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AUGUST 2008

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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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Front Cover:

“356 Patina” by Ron Faust

Photographed at the 2008 All Porsche Show on June 29th. A stunning photo...

Also by Ron Faust is 'the Yellow Beast' of Joel Pfister and Teresa Vickery taken at this year's Fast Fling up at BIR

Address changes

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It is entirely possible you will be receiving the August issue of *Nord Stern* right on the heels of the July issue. To make a long story short, just about everything that could go wrong between the printer and the post office could, and did, go wrong right before the 4th of July weekend. The newsletter was printed, collated, stapled, bundled and sent off to the mailing house prior to heading to the bulk mail department of the good ole' U.S. Post Office. That is the usual process.

This time, however, no one is quite sure how it managed to happen but all the issues were sent over to the post office with NO mailing labels. Now, there are several places along the way where this should have been noticed and corrected. But with the holiday (shortened hours) and a couple of key individuals on vacation, that didn't happen and all the issues eventually wound up at my house.

Now that was quite the treat, 4 huge, very heavy bags of bundled *Nord Sterns* were set on my doorstep. Good news is they DID show up and I was expecting them by this time.

All attempts to stop this happening were to no avail so the printer started re-printing our issues with the intention of getting the mailing labels properly attached and sent off to bulk mail processing the way it always happens each month.

Since the issues did show up at my door, the presses were stopped and the newsletters returned to the printer for proper handling. As of the 17th, I haven't seen an issue in the mail yet but they at least are on their way. Good thing we have them online for all of you who want to read and make note of the contents of the newsletter as soon as it's out!

None of this will cost us anything, of course, but it was pretty unusual to know that no one knew where the issues actually were until they arrived on my doorstep!

So that's the saga of the July *Nord Stern*. I have been told this won't happen again (although I believe in 'never, say never.')

Lots to note in the issue, events completed and events to come - check them out!



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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
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Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Peter K. George

Bloomington MN
1970, 1972, 1972/911's

Thomas A. Hoghaug

Chanhassen MN
2008 C4s

David Kearn

Maplewood MN
2008 Boxster

Andler 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.

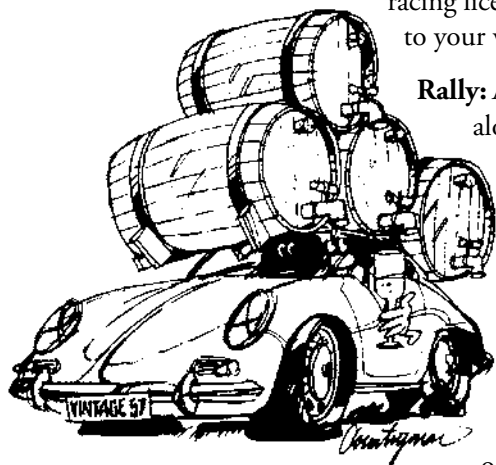
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



The Prez Sez . . .

by Pam Viau

It's August, wow. Time flies when you can take advantage of some great driving with our wonderful cars. Bob and I took the opportunity to drive to Charlotte, NC for the 2008



Parade. I have never been to a Parade before so I learned a lot, where to be and when. There were a great number of opportunities to see some really great cars and people. Although I missed our Concours, which I have been told was a wonderful event, I did walk through and look at the cars in the Parade Concours. I did have a paddock parking pass to park my S2 cab on a side street adjacent to the Concours, but since we drove down and hit some rain, I didn't get a chance to clean it. Parade participants had the use of the Convention Center to prep their cars prior to the event. We did some shopping at the "Goodie Store". The Heritage show was a great tour, lots of great examples of all models of Porsche, including race cars and our very own Dave Roberts with his GT3RS. Take a look at the Pano, his car is pictured in there. Bob and I also signed up for the Nascar tours. We toured both the Penske and Hendricks garages. We were able to walk right up to the RS Spiders, while they were preparing them to go racing. There were of course the awards, Region of the Year, 1st for Website, and 2nd for our Newsletter. We have so many people in our region that work hard to keep our Region in the lime light, my THANKS to everyone. I also had an unforgettable opportunity while I was there. Unrelated to the Parade, I had the unbelievable opportunity to ride in the passenger seat of a Synergy-prepared 996 with Patrick Long driving. We took a hot lap on the Lowe's Motorspeedway, using the road course. I had never experienced either driving or riding on a race track with banking, what a sensation. I was in awe. Our drive home was more enjoyable than the drive down. We decided to avoid major highways on the way back. Although we didn't drive the Dragon, we did drive the Snake. Top down, sunshine, 429 curves, 3 mountains, & 2 valleys, no guard rails, what a great road.

Remember we have some great driving and social events coming up on the calendar. We have the "Get on Down the Road"

Rally set for August 16th, the annual Fall North Shore Color Tour on Sept 19th, and Last Fling at BIR Sept 27th & 28th. There are some great people behind the planning of these events, thank them by participating. You won't be disappointed.

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News Flash From Charlotte, NC: Nord Stern Receives National Award

by Bruce Boeder

Monday, June 30, 2008: Tonight Nord Stern region was awarded the Ferry Porsche Region of the Year award by Porsche Club of America (PCA)!

The trophy, which was purchased and given to PCA by the Porsche family, is inscribed "In appreciation of loyalty to the Porsche car and the Porsche idea". The trophy was personally handed out at this Parade by Hans Peter Porsche on behalf of the family.

A wonderful recognition of the quality of our region and the hours of hard work all our volunteers put in to make it what we've always known it is, the "Best Region in PCA".

A special shout out to members Roger Johnson, who sheperded the application through the application process, and Ken McNeill, whose wonderful DVD of a year in the life of Nord Stern was part of the application and which was specifically noted when the award was announced.

Also tonight in Charlotte, David Grant, the president of our friends to the north, Red River Region, and a frequent participant in many of our Nord Stern events, was awarded the Lazar-Blanchard Enthusiast of the Year award.

The Ferry Porsche Award, which approaches the Stanley Cup in size, will be at the BIR Club Race and will be making appearances at other events as we enter our 50th anniversary year. It is a traveling trophy and we will ensue it travels well over our upcoming year.

What a great honor as we enter our 50th year.

To all my friends up north: A hearty congratulations to everyone in Nord Stern Region for the PCA Region of the Year Award, Newsletter Award, Website Award and the dedication of all who volunteer their time to national PCA activities.



I was fortunate to serve as Zone 10 Representative for several years and was able to observe first hand the operations of Regions inside and outside of Zone 10. Nord Stern was always a standout and I tried to share some of your best practices with other Regions. Your governance is a model for all to follow. From committees to officers, Nord Stern has figured out how to recruit, train, reward and plan a line of succession. This is no small task for any Region and yet Nord Stern seems to do it effortlessly. Your calendar is full of a wide range of activities from social to track. With such a diverse membership of Porsche enthusiasts, you have found a way, year after year, to keep people interested and involved. What can you say about Christie and the newsletter that hasn't already been said? The Nord Stern newsletter and now your website are the glue that holds the Club together. They continually highlight, not just the events, but more importantly, the people. And lastly, you're just plain nice people. I was made to feel welcome and a part of your Region, no matter what event I attended, or how bad I drove.

Job well done Nord Stern! I am happy to see the awards go to such deserving people.

– John Phillips, Great Plains (former Zone 10 Rep)

Letters to the Editor

courtesy Clubtalk

Region of the Year Award

Way to go Nord Stern!!! Even if we hadn't won the award, we've known all along what a special group of people make up the membership of Nord Stern. It's a fabulous honor to be recognized by the rest of the Porsche Club community.

Well done Nord Stern!

– Jim Holton

Thanks to all who made this possible!

– Jerry Greene

Wow!!! This is outstanding news. I always knew we had a great thing going here with Nord Stern. Now we know it's the best in PCA. Many thanks to Roger Johnson for organizing and submitting our application and to everyone that makes this

Thank you (Bruce Boeder) for your work as PCA Club Racing Chair which has brought much deserved attention to our region. It is the unselfish involvement of you, and the many Nord Stern members in PCA positions which has raised the profile of Nord Stern.

I am aware of you, Roger Johnson, Jon Beatty, Bret Bailey, Cal Townsend, Mike Hoke and Dave Anderson who are involved in PCA positions. I know there are others, so please identify them for us. Congratulations to all! (Editor's Note: Add Scott Kuhne and Ray Newman to the list...)

