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Table of Contents

Departments

- 4 2008 Officers & Committee Chairs
- 5 From the Editor . . .
- 6 Welcome
- 7 The Prez Sez . . .
- 8 Letters to the Editor
- 9 Car Biz Board . . .
- 10 PCA Zone 10 Calendar . . .
- 29 Tech Quiz . . .
- 31 For Sale . . .
- 32 Ted's Technology, Trivia & Tidbits
- 34 Where We Were

Features

- 8 BIR Club Race Photos Available
- 10 Nord Stern's New Logo to Honor 50th Year!
- 11 Fifth Annual Rochester Labor Day Picnic and BBQ . . .
- 12 The Tail of the Dragon, Or: I Never Knew You Could Have So Much Fun at 10 MPH
- 13 Porsche Collectibles: Sales Brochures for 1954 - 1955
- 14 Out and About at Jon Faust's Wedding . . . Now that's what you can call a REAL get-a-way car!
- 15 The PCA Newsletter Quandary – Print or Pixels? Part 2
- 19 Just Another (First) Day At The Track
- 20 PCA Emler System
- 22 Go West, Young Man! . . . A Porsche 356 Odyssey
- 27 Porsche Magazines: Subscriptions and Web Sites
- 27 Welcome to New Advertiser! Euro Cars Sales & Leasing

Upcoming Events

- 18 2008 Kalender . . .

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From the Editor. . .

This isn't my speediest production month in a long time. The issue will be late in the mailbox but there are several fun articles written by Nord Sterners that will hopefully make the wait worth it. Check out the adventures of Mike and Matt as they trek cross country in their dad's 356. Great adventure, great pictures and something I know they will treasure and remember well for many years to come. And don't miss the 'Tail of the Dragon' drive, another adventure of a slightly different sort. But both stories share the element of driving with the vehicle of choice being a Porsche! What more could any of us ask!

A late breaking addition to the club Calendar is the annual Awards Dinner. It's been scheduled for the first Saturday in November, November 1st to be exact. This year's location will be the Embassy Suites in West Bloomington and eventmaster Kim Fritze is excited to work with their events manager to bring us a comfortable and pleasant location with good food. Always a nice night of socializing, a few award presentations and reflections on the past year's activities. More details will be announced shortly so watch for information via email plus we will post the particulars on the website when they become available. And of course, contacting Kim directly (her contact info is to the left on the Officer's page) will get you right to the source.

On another note, I just wanted to more publicly let members know of a recent development in my husband Bruce's health. We have told a lot of friends about this but I know there are some others there we haven't reached so I am using the column (and this will tell me how many people actually read this!). He was diagnosed with a rare form of Non-Hodgkin's Lymphoma mid-August and is currently undergoing 6 rounds of Chemo to be followed by a stem cell transplant later this winter. His doctors and treatment are at the Mayo Clinic. This particular cancer is not considered curable but is treatable and can be put into remission for what we hope will be a number of years. We will continue to be a part of the club, I will continue to edit the newsletter and we will attend events when we can although this winter we will be sticking a lot closer to home.

By Christie Boeder

There is a caringbridge site set up and I am 'blogging' on it fairly regularly. So life can change in a blink of an eye and the reality of what we all recognize is now a part of our life as we work together to get through the treatment and then modify our planning for the future. We have tons of support from family and friends and couldn't ask for more. That is the gift of life for us right now. Take care, see you at the next event . . .



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Car Biz Board: Dent Kraft PDR, Diamond Interiors, Diversified Cryogenics, Jeppesen Imports, Performance Auto & Audio, Restoration Glass, Sterling Enterprises, Trakside Tire.....		9
Carousel Automobiles	IBC	
Collision Center, Inc.	5	
Complete Garage	IFC	
Courtney Truck Service.....	14	
Euro Car	IFC	
FlatSix	28	
Johnson Autosport	26	
Maplewood Imports	IBC	
Mortgage Marketing Associates.....	31	
Motorplex Minneapolis	20	
Nurburging, Inc.	28	
Raymond Autobody	31	
Sears Imported Autos	21	

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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

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Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Stephen Heuslein

La Crescent, WI

Randall Valonel

Eden Prairie, MN

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).

