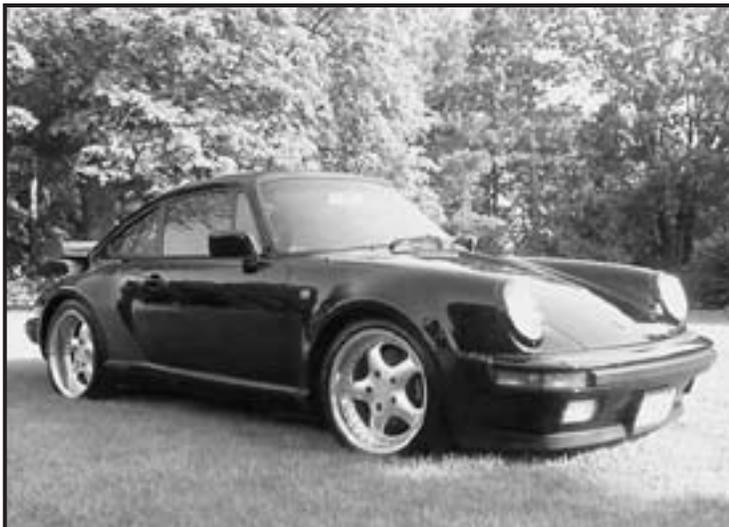
### Crystal Ball:

**2008** - In an unusual move, Alfa Romeo has commissioned a British company to transform the feel of its Brera coupé for a limited run of 500 "S" models. Prodrive, which is responsible for the Subaru rally and Aston Martin racing programs, has uprated the Brera's springs by 50%, fitted new shock absorbers and wheels and altered the ride height and the suspension geometry to improve handling. Leather upholstery is also included. A lot of work has been done for a premium of just \$2,900 over the standard Brera which you can't buy here either despite it's ~\$60k price..

**2009** - Audi's A4 will have two V-6 diesels available. A 190-hp 2.7L and 240-hp 3.0L (sorry, NOT in the US).

**2010/2011** - Nissan's two recent agreements with Chrysler in America will go into effect. The first is to provide a version of its Versa sedan from its plant in Mexico for Chrysler to sell in South America. The second is wider-ranging: a small car from its Oppama factory in Japan to be restyled and renamed as a Chrysler or Dodge for America. The trade-off will be for Nissan to stop making its Titan pick-up truck in the US and replace it with a version of the Dodge Ram.

**2011** - ALFA-Romeo's plan for re-entering the American Market has taken on a strange twist. In order to be competitive they may decide to start assembling cars in the US due to the \$/€ exchange rate. *See you at the races!*



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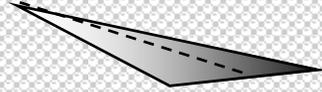
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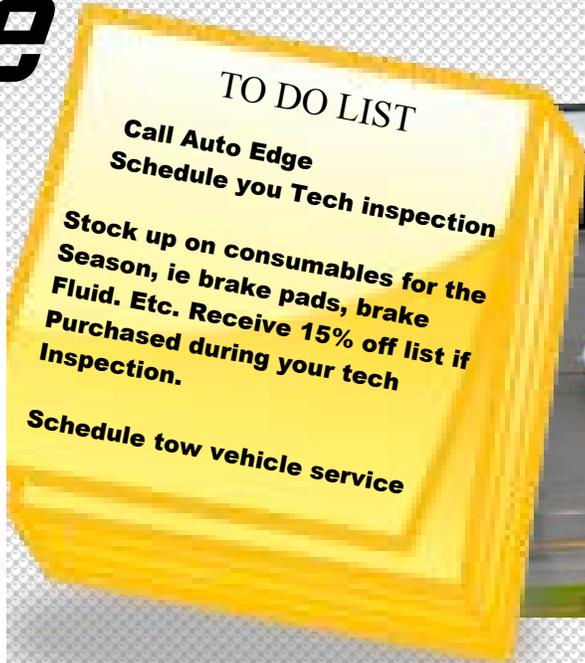
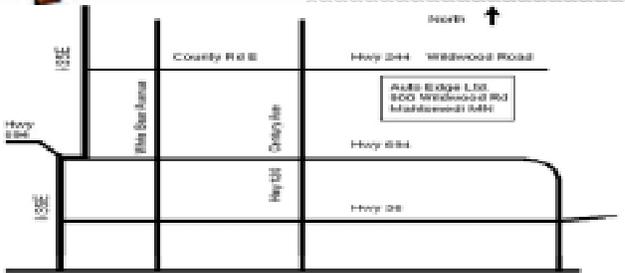
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