– Rick LaVerdiere

As the advocate for the 911T I get to correspond with people from other regions. More often than not their complaint is the lack of activities available to them in their region. I think we



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PCA Zone 10 Calendar . . .

Be sure to check out events at neighboring regions -
All PCA members are welcome at any of these events

Courtesy Doug Pierce, Zone 10 Rep

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
16 Get on Down the Road Rally, Lakeville Theater Nord Stern
17 Tassle Ridge Winery Schonesland
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 DE/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 DE, Heartland Park, Topeka Kansas City
25 Fall Colors Tour St. Louis

NOVEMBER

- 8-9 PCA Palooza, Eureka Springs, Arkansas

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

For detailed information about listed events, see the respective Region's website or the PCA National website at <http://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

Nord Stern's New Logo to Honor 50th Year!

Christie Boeder

Thanks to members Mike Jekot and Ken McNeill, our region has an updated 'new' logo for our use in publications, merchandise, and wherever else we can put it on display. It's retains the spirit of the original logo created by Hank Godfredson while updating the look plus acknowledging the years. Nicely done, Ken and Mike! Your efforts are greatly appreciated!



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Letters to the Editor . . .

continued from page 8

have the opposite problem.

Personally, I can't seem to find enough time to do all of the activities that Nord Stern provides for its members. Granted some regions' driving seasons span a full calendar year but even considering that there are still so many things to do.

Nord Stern seems to be a region of firsts. The Club Race (with the coolest posters around), award winning newsletter and website, Ken's video and now Mike Jekot's Velocity Art show, the list goes on. Show me a region that can provide those kinds of activities for its members and I might consider relocating there at retirement. (Editor's note: guess you are stuck with Minn-e-sota!)

– Mike Lancial

Wow! What can I say other than I'm just thrilled this worked out for Nord Stern. How all this came about is quite a story in and of itself and I may just write a newsletter article (editor's note: I think you better! We are a great story so let's crow a bit and what better vehicle than the newsletter!!!) Most Regions plan and work on their entry for the entire year. Ours was honed over a long breakfast in a Brainerd snowstorm long after the deadline had passed. Just Nord Stern doing what Nord Stern does.

Thanks to Ken for the DVD, Christie for photos and ideas, Fred Senn for powerful editing advice, and everyone who makes Nord Stern what it is.

Let's celebrate at the Club Race!

– Roger Johnson

Michele and I started with the club back in 1999 and never would have guessed that we would have been this involved with the club. We feel that the greatest thing that this club has to offer is the people, The cars are great too! Thanks for a job well done, Roger!!!

– The Johnson's

Over 19 years ago I remember going to my first Nord Stern gathering. At that meeting Roger was a significant influence and "one of the go to guys who "got things done" in the club. And now almost 20 years later we as Nord Stern members are still benefiting from Roger's efforts. In that time a lot of things have changed but one thing remains the same. We have the greatest people in our region. The only difference is that now everyone knows it. Congratulations to Roger and everyone else involved in this effort.

– Jim Bryant

I just returned from the Nacho/Margarita part at which they presented some additional awards. Nord Stern region is class IV which are regions with 400-799 members.

Congrats to our wonderful Newsletter editor for receiving 2nd place in class IV. Christie we all know how great a job you have

done for us. Your hard work and dedication is appreciated by all the Nord Stern membership, and it is great to be recognized nationally.

Congrats to Bret Bailey, Webmaster for receiving 1st place in class IV for the Nord Stern website. Bret has done an outstanding job keeping our website updated and looking great for the past few years.

Thank you to both of you for all your time and efforts in giving us great mediums for communication within our club.

– Pam Viau

I agree with the Christie comment. I have been in three regions and the Nord Stern newsletter is the best I have seen. Congratulations to all involved in receiving the Region of the Year award.

By the way, at the Parade Historic & Heritage Display, they wanted to know why my car was from Weddington, NC and Nord Stern was listed as my region! I have to tread lightly when that is asked as The Carolinas (host of the 2008 Porsche Parade) is the "OTHER" region I belong to, but "she ain't as prudish as the nordic girl"!

– Dave Roberts

A hearty "Well Done You!" to Roger and everyone involved with this submission.

I pity the other regions for being forced to compete with this submission. It was fascinating to see how many Nord Sterners are involved at the national level.

– Keith Jones

What an Awesome Recognition! As I've said before, it is just great to be a part of this club.

– Jon Beatty

Convertible Top Replacement

A Porsche enthusiast needs to replace convertible top on a late 80's 911 turbo . . . who has some positive experience with a place to change the top and have them do a quality job to minimize leaks???

My experience has been mixed with the local provider's . . . your feedback is greatly appreciated!!!

– Bruno S

Definitely your best job will be done by Harry Unger at Diamond Interiors, if he is still doing it. He works out of his garage, but he has done marvelous work on lots of tops and interiors of everything imaginable. He did a '56 Jaguar and a '67 Morgan for me; the Morgan was from scratch, just a picture to go by.

– Cliff Anderson

Continued on page 16

Out and About at 'The Porsche Show'

photos by Matt Mayer (Co-Chair Brian Mayer's 9-year-old son!)



The All Porsche Show . . . The Upper Midwest's Largest Display of Porsche's

by Phil Saari and Brian Mayer, Eventmeisters

The All Porsche Show has come and gone and it has been clearly noted as the Upper Midwest's largest display of Porsches in one gathering. Nearly 200 Porsches filled the fields at Central Park in Roseville on June 29 splashing color to the green landscape. What a sight to behold!

For pure statistics there were 31 cars in the Concours, an estimated 150-160 cars in the car show and eight vendors. Approximately 350 people attended the event including participants and spectators. These are some strong numbers.

We cannot forget the nearly 40 volunteers that worked in a variety of capacities to ensure the event ran smoothly and timely. They made the big difference for everyone. Thank you to each and every one of these committed people.

The big winner of this event was the Courage Center. A total of \$1,800 was donated which came from Concours and car show

registrations, vendor fees and direct donations. Jacob Johnson and his staff answered questions about the organization at their booth next to registration. Also situated next to their booth was the 911SC to be auctioned to the highest bidder at the Club Race. The timing of this opportunity was perfect!

The City of Roseville is to be sincerely thanked for allowing this event to be a part of their Rosefest Celebration. Central Park has proved now two years in a row to be an excellent location - even with the newly erected fences it actually helped define the show areas more clearly for everyone.

This year's All Porsche Show was the next level for Nord Stern and the support has been sincerely appreciated. Where does this event go from here - next year is the club's 50th anniversary so will it be another level? We hope so and we are ready!

It has been a pleasure . . .

2008 'All Porsche Show' Results

Best of Show/Concours		First	Last	Model	Year	Color	Class	Score	
		Jim	Tourtillotte	911SC	1982	Black	B	291.5	
Full Scoring		Place	First	Last	Model	Year	Color	Class	Score
		1	Jim	Tourtillotte	911SC	1982	Black	B	291.5
		2	Brian	Mayer	911SC Targa	1982	Black	B	287.5
		3	Mark	Ledson	911	1986	Red	B	253.5
		4	Steve	LaVick	911 C2	1991	G.P. White	B	252.0
		5	Richard	Hascall	911	1986	Red	B	241.0
		1	Alberic	Cardinal	911	1999	Red	C	275.5
		1	Scott	Mayer	951	1989	Blue	D	283.5
		2	Jon	Tetzloff	968	1994	Blue	D	281.0
		1	Dale	Trippler	Boxster S	2006	Speed Yellow	E	240.0
		2	Ron	Faust	Boxster S	2001	Yellow	E	238.3
		3	Mark	Ledson	Boxster	2001	Silver	E	238.0
		3	David	Kearn	Boxster	2008	Midnight Blue	E	238.0
		1	Richard	Hascall	Cayenne S	2005	Green	F	280.0
		2	Bill	Berard	Cayenne	2003	Black	F	276.0
		1	Chris	Dvorak	GT3	2004	Yellow	G	285.0
Street Scoring		Place	First	Last	Model	Year	Color	Class	Score
		1	Myron	Cottrell	356 B Cab	1963	Red	A	153.0
		1	Jeff	Boehm	911S	1976	White	B	148.0
		2	Keith	Kaye	911T	1971	Red	B	147.0
		3	Andrew	Donald	912	1969	Silver	B	141.0
		4	Gary	Christenson	911	1988	Black	B	134.0
		5	Matt	Jones	993	1995	Green	B	131.0
		6	Tim	Lloyd	911	1980	white	B	128.0
		7	Tim	Mayek	C4	1996	Black	B	125.0
		8	Mark	Swanson	911	1987	Red	B	120.5
		1	Brian	Halliday	911 C4S	2006	White Sand	C	147.0
		2	Ray	Bentdahl	Twin Turbo	2001	Red	C	141.0
		1	Al	Lee	928S	1984	Red	D	146.0
		1	Stephan	Meydell	Boxster S	2004	Silver	E	149.4
		2	Dale	Trippler	Cayman S	2006	Speed Yellow	E	146.0
Race Scoring		Place	First	Last	Model	Year	Color	Class	Score
		1	Dave	Roberts	944T	1986	White	Race	181.0
		2	Paul	Termin	911SC	1980	White	Race	176.0
		3	Matt	Lawson	944	1987	Red	Race	158.0
Show Favorites		Place	First	Last	Model	Year	Color		
		1	Pladson	Mark	930/Ruf BTR	1986	Red		
		2	Boblit	Terry	912	1965	Gulf Blue		
		2	Woitass	John & Renee	356	1953	White		
		2	Stein	Michael	911 Speedster	1989	Black		