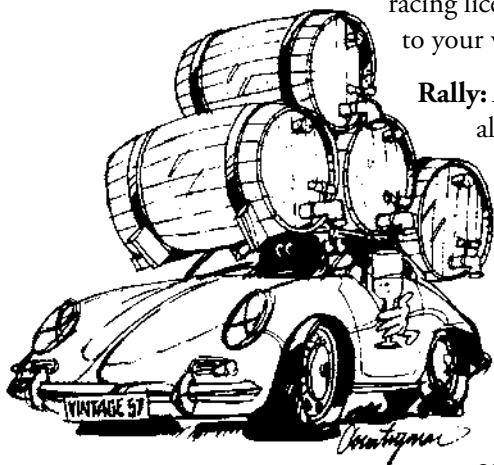
Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

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

I am writing this on the first day of Fall, hard to believe the summer is nearing an end. That also means we are near the end of the driving season for most of us. This season has been a great one, our driving events both at BIR and touring have proved to be the traditional “great times had by all” that Nord Stern is known for. Although, the Fall Color tour may have been a little short on color it sounds like everyone had a wonderful time. It is the people that make our events such a success. There are many volunteers who lead the events and help out wherever they can. A big THANK YOU to all who helped out this year. I would like to ask all the members to consider helping out in the events as we move forward, it is a great experience and one of the best ways to get to know your fellow Nord Stern members. We are lucky to be Nord Stern members, because we have great social activities that will keep us occupied.

In November we will be having our awards dinner, always a good time to reconnect, meet new people and talk about the great times had by all. January will give us our annual dinner and the beginning of our celebrations for our 50th anniversary. Stay tuned for some great additions to our events to commemorate 50 years of Nord Stern. Take advantage of one of the best seasons for taking a drive, Fall is such a beautiful time of year.



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Letters to the Editor

courtesy Clubtalk

Nord Stern and Courage Center

We ended the year up a huge 71%! The Swap Meet, Twins and mechanical vice auctions, and Carlisle trailer tire challenge were new events this year raising \$2,823.

Concours giving was up 50%.

Club Race was up 54% to last year. (not counting the SC, we were flat to last year) FYI; Jim Holton (fishing trip), Keith Jones (Twins Tickets) and Mark Dekutoski (Wild Tickets) all gave an additional item that allowed the second place bidder to also win.

Taking the SC out of the equation we were up 20% to last year! This is an absolutely monster number considering every news report tells us charitable giving is down.

YTD Nord Stern Donations:

1. \$943 Swap meet
2. \$580 Twins tickets and mechanic's vice clubtalk auctions held this Spring
3. \$1300 Carlisle trailer tire give-away
4. \$1,800 All Porsche show
5. \$15,408 Club race weekend
6. \$20,031 2008 Sub Total/Total Year w/o 911 SC
7. \$8,500 Nord Stern winner of the 911 SC.

2008 Grand Total **\$28,531**

FYI: Last year.

1. \$1,200 Concours
2. \$12,500 Club Race
3. \$3,000 challenge to get the Club Race total to \$15K
4. \$15,500 - Sub total Club Race weekend

2007 Grand Total **\$16,700**

Thanks again to every member who donated cash, time, and/or items. This was a great year!

– Keith Jones, Nord Stern Charity Coordinator

Keith, this is a testament to all of your hard work, plus the countless other Nord Stern members. What a great club!

– Bruce Boeder

Bruce is correct. Bravo Keith! Bravo.

– Mike Jekot

And it sure wouldn't happen without you, Keith. In a down economy this is a fabulous result. Congratulations on all of your hard work paying off! Nice job!