* - Trophy Winners



Boxster Boy!

Out and About at this year's
'The Porsche Show'
... Lots to See; Lots to Show

photos by Ron Faust



Above: Ah, track and concour car!

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Above: Loon plate and patina paint...



Above: Boxster Rears (and one Cayman sneaking in!)



Soft Window Tangerine Targa with
'Guard Dog!'

Out and About at this year's 'The Porsche Show' ... Lots to See; Lots to Show

photos by Ron Faust

Letters to the Editor . . .

continued from page 11

Bruno - diito on the recommendation for Harry. He knows 911 tops and managed to bring my 964 back from the dead (cracked bow) to perfect working order.

– Doug Farrow

Editor's Note: Diamond Interiors is a Nord Stern advertiser! Don't have to look far for some of the best services for our cars and 'toys' - it's all right here in the newsletter. What better recommendations than personal experience and this club and our advertisers certainly have it.

Fast Fling (No Snow!)

Wow...what a super weekend. We had a great novice school on Friday followed by two excellent days of DE. Mother nature was nice enough to provide a perfect weekend in repayment for the one she stole from us at First Fling.

Thanks to everyone who helped put on a seamless event which included driver training, parade lapping, taste of the track, time trials, and DE. Specific thanks to:

- Ron Johnson and Mark Kedrowski - Uber event masters
- Dave Anderson - Safety
- The Fritze's - The registration dynamic duo and social coordinators (read happy hour)
- Ron McFarland and Jon Beatty - Driver training
- And the countless other volunteers that helped out this weekend.

– Thanks again, Brian Hanson

Brian, I can not agree more and am only sorry I did not send a thank to all sooner. Thanks for calling out some of the names as I am sure I would forget some and of course their are always people who do stuff you never see.

I would like to personally thank Ron and Joel for helping me improve my driving and line in my DT sessions. Don't Lift!

– Stephan Meydell

Thanks to Ron Johnson and Dave Anderson for their work on track supervision and safety, Michele Johnson for handing the Taste of the Track details, Scott Welz for taking over for Ed Triplet with the timing equipment for the timed runs. Kim Fritze for registration and getting the food and beverages Friday and Saturday. Finally, thanks to all the instructors. DT only happens because they care enough to volunteer their time and share their expertise.

It takes a lot of volunteers to make all of our events happen. Thanks to them all if I missed anyone else.

– Dale Trippler

All Porsche Show

The money is now in from the All Porsche Show and we raised a whopping \$1,800 to be given to the Courage Center. We are very pleased with this years attendance, and especially the donation.

Thank you to everyone whom participated: from the 40 some volunteers to the nearly 200 people that came to the Show with their cars. This was wonderful!

– Phil Saari, Chair

– Brian Mayer, Co-Chair

Iwant to congratulate you guys and all your volunteers for such a well run and fun All Porsche Show. Also, thanks very much to everyone who contributed to Nord Stern's Charity efforts on behalf of Courage Center and it's many programs.

– Keith Jones

Great job and well done Phil and Brian! We all had fun and we raised money for a good cause.

– Dale Trippler

Continued on page 28



Rental Cabin on Norway Lake, Pine River, MN

- Sleeps 8
- Two decks – one lakeside
- Direct TV with Speed channel
- Includes 2 car garage, on paved road
- Near BIR – rent weekly, monthly, seasonal basis, or for BIR event weekends

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.

Norge Vatn Stølshus

Ron & Michele Johnson | 952.476.7445 | 612.730.2351
porsche freak@earthlink.net | www.vrbo.com/92202

Entry Number: _____

**Nord Stern Annual
Gimmick Rally
Porsche Club of America**

Date: Saturday, August 16, 2008 – 1st Car Out: 10 AM

**Place: Lakeville theatre parking lot
20653 Keokuk Avenue
Lakeville, MN 55044**

Registration Form (Please PRINT all information)

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone #: _____ **Email: :** _____

Rally Cost: \$20 per car, payable to: Nord Stern

**Send check to: Dale Trippler
1201 Junction Ave.
Maplewood, MN 55109-3433**

RELEASE: The undersigned, on behalf of himself and all those participants and guests, does hereby release The Nord Stern, Porsche Club of America, Nord Stern Gimmick Rally committee, staff & sponsors, The City of Lakeville, and any and all facilities used by this events, their owners, employees and representatives are also released from any and all liability arising from the entire event, and does warrant that everyone will abide by the rules and regulations governing the entire event.

Name Printed: _____

Signed: _____

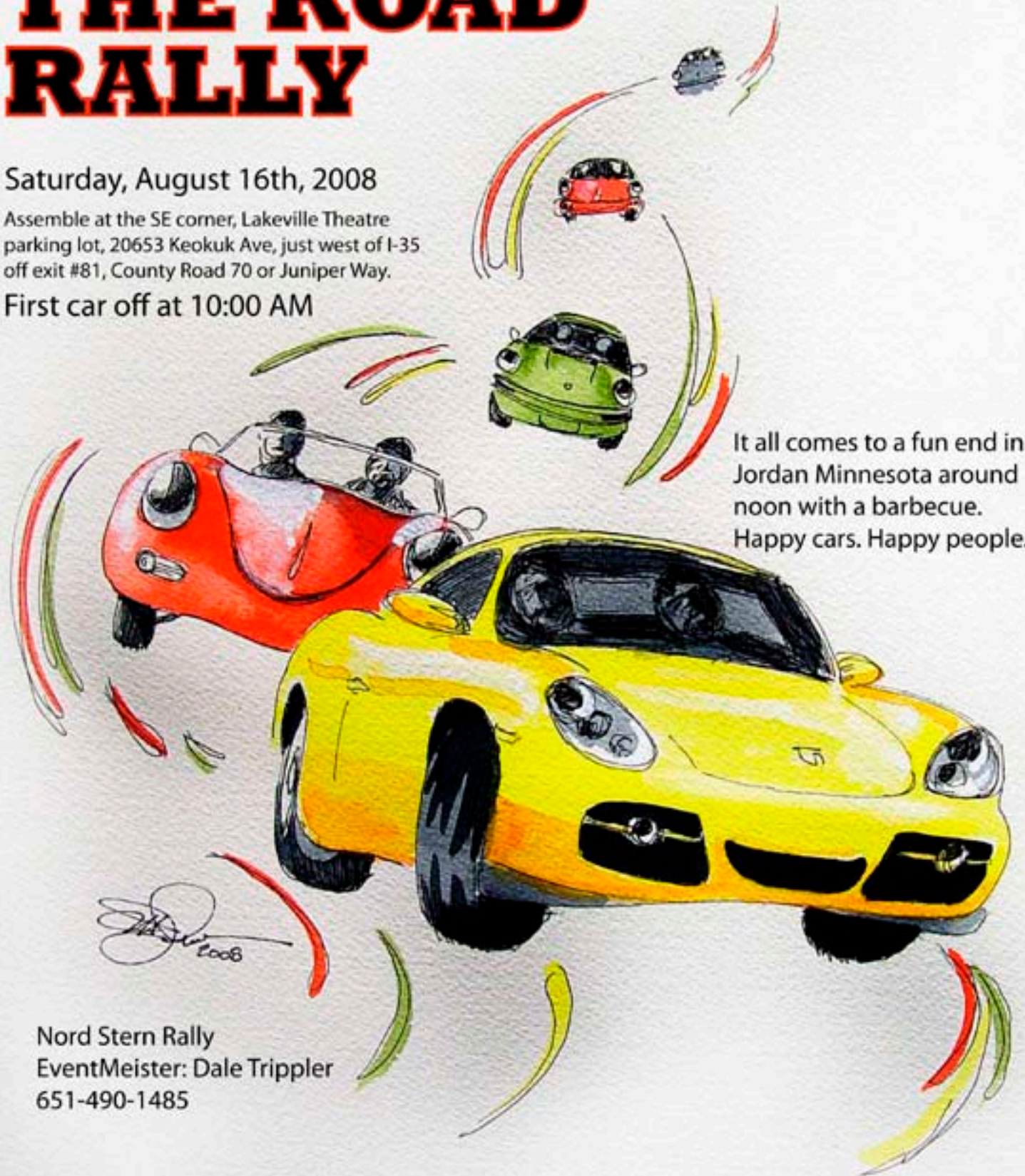
GET ON DOWN THE ROAD RALLY

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

The Gimmick Rally is Saturday, August 16th. A registration form is provided in the newsletter on page 17 (or, it's available at www.clubregistration.net). Please complete the form and mail it to the address near the bottom along with your check made out to **Nord Stern**. Also let me know what you would like to bring to the BBQ to share with the other rally participants after the rally.

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 210th 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 north and proceed a couple of blocks to the SW corner of the Lakeville Theatre parking lot.

Plan on arriving around 9:30 AM to register and pay, sign the insurance waiver, get instructions, and visit with the other rally teams. The starting time will be 10 AM. If you get there before 9:30 AM, Harry's Café is a block before or south of the theatre on Keokuk. You can stop in for a late breakfast or just coffee, but

Harry's Café doesn't open until 9 AM.

The rally will be entirely on paved roads in the southwestern metro area. We are putting together an interesting route, which will take about an hour to complete. The route will end at a member's house in Jordan where we will enjoy an outdoor BBQ. Our host will provide BBQ'ed meat from the grill for sandwiches. Please bring something to share: either 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, the BBQ will take place!

Hope you can join us, the more the merrier. However, I will be limiting the rally to 20 cars. There is a nominal entry fee of \$20 per car to cover expenses. I hope you can join us. If you have any questions, you can contact me at dtripp@usfamily.net.



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August 15 – 17, 2008

The Milwaukee Cup trophy is a unique concept in PCA Club racing. It pits participating Porsche Club Regions against each other. Drive for the honor of your Region! At the end of the weekend an indexed scoring system will be applied to determine which region is awarded the coveted Milwaukee Cup.



More information, including the complete schedule, is available on the race website –
www.themilwaukeeccup.com
Email – clubrace@porschepark.org



2008 Kalender . . .

August

- 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

- 7 'Pebble Beach' Wayzata Car Show**
Car Show at JJ Hills Days in Wayzata
Organizers: Ray Bentdahl and Judd Dayton
Details: TBA
- 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

2008

October

- 4 Fall Drive Tour with Lunch**
Nord Stern cars and their drivers will be heading to Western Wisconsin for a fun drive culminating at The Stone Barn (<http://www.mnstonebarn.com>) for pizza and refreshments! Details TBA but get this event on your calendar now
Eventmaster: Mike Lancial; thelancials@msn.com
- 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

- 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

2008

2008



2008 FALL TOUR

Saturday Oct. 4th



1:00 start time



Start: Point Douglas Park Highway 10 near Prescott Wisc.

End: The Stone Barn near Nelson Wisc. for Dinner

Register: Send an e-mail to thelancials@msn.com subject line TOUR

Please register by Sept 19th

The Stone Barn offers a variety of authentic extra thin crust Italian pizzas baked in a wood-fired brick oven.

They have an old 2 story grainery that once was used to hold oats, is now home to an antique store.



nelsonstonebarn.com

For more details please visit www.911T.org/fall.htm

Porsche Parade 2008: Reporting From Charlotte, NC

by Doug Pierce, Zone 10 Rep

This year's Porsche Parade was headquartered in uptown Charlotte, North Carolina, a much different atmosphere than the San Diego resort of last year, but just as accommodating. The weather cooperated with cooler than normal temperatures and low humidity, very unusual for late June/early July, according to the locals.

Early Saturday morning the 13 PCA Zone Representatives gathered for meetings and review of presentations for the 2009 PCA Escape. Three very high quality, attractive presentations were received and resulted in a difficult selection process. The Escape proposal accepted was for an 'Escape to the Birthplace of Aviation,' in Dayton, Ohio, October 1-4, 2009. It will be hosted by the Ohio Valley Region. That afternoon was the PCA Board of Directors meeting attended by a packed house.

Sunday, Concours day. Hundreds of Porsches occupied one of the central streets of uptown Charlotte with Porsche paddock areas, for cars not being judged, down many of the intersecting side



streets. Porsches of all production models through nearly the entire history of Porsche were displayed.

Again this year prior to the Sunday evening Welcome Party, we had a Zone 10 get together at a place called Jolina's just a block or so from the Parade Center Westin

Hotel, an interesting combination of Tex-Mex and Carolina BBQ. Approximately 25 Zone 10 members representing the Central Iowa, Dakotas, Red River, Nord Stern, Ozark Lakes, St. Louis, Wichita, and Kansas City Regions were able to attend

Monday was tech quiz and gimmick rally day with drivers and navigators needing to navigate one of two routes while attempting to follow directions and instructions interspersed with riddles and puns. Tours of area NASCAR shops and seminars filled the remainder of the day.

Monday closed with the Concours Banquet with its numerous awards and door prizes. Our Zone 10 was well represented in the top PCA awards presented. The Nord Stern Region received the Ferry Porsche "Region of the Year" trophy while David Grant of the Red River Region was awarded the Lazar-Blanchard



"Enthusiast of the Year" trophy. Both awards were presented by PCA President Prescott Kelly and Hans Peter Porsche of Porsche AG - attending his 30th Porsche Parade. David was able to have Peter Porsche sign his "keeper" trophy later in the week for a significant enhancement.

Tuesday was the time-speed-distance (TSD) Rally for the serious rallyers who returned to an ice cream social in the uptown park and technical seminars all afternoon. This was also the first of two days for the Heritage and Historical car display. Some 68 Porsches ranging from early production cars and early race cars through the latest road cars and the RS Spyder were on display. Porsche AG retired competitions manager and car project leader, Norbert Singer, was on hand both mornings to present his experiences with Porsche racing from the inside, a truly unique perspective and one possibly not to be repeated. Tuesday evening was dedicated to the Nacho & Margarita Party with regional award presentations and the results of the Newsletter contest. Nord Stern's Christie Boeder took second in the Class IV competition, with Kansas City's Cindy Thomas also taking home a second place in Class III.





Wednesday was Autocross day at Lowes Motor Speedway, 18 miles northeast of the uptown area. With a few glitches at the beginning, things ran more or less smoothly the rest of the day finishing approximately two hours later than planned. Dinner on Wednesday was on your own, but the day finished with a Dessert Party later in the evening after which the TSD Rally and Autocross awards were announced.

Thursday brought the Volunteer Workers brunch recognizing the contribution of the many volunteers needed to make Parade function. And it certainly takes a lot of volunteers. Huge numbers of door prizes were given away - ranging from shirts to gasoline cards to sets of tires.

Next, and nearly last on the Parade agenda was the Zone Challenge. This year Zone 23 was formed with our Zone 10 and Zone 13 teaming up. There was a new team fielded this year consisting of the PCA Executive Council, Parade sponsors, and the Porsche AG and PCNA delegations - lots of horsepower,



little control, with a decidedly older suspension. Challenges this year consisted of a tire changing drill, Porsche valve spring replacement, and a race driving simulator. Zone 23 smoked the competition in the valve spring replacement, held our own in the tire change, and fell short in the race simulator. In the end, we fell short of Zone 1 who was able to field a huge team complete

with a cheerleader squad. Parade 2008 ended with the traditional Victory Banquet, final awards, and door prizes including the annual all-expense paid trip to Germany for a lucky PCA member to the Porsche factory and other lesser sights.