– Jon Beatty

Yes, way to go, Keith!

– Jill & Fred Daneu

BIR Club Race Photos Available

by Dave Ingraham

Thanks to Roger and all the volunteers/workers for another exceptional Club Race!

I was fortunate that Roger asked me to take pictures at the event, and the Corner Workers gave me access to some great spots!

Attached is a link to my website, where I've posted about 90 photos from the Club Race. I have over 1000 pictures from Saturday/Sunday, so it took some time to select these few to represent the Race. To get them up in a timely manner, these have not had any post-processing yet - but I thought you might like to get a look.

If any Racers are interested in shots of their cars in action - I will have packages of digital images available for sale (with Courage Center receiving 20% of any revenue I receive). Just contact me directly, or at dave@yourtime-images.com.

Here is the link to my Home Page: <http://yourtime-images.com/-/yourtime-images/default.asp>

Here is a direct link to Action Galleries with the 2008 Club Race. It might be easiest to use the Slide Show feature to review the photos. <http://yourtime-images.com/-/yourtime-images/galleryindex.asp?c=14487>

Hope you enjoy them!





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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

OCTOBER

- | | | |
|-------|---|-----------------|
| 2 | Croctoberfest 2008, Atlanta, Georgia | Cayman Registry |
| 4 | Sienna Car Show | Wichita |
| 4 | Stone Barn Fall Tour | Nord Stern |
| 5 | Autocross at Ammeristar Casino | Kansas City |
| 11 | Anniversary Car Show Autocross | St. Louis |
| 11 | Westboro Fun Run | Great Plains |
| 11 | White Pole Tour | Schönesland |
| 12 | Porsche Only Car Show | St. Louis |
| 12 | German car show at Hawthorn Plaza | Kansas City |
| 12 | Fall Leaf Tour | Central Iowa |
| 18 | Breakfast at Tiffany's (Sweetest Day) | |
| | Hosted by Forrette | Dakota |
| 18 | Fun Drive to Topeka | Kansas City |
| 17-19 | Drivers Education, Heartland Park, Topeka | Kansas City |
| 25 | Fall Colors Tour | St. Louis |
| 31- | | |
| 11/2 | Flaming Fall Weekend Multi-Region event | Ozark Lakes |

NOVEMBER

- | | | |
|-------|---|-------------|
| 10/31 | | |
| 11/2 | Flaming Fall Weekend Multi-Region event | Ozark Lakes |
| 1 | Annual Garage Crawl | Wichita |
| 2 | Autocross at Ammeristar Casino | Kansas City |
| 7-9 | PCA Palooza, Eureka Springs, | Arkansas |

DECEMBER

- | | | |
|---|---------------|-------------|
| 1 | Holiday Party | St. Louis |
| 6 | Holiday Party | Kansas City |

- | | | |
|----|---|--------------|
| 13 | Christmas/Holiday Party | Red River |
| 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

- | | | |
|----|-------------------------------|-------------|
| 17 | Region 50th Anniversary Party | Nord Stern |
| 24 | Region 50th Anniversary Party | St. Louis |
| 31 | Changing of the Guard dinner | Kansas City |

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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Fifth Annual Rochester Labor Day Picnic and BBQ . . . Another Perfect Day!

by Jeff Boehm and BJ Peterson

Our 5th Rochester Porsche Picnic and again no rain! We did have to “endure” temperatures in the upper 80’s with sunny skies but on Labor Day that was not a big deal knowing what is just around the corner. Once again a great turn out with Mike and Lori Lancial leading a group down from the Metro area. We had Porsches and their families coming and going most of the afternoon with most models covered from 356 to Cayenne (and a few non-Porsches were in attendance, too!).

BJ and I would like to thank everyone who attended and hope you will mark Labor Day 2009 on your calendars for next years event. We would also like to thank Mike and Ann Griesse for again letting us use their home and wonderful surroundings for this event. Plus a special thanks to Andy and Ellyn Mulholland for all of their help with the preparations for the picnic.