Next year, the Porsche Parade is in Keystone, Colorado. 2010 Parade was announced at this year's Charlotte Parade and it will be held in St. Charles, Illinois, both a fairly easy drive from many of the Zone 10 Regions! Hopefully, Zone 10 Regions can muster a large attendance at the more easily accessible Keystone. There are few nicer places in the country than the Colorado Mountains during the summer. Take a look at the Parade 2009 website just activated at www.porscheparade2009.com.

I hope to see you at one of these upcoming Parades. Start planning now. Keystone registration opens March 2, 2009. See you there!

Photos, page 22, top to bottom: Pam Viau accepts Nord Stern's 2nd place finish in the annual newsletter contest, One of many views at the Concours site with dappled sunlight, Doug Pierce surrounded by a lot of Zone 10 Parade attendees

Page 23, top to bottom, RS Spyder, and the floor of the Heritage and Historic Display as seen from above, All photos courtesy Doug Pierce.



Another PCA National Award for Zone 10 . . .

David Grant of Red River Region received the 'Enthusiast of the Year Award' at the Charlotte Parade. He and Vicki drove down from Winnipeg and are seen here with both the traveling trophy and their 'take-home' version. David works tirelessly on behalf of PCA in his home region as well as neighboring clubs and brings a wealth of knowledge, organization expertise and sheer exuberance...congrats, David, on a well-deserved honor.

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Boeder's Favorite Car . . . in Munich

Text and photos by Christie Boeder

While visiting with our daughter in Munich earlier this year (she met us there after hopping a train from Bologna, Italy where she's been studying), the Boeders also managed one transportation related museum. The Deutsche Museum is actually more than one building and we

You have no doubt received e-mail reminders and notices over the past few months generated through the PCA Emailer system, that is, if you have a valid e-mail address in the PCA National database and have not opted-out.

PCA National initiated their Emailer system not long ago for use in communicating with members via electronic mail. The new system has saved a ton of time, and money, and provides your Region management with another tool with which to keep you informed. Locally, the PCA Emailer system can only be accessed by your Region President and Membership Chair (and here at Nord Stern by Roger Johnson, too) so e-mail address information is well-protected and will not be abused.

The Emailer System does have some limitations and eccentricities that are interesting and/or annoying. E-mails sent through the PCA Emailer System are routed through an non-monitored alias even though a valid sender name and e-mail address is displayed on the "From" line. Also, the e-mail footnote indicates who sent it. Responding to an e-mail sent through the Emailer System by clicking your Reply button sends your correspondence into the ozone somewhere. The sender never sees your response.

If you have multiple e-mail addresses on file with PCA National, including any for your Associate or Family member

(even if the e-mail addresses are the same), you will get multiple copies of the same e-mail. The e-mailing address list is generated through the system by gathering all the e-mail addresses currently in the database. You can eliminate duplicates by editing your personal information at the PCA National website, www.pca.org, and removing e-mail addresses as you desire. Otherwise, just delete the extra emails you get.

You can also completely opt-out of the system and receive no e-mails from either PCA National or your Region. At this point, it's an all or nothing deal. You can't elect to receive e-mails from just one entity and not the other. This e-mail opt-out election can be made or edited in the same blue personal information box on the PCA National website referenced above when you are logged in.

If receiving notices and reminders by e-mail is something that you would like, make sure your e-mail address is current. If you change your Internet Service Provider (ISP) and change your e-mail address, change jobs and you receive PCA e-mails at work, or just change your e-mail address for no particular reason, be sure to edit your personal information at PCA National so that everything is correct.

Don't be left out, assuming of course that you do want to be left in!

Munich . . .

continued from page 24

were advised to check out the Verkehrszentrum (transporation). It was an excellent suggestion as we enjoyed a half day of wanderng around all sorts of historical modes of transporation. A volunteer docent sort of adopted us and went out of his way to explain different exhibits and relate personal tidbits of info. A very personal experience for us. Bruce promises me an article on the visit but in the meantime here are a few photos of one of the Porsches on display. It caught our eye, literally, as the steel sparkled in the sunlight. Just a gorgeous car with nary a scratch. I include the information here and if anyone is curious about the museum here's the website: <http://www.deutsches-museum.de/verkehrszentrum/>. Truly a must-see when in Munich!

Porsche 911 S Stainless-Steel Car f. Porsche KG, Stuttgart, 1967

This Porsche 911 S served as a test model for the use and processing of non-corroding steels in automobile manufacturing.

The body parts are made of cold-rolled sheet steel shaped by machine and in part by hand. The individual parts are welded. The body was not painted, but only ground and brushed. During its 7

years of operation, the car was driven 150,000 km. The material passed all tests.

As a result of the good material properties as proven in testing, stainless stell was used in automobile manufacturing to produce trim strips, wheel covers, bumpers and window trim. Today particularly shock absorbers and catalytic converters are made from non-corroding steel.

Technical Data:

Engine: air-cooled, 6-cyclinder four-stroke engine

Displacement: 1991 cm2

Output: 118 kW (160 HP)

Top Speed: 220 km/h

Weight: 1030 kg

Small photo to left of brochure reprint says:

"Presentation of a catalytic converter on the occasion of the trade fair "Technology for environmental protection" in 1989. Tests of the Porsche's non-corroding steel body confirmed the applicability of this material in automobile manufacturing."

Carmudgeon Chronicles . . . 300 Porsches In The Park – A Sight And Sound To Behold!

by Ken Kamstra, thinkmk05@comcast.com

The Nord Stern Region of the Porsche Club of America called it The All Porsche Show. I called it a bit of heaven for those like me with “AED”. That’s “Auto Erotic Dependency” for those -- you know who you are -- who haven’t yet read my fun-and-fact-packed book, *It’s O.K To Love your car*. Had you been paying attention during the show, you could have snapped up a copy. Cheap.

But you probably had fun anyway.

I found my way to the Central Park rendezvous point at 8:30 “vendor’s hours”. Finding my way triggered some suspicions.

“Could it be that mild mannered Phil Saari and his crew of event planners had snuck in a rally event? Something just to spice up the day.”

There must be a dozen or more Central Parks in the Roseville area. Finding the one that would ultimately host the big Porsche event could be a secret rally. Aha! There are, after all, a dozen or more Central Parks. I toured the Central Park Nature Center, ultimately coming to my senses that, if this was a rally, this was not the destination.

And on it went: Central Park Church, Central Park East, Central Park West and nary a Porsche in sight. But, seasoned rally driver that I am, I finally found the right Central Park. Griot’s Garage had a big display tent there. How many of us have wished that we had thought of Griot’s multi-zillion dollar idea?

Haggerty Insurance was there. I like their new ad: “The cars we insure lead very boring lives.” Painfully, I know whereof they speak. If you accumulate cars, you can’t possibly drive them all. At least Haggerty offers to save you money insuring those sleeping beauties,

As I pondered this happy dilemma, my ears picked up the roar of Porches arriving. The sounds, sometimes deafening, were magnificent. Soul stirring. I swear, each driver rapped the pipes a few more times than necessary as they jockeyed their beloved machines into position. Bless them for it.

Some were here just “for show”, others for the full blown Concours d’ Elegance competition. All were blindingly beautiful.

Rabid environmentalists probably wouldn’t have shared my euphoria. These rumbling machines are not gas sippers. They’re fun cars for God’s sake!

Silent, sensible cars are somewhere in the future. Way in the future I hope.

Meanwhile, these real cars took me back to my own Porsche past. Blessed times when a 356 Porsche was only \$3,700 brand new. I tortured mine mercilessly on Brainerd’s International

Continued on page 38

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News and Note from Gingerman Club Race

Nord Stern faired well at Gingerman for the 4th of July Club Race.

Mark Kedrowski

1st place E in the Enduro

2nd place in the 20 min sprint

3rd in the 50 min sprint

Ron Johnson

4th place E in the Enduro

4th place in the 20 min sprint

4th in the 50 min sprint

Awarded Rookie of the event

Bret Bailey's car had a failed wheel bearing):

Mark Repka's car had mechanical problems, but he partnered well with Brent in the Enduro.

Brent Knoll drove solidly in SP1.

Ben Merriman Did great in GT4S.

– Ron Johnson

And congrats to Mark, Ron and Brent for successfully completing their rookie race weekend. Solid performances from all of you, great stuff!

– Mark Repka



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Where We Were – Where We Are – 50 Year of Nord Stern!



“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

Editor’s Note: this month will feature info from several early 1980s newsletters as I do not have access to any of the later 70s versions. So here’s what I found!

August-September 1982

- Tag line on cover: **A monthly compendium of lies and grossly Inaccurate Information** (quote, unquote!)
- Carousel Porsche Audi, Inc is by this time at it’s current location.
- Names a lot of us recognize: Corey Johnson is president, Paul Binek is DE chair, Denny Guentzel is doing the newsletter!
- ‘Last Fling’ is ‘Last Fling’ (first weekend in October of this particular year). Registration is \$55 per driver; \$15 2nd!
- A very sunny Concours was held and included cars from this set of folks we know: Jim Tourtillotte, Jim Arhart, Hank Godfredson, Ron Faust, Roger Johnson. Oh, and there were non-P cars, too! 3 additional categories of American, European and British. That’s pretty broad based!



- The Annual Invitation up at BIR was a financial success (which evidently helped support the club’s autocrosses at the Fairgrounds). The author moaned about wishing there were more Porsches participating as only 25% of the participants were Porsches! Boy, is that a far cry from today’s BIR action. Oh, Cam 2 Racing Fuel at the track was \$3.45 per gallon! Yikes, think of what that would be in today’s dollars. 68 cars participated in 7 Classes, names I recognized were: D. Guentzel, R. Johnson, R. Bentdahl, G.

Groebner, H. Godfredson, P. and S. Binek

- Funny article by member Bruce Erickson about being a ‘closet stock car buff’ called ‘Go Left Young Man’ which I may reprint later.



September 1983

- Now the ‘...dedicated to the belief, that getting there is half the fun.’ appears as the cover tag line.
- Names we recognize: Lane Hawkinson is president, Gary Groebner is VP, Denny Guentzel is DE, Hank G. is now Dinner Reservations Chair (now that’s a descriptive title!), Phyllis G. is newsletter editor.
- Decision was made to allow non-Porsche drivers at autocrosses (BIR track events already did). And in this year, a racing team from Montana is joining NS at BIR for the yearly ‘Last Fling’. It included 10 drivers on a trial basis in an effort to boost attendance (and we complain if we have less than 100 up at BIR!) Am curious as to how that turned out...
- An article by Kim Crumb on ‘My First BIR Autocross (and how I got there). Interesting in as much as Kim was just recently featured in a Strib article on his driving activities. Watch for a reprint of this report.
- Deb and Corey Johnson took their 914-6 to the Porsche Parade at the Ozarks which was a Concours Winner (not surprised...and he continues that perfection today with his fully restored 356 Carrera 2 (1963, I think).
- And Bob Cox took his 1958 Speedster to the Parade and garnered a 2nd place finish. So Nord Sterners did well!

Reprints from Aug-Sept ‘82: Right - Checking out the results from BIR Invitational 1983 - note the really short shorts, facial hair but big grins just like we see in 2008. Some things never change...

Above: A cheery group at the 1982 Afton Concours enjoying what was obviously a sunny and beautiful day.

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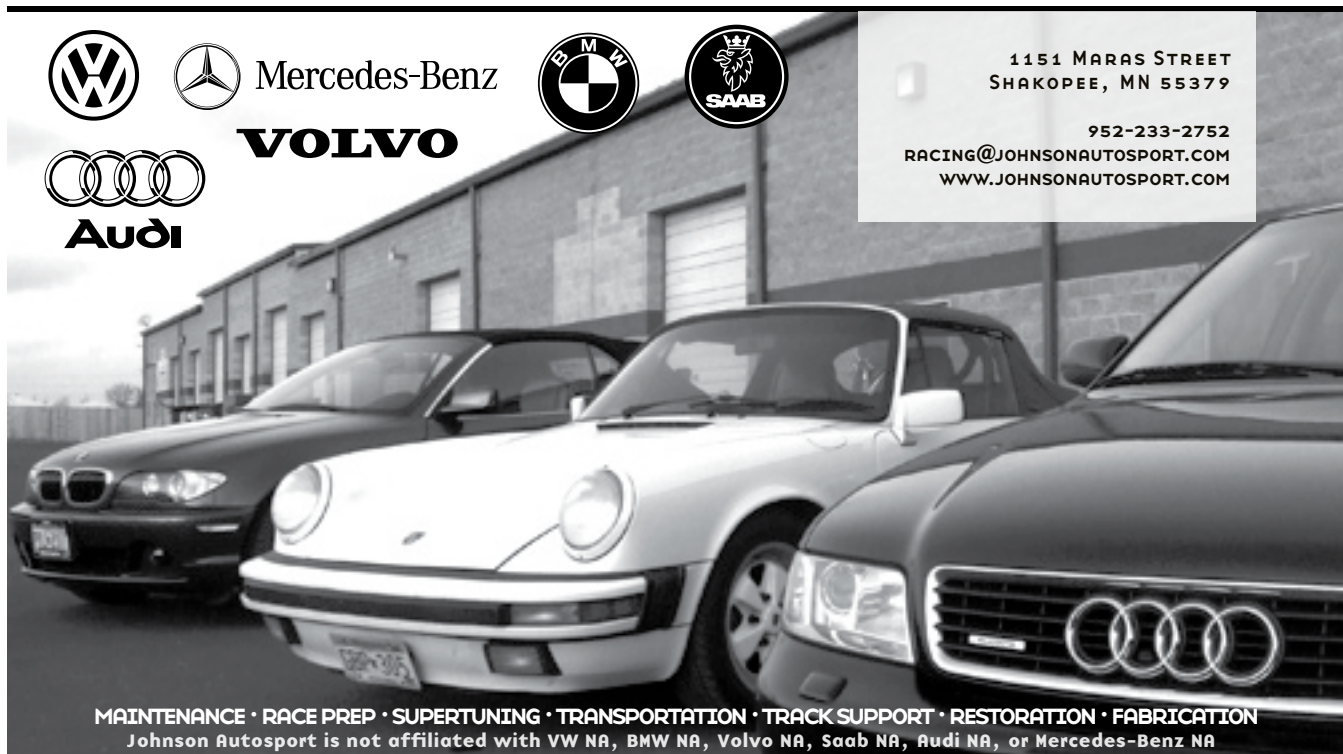
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2009 Porsche 911 Carrera 4/4S Coupe and Cabriolet

courtesy Jill Beck, National Newsletter Editor

Atlanta, June 25, 2008 – New engines, all-wheel-drive systems, transmissions, interior features and exterior cues will mark the evolutionary advances of the new 2009 Porsche 911 Carrera 4 and Carrera 4S models upon their introduction this fall when they join the already announced two-wheel-drive 2009 Porsche 911 Carrera and Carrera S.

Like the improvements to the rear-wheel-drive models, the combined changes for the Porsche 911 Carrera 4/4S will result in enhanced performance coupled with better fuel economy and reduced emissions.

The output of the 3.6 liter engine in the Porsche 911 Carrera 4 increases by 20 horsepower to 345 hp. The Porsche 911 Carrera 4S with its 3.8 liter engine is equally impressive, with an increase of 30 horsepower to 385 hp.

The revolutionary PDK works in conjunction with direct fuel injection for the flat-six engines and electronically controlled all-wheel drive system to provide these seemingly diverse improvements to performance, fuel-economy and emissions.

The new generation of the Porsche 911 Carrera 4/4S replaces the former all-wheel drive viscous multiple-plate clutch system with a more dynamic electronically controlled PTM (Porsche Traction Management) system. This system, originally developed for the Porsche 911 Turbo and adapted for the normally aspirated variants, combines the driving pleasure typical of Porsche with a high level of driving stability, traction and agility, which is further enhanced by a (now standard) mechanical locking rear axle differential.