Hope to see you and more at next years picnic!

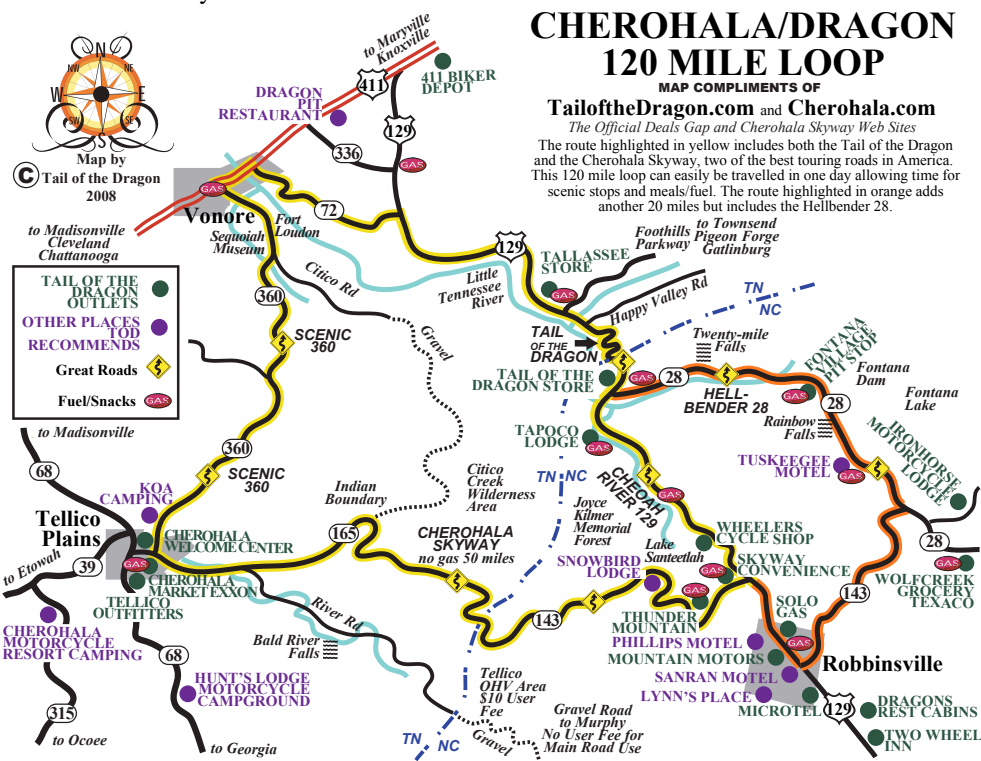
– (Photos by Andy Mulholland)



by Steve Thompson

Arriving at Deal's Gap, the site of the aforementioned motel, I continued along a scenic and winding road into Robbinsville. From there, a short drive north took me to NC 28, a truly fun 55 mph route that takes you through the "hellbender 28" curves back to the Dragon at Deal's Gap. Taking the Dragon eastward this time, I had another great drive, at least until the

A wrong turn, which I am positive was caused by a misleading road sign, found me taking US 64 across southern North Carolina to get to Charlotte. A beautiful drive, with a few stretches more tightly winding than the Dragon, the road can't really be enjoyed because it goes through a number of upscale resort/retirement communities, so it is clogged with Escalades and Land Rovers headed for the local Starbucks or Christopher&Banks. Proving once again that the best roads are the ones that go nowhere.