Standard on all versions of the new model are a proven six-speed manual transmission. As an alternative, the new Porsche 911 Carrera 4/4S are available with the Doppelkupplungsgetriebe or double-clutch, which replaces the Tiptronic S automatic transmission. The PDK offers faster gear shifts and better fuel efficiency. The PDK gearbox comes with seven gears shifting hydraulically without the slightest interruption of traction and pulling force.

The new generation of the Porsche 911 series visually stands out through discreet, but striking, modifications to the front and rear lighting. The new models come with BI-XENON™ headlights and new LED daytime driving lights. The redesigned rear-light clusters feature LED technology. For the first time in a 911, Porsche offers dynamic bending lights as an option, which moves in the direction the steering wheel and the car is turning.

The Porsche Carrera 4 models retain a rear muscular stance, as before, 1.73-inches wider than the two-wheel drive version. A new reflector trim bar between the LED rear lights gives the rear end of the new car even more character.

The most compelling interior upgrade is the new Porsche Communication Management (PCM) 3.0 which features a touchscreen for simplified operation of the audio system as well as the optional hard-disk-drive navigation system. Other important additions to PCM 3.0 are the new options of XM radio with XM NavTraffic capability, Bluetooth® connectivity, iPod® port, USB port and auxiliary jack.

The 2009 Porsche 911 Carrera 4 and Carrera 4S Coupe and Cabriolet models will be introduced in the U.S. on October 25, 2008. The 911 Carrera 4 Coupe is priced at \$81,700, while both the 911 Carrera 4 Cabriolet and 911 Carrera 4S Coupe are \$92,300. The 911 Carrera 4S Cabriolet is \$102,900.

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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. In 1976 all non-turbo Porsche 911 engines had high-speed ten-blade cooling fans.

True or False

Excellence, Vol. 2, page 677

2. The 912E had what kind of disc rotors?

- a. Vented
- b. Drilled
- c. Solid
- d. None of the above

Excellence, Vol.2, page 677

3. The 250,000th Porsche sports car left the assembly line in Stuttgart-Zuffenhausen on June 3, 1977. What model was it?

- a. GT3
- b. 987
- c. Speedster
- d. Coupe

Excellence, Vol. 2, page 681

4. The 1976 911 had an outside rearview mirror that was adjusted by means of a small toggle switch on the door capping and by electric motors behind the mirror.

True or False

Excellence, Vol. 2, page 675

5. What was the special edition 911S of 1975?

- a. Golden Anniversary
- b. Silver Anniversary
- c. Gmund Anniversary
- d. None of the above

Excellence, Vol. 2, page 671

6. The 914 body was built by:

- a. Reutter
- b. Karmann
- c. Fischer
- d. None of the above

Excellence Was Expected, Vol. 2, page 485

7. Which item was not a styling strong point of the 914:

- a. High, deeply curved windshield
- b. Lift-off roof
- c. Rear wing
- d. Recessed door handle

Excellence, Vol. 2, page 488

8. The front suspension of the 914 came from which model?

- a. 356
- b. 904
- c. 550 Spyder
- d. 911

Excellence, Vol. 2, page 490

9. The roof panel for the 914 stowed high in its rear trunk to leave room beneath for luggage.

True or False

Excellence, Vol. 2, page 489

10. Five studs retaining each wheel denoted that a 914 was a:

- a. 914 2.0-liter
- b. 914/6
- c. 914S
- d. None of the above

Excellence, Vol. 2, page 491

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Answers:
1. F
2. C
3. D
4. T
5. B
6. C
7. D
8. A
9. T
10. B

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UPDATED 03/01/2008

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APRIL 27	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
MAY 3 (SAT)	AUTOCROSS [MOWOG I]	MAC	VALLEYFAIR
MAY 4	AUTOCROSS [MOWOG II]	MAC	VALLEYFAIR
MAY 18	AUTOCROSS	PCA & COM	DCTC
MAY 30-31/JUNE 1	CORVETTES & FRIENDS DO BIR	SCCM	BRAINERD RACEWAY
JUNE 1	AUTOCROSS [MOWOG III]	MAC	DCTC
JUNE 8	AUTOCROSS	CVSCC	CVTC
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
AUGUST 3	AUTOCROSS [MOWOG V]	MAC	DCTC
AUGUST 9	CARS UNDER STARS (CAR SHOW)	SCCM	GROSSMAN CHEVROLET
AUG 23 (SAT)	AUTOCROSS [MOWOG VI]	MAC	MIDWAY STADIUM
AUGUST 24	AUTOCROSS (NCCC SUPER SUNDAY)	COM {NCCC}	DCTC
SEPTEMBER 7	TEST & TUNE	MAC	DCTC
SEPTEMBER 28	AUTOCROSS	CVSCC	CVTC
OCTOBER 4 (SAT)	AUTOCROSS [MOWOG VII]	MAC	CANTERBURY PARK
OCTOBER 5	AUTOCROSS [MOWOG VIII]	MAC	CANTERBURY PARK
OCTOBER 19	AUTOCROSS [MOWOG IX]	MAC	MIDWAY STADIUM

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Technology and Business:

Refiners are blending ethanol with gasoline not because of government edicts but because it makes economic sense. Ethanol now costs \$2.50 per gallon — or about \$2.00 a gallon to refiners after the federal subsidy. The wholesale price of gasoline is above \$3.30 a gallon.

This means that refiners save about \$1.30 per gallon by using ethanol rather than pure gasoline. The savings per gallon of a 90/10 blend of gas and ethanol relative to pure gasoline is about 13 cents (10% of the \$1.30 differential between ethanol and gasoline). Much of that gets passed on to consumers.

The first indications of Volvo's future plans (i.e. "Big Brother") are on display in the new XC60. Offered in the UK at the end of 2008, no US availability is planned at this time. The compact SUV will include a low-speed collision-avoidance system called CitySafety as standard. It is designed to prevent the sort of rear-end crashes that often occur in stop-start urban traffic.

CitySafety works only at speeds below 19 mph and uses laser sensors in the windshield coupled with software able to measure the distance from the car in front and calculate its speed relative to your own. If the car in front suddenly reduces speed at a greater rate than yours does, CitySafety primes itself to stop the car. Then, if the driver fails to react and the system senses an imminent collision, it slams on the brakes.

A system like CitySafety ensures the vehicle slows down and brakes at the right moment.

CitySafety will be rolled out gradually across the Volvo range, as well as some Ford models, as Ford owns the Swedish brand. This is just the beginning of Volvo's radical plans to revolutionize the way we drive.

In Japan, North America and other world markets, HFC-152, or difluoroethane, will become the refrigerant of choice. Like HFC-134a, HFC-152a has a higher global-warming potential than CO₂. But leaked into the atmosphere, it is 90% less harmful than HFC-134a.

The Williams F1 team, often a pioneer in F1 marketing, has just launched the first F1-branded lawnmower, manufactured by Countax Ltd. The Williams FW-4WD is equipped with a 16 hp twin cylinder engine, and with 4WD capability, this new mower has been designed to cut and collect grass on slopes up to 30 degrees, and in marshy areas of the garden where greater traction is required. The four wheel drive '4TRAC' technology has been developed by Countax specifically for its ride-on lawnmowers, with a unique ability to increase and decrease the turning speed of the front wheels to eliminate scuffing.

The Williams FW-4WD sports the latest team colors and is fitted with a 42" cutter deck as standard, however, alternative cutter decks are available including 38" mulching deck, and for really tough areas, the 36" high grass mulching deck will tame any paddock, scrubland or high grass area. Dense weeds, nettles and brambles can all be mulched into small particles, and large areas can be cleared very quickly.

The new mower was launched at the Chelsea Flower Show in London.

The UK Government is at it again. They have announced that Manchester is to be the first of several cities granted extra funding for public transport in return for introducing a charge of up to £5 (~\$10) a day. Drivers will have to install electronic tags in their cars that will be detected by roadside beacons positioned in two rings around the city. Charges will be deducted automatically from prepaid accounts. The Manchester scheme differs from the London congestion charge by only charging drivers traveling with the main flow of traffic into the city between 7 AM and 9:30 AM and those traveling out between 4 PM and 6:30 PM. London's £8 (~\$16) charge applies to any vehicle that moves inside the zone between 7 AM and 6 PM, regardless of the direction of travel. Parents driving their children to school across the charging rings will have to pay but the package includes investment in a fleet of American-style yellow school buses.