Porsche Collectibles: Sales Brochures for 1954 and 1955

by Prescott Kelly, Connecticut Valley Region (from THE WINDBLOWN WITNESS)

Previous articles have taken us through the 1948-1953 sales brochures, including the large 1953 folder called "It's Our Hobby to Build Your Hobby," which continued in use through 1954 with a color change to the cover from green to blue. Please revisit last month's column for that important 1954 sales piece. The other pieces in use in 1954 were led, in probable numbers distributed, by a small technical data brochure titled "Prestige - Power - Perfection." It has a gray cover and is entirely black and white printing inside. While small at 4" x 7-1/8" this piece contains a lot of information on its 16 pages, even though most of them are half-width pages. The basic speed in gear, torque, and gas consumption data is followed by two-page (half-width) spreads on each available engine: 1100cc, 1300cc, 1500cc, 1300cc Super, and 1500cc Super. There are two versions with minimal differences, the tip off being the body color of the cabriolet photograph shown on page 15. The common version has a light gray cover and a cabriolet shown in a dark color with the front air grills introduced in mid-1954; the rare printing has a dark gray cover and an older cab that is white with no air grills. This piece typically sells for circa \$75 in the common version and perhaps \$125 for the rare one.

The standard dealership handouts from late 1954 through to the fall of 1955 (when the 356A was introduced) were single sheets which featured the coupe, cabriolet, Speedster, and 550 Spyder individually. All the sheets are European A4 size at 8-1/4" x 11-1/2". Frequently you'll find them folded because the factory folded them to mail in small envelopes in response to inquiries. The coupe sheet is blue, the cab sheet green, the Speedster sheet violet, and the 550 Spyder sheet brownish red. All show stylized cars on the front and then print descriptions and technical data on the reverse. Points of interest: On the coupe sheet the new three-piece crankcase engine is shown and the coupe has the hood handle with the Porsche crest on it.

The cab sheet shows an older cab in the main photo - graphs, but the 1955 production version (with the side molding and

the Reutter badge) is shown at the top of the reverse side. The Speedster sheet uses the stylized speedster script. The 550/1500RS sheet is the most interesting. First it utilizes two flat-front prototype cars. On the front is one of the four cars racing at Nurburgring in August 1954 with its competition number #49. The reverse shows a presumably unraced 550, undoubtedly either 550-14 or 550-15, the last two prototypes built. That car is, however, decorated with the class winning car number #39 from the June, 1954 running of the 24 Hours of Le Mans. That chassis was 550-12, which this car definitely is not. By the time these publicity photos were shot, 550-12 was a wellbattered war-horse. The numbers here were also of a much different style than on the real Le Mans 550. See the current December 2000 Porsche Panorama for a feature article on 550-12 (by this author). It's a lot more than you ever wanted to know.

Another very popular 1955 piece is a small black and white folder issued for the Speedster. With print dates ranging from August 1954 through April 1955 it was issued for the introduction of the lightweight, stripped-down, competitively-priced new car. The history of the Speedster is well known. The New York City based American distributor, Max Hoffman, had insistently asked the factory for less expensive cars to sell against the increasingly popular Austin Healey 100-4, the Triumph TR2, and even the MG-TF-1500. The Speedster

was stripped of roll-up side windows, the weather-worthy padded top, and its rear jump seat backs. A cut-down windshield was installed. Initially the car carried a suggested retail price in America of \$2,995. It was, of course, immediately popular for racing. Equipped with 1500 Super engine for 1954-55, it was a terrific race car, especially popular for SCCA racing. Only in Europe and Africa did the coupe remain a popular base for racing cars. In fact the black and white Speedster folder shows the car racing on its back panel. Inside the message is direct: "The car of champions introduces a new winner" is the headline and below that is a listing of some of Porsche's class victories. This little folder



Out and About at Jon Faust's Wedding . . . Now that's what you can call a REAL get-a-way car!

photos by Ron Faust



Above and right, Jon and Jessie Faust on their wedding day this past August - their choice of a 'Limo': Ron's speed yellow Boxster. Perfect!

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The PCA Newsletter Quandary – Print or Pixels? Part 2

By Jill P. Beck, Porsche Club of America, National Newsletter Committee Chair;
Reprinted from Region Focus Vol. 21, Number 1

Current PCA Newsletter Trends

PCA National recently conducted a survey of our Regions hoping to gauge where we currently stand as a club in regards to electronic distribution of regional newsletters. The results show that our Regions are embracing electronic formats, but are not discarding their printed newsletters in favor of electronic distribution. Of the PCA's 139 Regions, 79 of our Regions currently produce a printed newsletter along with a PDF version of their newsletter, available for download from their Region website. More than half of our Regions also supplement their printed newsletter with some sort of email communication to members, typically in the form of an email blast containing information regarding upcoming events. This number is expected to increase with the recent launch of PCA's new Emailer program that will better enable Regions to connect with their members via email blasts. Seven of our Regions have switched to an exclusively electronic format. Of those seven Regions:

- Six are producing PDF newsletters. Some of the Regions also send out an email notification to members when the current issue is available for download. Others email the PDF file directly to their members.
- One Region is producing an e-Newsletter.
- One Region that is currently producing a PDF newsletter is planning to switch to an e-Newsletter format within the next month.
- One Region is considering returning to a printed format from an exclusively PDF format.
- A couple of these Regions also send out bi-annual or quarterly postcards or an annual printed piece to touch base with members.
- The impact of electronic-only newsletter distribution on the PCA has yet to be determined. Along with PCA National, these Regions are closely monitoring member attendance at events, membership levels, etc. The Club will be updated when and if any discernable trends appear.

What Are The Implications?

So, the big question is: Should PCA Regions abandon their printed newsletter in favor of an electronic newsletter? My instinct tells me the answer is "no." It may be a cost-effective decision, but it's not a good marketing decision. Research consistently shows that the best solution is when printed and electronic newsletters are used to complement one another. Print and electronic working together—whether it be a Region supplementing their monthly newsletter with email blasts or a Region that decreases their printed newsletter to a quarterly publication and sends out an electronic newsletter during the alternate months.

PCA National understands the importance of the Region newsletter in the overall scope of the PCA. That is, in part, why PCA provides a portion of each member's annual dues back to the Regions—to defray the costs and to support regional programs that benefit all members, like the Region newsletter.

Printed newsletters not only provide local, regional and national PCA information to members but they can be one of the best marketing tools the PCA has to attract new members and retain existing ones. Of course, there's no denying the impact of electronic distribution on the print publication landscape—both in cost cutting and the ability to distribute information quickly. A majority of our Regions have found the value of offering a PDF version of their newsletter in addition to the printed version. In combination with the printed newsletter, PDFs provide members with an added benefit to membership and offer a great tool for new and prospective members to learn about regional activities by downloading past issues of the newsletter. Plus, they are easy to produce once you've created the print newsletter artwork, with no added time or cost. But should we discard the print version completely? It's hard to know what the long-term effects of such a move could be in a club such as ours, but it's something we must carefully consider.

The regional newsletter is one of the few tangible items members receive as a benefit of their membership. If members no longer receive an actual printed newsletter, will they eventually begin to feel disconnected from the club as the high-tech company employees did? Will they wonder what their annual membership dues are actually being used for? Could it affect member retention or new member recruiting? With all of the research and discussion, one very important question remains. What do our members want? PCA National has prepared a survey that is currently being sent out to a randomized group of current PCA members (roughly 13% of the membership). One of the questions asks members how they would prefer to receive their Region newsletter—print, PDF, e-Newsletter or a combination of the two. I suspect that the response to that question will further illuminate this discussion.

Region newsletters are an integral part of the PCA experience and we are working towards the development of a set of guidelines to provide direction to all of our Regions. My hope is that this article provides a foundation for that process.

Editor's Note: I thought this article (Part 1 appeared last month in the September issue) was of interest and obviously especially so to me in my role as newsletter editor. It's a topic which has been discussed within our region with the general feeling that Nord Stern continues to favor the printed product.