"Nissan, then, has done something odd. It has built a car for a time and a place and a species that simply don't exist." — Top Gear's Jeremy Clarkson, describing his experience flogging the Nissan GT-R.

Lewis Hamilton is on a hugely lucrative contract with McLaren, worth £75 (~\$150) million over five years, he has just signed a £20 (~\$40) million deal to represent Reebok and a number of other big-money endorsements are in the offing.

Rouen says it will bid for the French Grand Prix. The city held five French Grands Prix between 1952 and 1968 but continued to hold races on the Les Essarts road circuit until 1993. There was then an attempt to construct a new facility but the money could not be found. Now, an organisation called Espace des Decideurs des Entreprises Normandes and the Chamber of Commerce of Rouen say they are planning a new project. They say they are studying three different possibilities with a street circuit being the preferred idea. There is also a study for a circuit in the dock area of Rouen and a third possibility of a permanent circuit near the airport.

It is a nice idea.

All that is now needed is the money, the planning permission and contracts with all concerned.

Zytek in the UK has converted 100 Smart cars to total electric vehicles. They are to be loaned to various companies with general public (in the UK) availability “in a couple of years at a predicted starting price of about £12,000 (~\$24,000 at today’s exchange rate).” It takes eight hours to charge the Smart’s battery on a 220v service, although 3½ hours would be enough to boost it from 30% to 80% charged. The battery pack has not been described.

Trivia:

South Korea at one time audited the taxes of citizens who didn’t buy domestic vehicles.

Between 1995 and 2005 Peugeot sold almost 10,000 electric cars powered by Ni-CD batteries. They stopped because of EU rules forbidding the Ni-CDs. They are currently (*hah*) considering a new electric car powered by Lithium Ion batteries similar to those in the latest generation of cell phones and laptop computers. It will probably be a joint venture with a powertrain supplied by Mitsubishi.

Five out of every six new cars and light commercial vehicles sold worldwide annually now are equipped with air conditioners.

In 1902, Thomas B. Jeffery and His son switched from making bicycles to building cars in Kenosha, WI, propelling the then-small town of 22,000 located between Milwaukee and Chicago, into the automotive age.

Over the next 105 years, Kenosha has grown to a population of nearly 100,000 and has clung to its automotive heritage, despite some turbulent times featuring storied names such as Chrysler, Dodge, Nash, American Motors Corp. and France’s Renault SA - all of which have built cars there.

Automobile production ceased in 1987 when the former Chrysler Corp. purchased AMC, but engine output has continued uninterrupted, making Kenosha reputedly the home of the oldest continuously operated automotive plant in the world.

The Jefferys were modestly successful auto makers, but when the father died in 1916 their company was sold to Charles W. Nash, former president of Buick and later General Motors Corp.

Nash renamed the auto maker after himself, and the Nash automobile went on to become popular and profitable, chalking up a reputation for numerous innovative firsts. In 1937, Nash Motors merged with Kelvinator, a major appliance manufacturer, to become Nash-Kelvinator Corp.

During World War II, the company built Pratt & Whitney aircraft engines, but by 1948 Detroit’s Big Three were squeezing independent auto makers such as Hudson Motor Car Co., Studebaker Corp., Packard Motor Car Co. and Nash. Charles

Nash tried to form an alliance with the others, but he died later that year and the deal fell apart.

In 1954, Nash-Kelvinator merged with Hudson to form AMC. The Nash and Hudson nameplates survived until 1957, when they were replaced by Rambler, the name Jeffery had given his original model 55 years earlier.

George Romney, father of former Massachusetts governor and Republican presidential candidate Mitt Romney, served as AMC’s president from 1954 until he resigned in 1962 to run successfully for governor of Michigan.

Romney’s strategy focused on developing high-mileage compact cars to battle what he called the Big Three’s “gas-guzzling dinosaurs.” And for a time it worked well.

But by 1960, the “dinosaurs” had their own compacts. And, as the industry’s smallest auto maker, AMC came perilously close to financial disaster several times during the following 20 years.

However, it did manage to buy Jeep from Kaiser Jeep Corp. in 1970, a major stroke that remains a key Chrysler asset today.

In 1979, Renault, which never had created more than a blip in the U.S. market, came to the rescue with \$135 million to gain a 5% stake in AMC. Renault raised its stake to 49% in 1983, the same year the auto maker began making the Renault Alliance and Encore compacts in Kenosha, alongside AMC’s nameplates.

The French auto maker also had big plans to build a fullsize sedan called the Premier and built an assembly plant in Bramalea, ON, Canada, for that purpose.

Renault had early success in the U.S. but was amenable to overtures by Chairman Lee Iacocca to take over its North American operations, and the old Kenosha works finally settled in Chrysler’s hands.

Anniversaries:

1896 - August 17. Bridget Driscoll, a UK pedestrian, was the first person to be killed in a road crash. Hit near Crystal Palace in south London by a car apparently doing just 4 mph, the 44-year-old mother of two was the subject of an inquest at which the coroner hoped “*such a thing would never happen again*”. Today the World Health Organization says that more than a million people die every year on roads across the globe.

Crystal Ball:

2008 - A British-built steam car that could break the longest-standing land speed record for such vehicles has been unveiled. The team behind the car is aiming to improve on the 128mph set by Fred Marriot in 1906. The vehicle was shown to the media for the first time at Thorney Island in Portsmouth.

The British Steam Car Challenge team includes the test driver Don Wales, 42, from Surrey, who is nephew of the late Donald Campbell and grandson of Sir Malcolm Campbell, who both set speed records on land and water.

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Ted's Tidbits . . .

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The driver during the record attempt, taking place on salt flats at Bonneville in Utah, between August 25 and 27 will be Charles Burnett III, 52, from Lymington in Hampshire.

2008 – UK's Top Gear TV show will soon launch an Australian version. The launch of the Australian Top Gear could pave the way for more local versions to be commissioned. NBC, the American broadcasting network, has already started auditioning for a US version and has plans for a pilot show later this year.

"It will still be three guys, because that's just part of the format," says Andy Wilman, executive producer of Top Gear in the UK, who is advising the Australian and American networks. Wilman attributes Top Gear's international success to its central theme – blokes. "It's a bit of an insight into the male mind; an immense vacuum of pointlessness.

2011 - Hyundai is hoping to introduce a plug-in hybrid-electric vehicle capable of traveling 43 miles (70 km) under electric power.

2011 - Air conditioners in all new cars marketed in EU countries must use carbon-dioxide refrigerants, replacing HFC-134a, or tetrafluoroethane, currently the industry mainstay.

See you at the races!

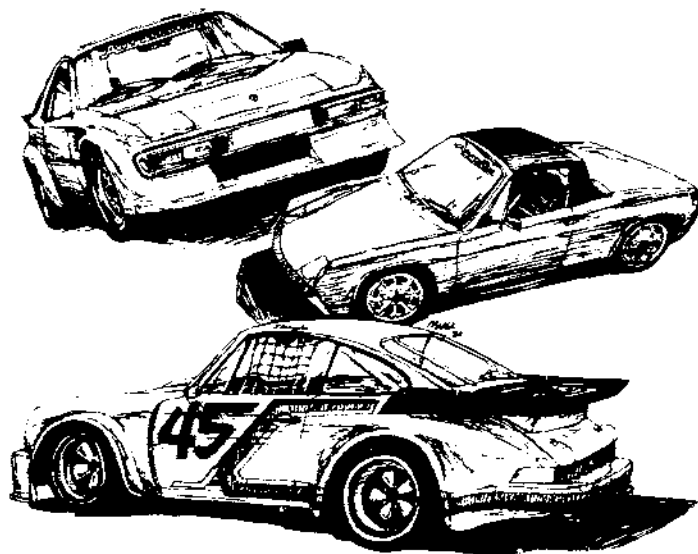
Carmudgeon Chronicles . . .

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Raceway then shrewdly sold it for \$2,000. Glistening examples of the legendary 356 were well represented at the show. I choked up a little as I admired them snuggled in with the super Porsches of today.

After all, the old "Carmudgeon" is probably the oldest car nut around. I learned mechanics courtesy of the U.S. Navy's invasion craft in World War II.

But this day I was young again. Thanks guys and gals,



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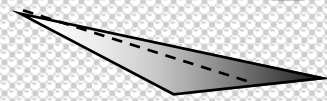
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