Our region has the good fortune to be successful enough financially to support the additional cost of print and the attitude that it is still our biggest PR piece for the club. I feel fortunate to be in a club so supportive!

has risen in price in recent years and now sells for \$75 - \$100 or more.

The other Speedster piece is much larger and more elaborate. It is a four-panel folder that starts out at 9- 3/8" wide by 8-1/2" tall then folds out to 18-3/4" wide by almost 17" tall. It uses black and white photographs with a blue cover with red accents. On the spread of the first foldout are cutaway drawings and descriptions of the transmission, the front suspension and brakes along with two photos of the new car. The second foldout to the full spread combines some of the artwork and copy from the older "It's Our Hobby to Build Your Hobby" sales brochure with two photos of the Speedster and the printed legend describing the Speedster as the "Model 540" ("Type 540" to us). This folder is the most popular and desirable among Speedster owners and as a result it sells for \$200 and more. Recently it has become much more difficult to find than it was in the 1970's 1980's and early 1990's.

The last 1954 sales brochure is an U.S. only piece that sells the technological advances of Porsche.



Figure 1A, 1B, 1C: The Technical Data brochure for 1954 has a gray cover for the English version, bright red for the German. The English version with the white cabriolet is the rare issue.



Figure 2A, 2B, 2C: The introductory Speedster folder pushes the racing uses of Porsche's new lightweight open car, designed to meet competitive marketing needs in the United States.



We call it “Porsche (1954).” Black and white with gray tones, it is 5-1/2” by 8-1/2” closed and twice that size open. Inside it features standard cutaway drawings to feature the transmission, brakes, torsion-bar suspension, and air-cooled engine. It is not an especially desirable piece, but it is somewhat uncommon probably because few of them were saved when originally handed out so it does sell for \$125 - \$150 or more.

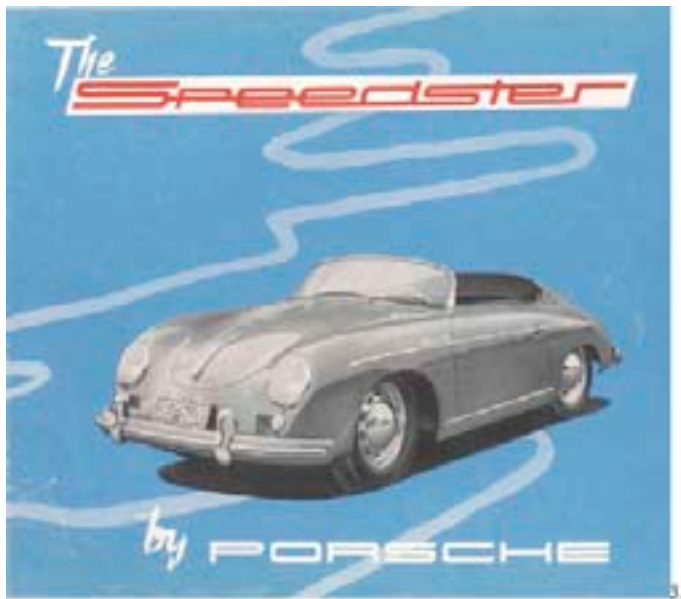


Figure 3: This large folder, printed first in the fall of 1954, is the most popular piece of sales literature for Speedster owners. It sells for \$200 and up today.

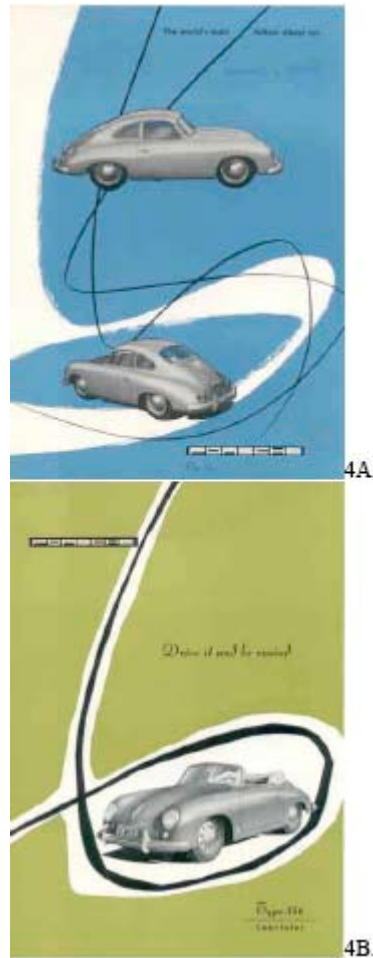


Figure 4A, 4B, 4C: These single sheets were basic dealer handouts for 1955. All are in the European sheet size, 8.25” x 11.5.” The coupe sheet is blue; the cabriolet sheet is green; and the Speedster sheet is violet.



Figure 6: This fairly inexpensive piece was printed in the United States to be a basic dealer handout. It is not especially exciting and therefore was probably not saved by many recipients. As a result it is not too common today.

introduction of the production version. This red sheet shows flat front, high rear fendered prototypes. Shown here in French with the French distributor's imprint on the front to show that these were actually used in dealerships as sales pieces.

October

2008

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: "Chez Daniel" restaurant at the Embassy Suites, 2800 American Blvd, Bloomington.

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

1 Annual Dinner and Awards Evening

Location: Embassy Suites/West Bloomington

Details TBA: Kim Fritze, kimfritze@aol.com

11 Nord Stern Business Meeting

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: "Chez Daniel" restaurant at the Embassy Suites, 2800 American Blvd, Bloomington.

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

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: "Chez Daniel" restaurant at the Embassy Suites, 2800 American Blvd, Bloomington.

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

September

2009

25-27 Annual North Shore Fall Color Tour! Mark Your

Calendars Now for next year!

BluFin Bay in Tofte, MN

Eventmaster: John Dixon, eyerack@tcq.net

passengers seat and snuggling into the harness where I was hardly able to breath, we were ready.

We entered the track at an impressive rate (there is no substitute for cubic inches of engine displacement) and entered the first curve. At this point I knew I was in trouble. We flew through the first curve at just barely the point of adhesion of rubber to pavement. Nothing changed much for the next curve, or the next. We more chirped through curves than drove them in what appeared to be an endless series of short sideways skids ever fighting the physics of bodies in motion traveling a straight line. The harness that before seemed overly tight did not now seem tight at all. I was somewhat part of the car, but not as much as I would have liked to be. I must have been very quiet as Andy would look at me every half lap or so and ask if I was doing alright. I responded in the affirmative while fighting the urge to barf. I'm quite sure he would rather me not vomit in his car. After a few laps, I did start to get into the rhythm of the ride, now with my stomach only half in my throat, but I was starting to sweat ñ a lot. At the end of the session we returned to the Oklahoma staging area and I more poured myself out of the car than actually climbed out. I thanked Andy for a real experience and walked back to my own staging area on rubbery legs where I sat down and drank 2 or 3 bottles of water.

After recovering for 45 minutes or so, it was time for another Group 1 run. On the second lap I spun in turn 5 having entered the turn w-a-y too early and trying to fight my way through it on the exit. I partially blame it on still not being able to see quite straight after my ride with Andy in his car. According to my instructor, I did pretty well, as far as spins go. Later that afternoon, Al Hess wanted his helmet back (I had borrowed Al's old helmet ñ with his name boldly displayed on the outside of it ñ for this Drives Ed session) saying that everybody thought it was him that had spun. Ha, Ha. I really didn't fully recover from my earlier ride with Andy until early afternoon when my spouse Jan arrived and I could get to the Dramamine in my travel bag.

The rest of the day, at least for me, was comparatively uneventful. 2 more Group 1 runs with instructor where I ranged from precise to sloppy depending largely upon concentration level, and fatigue. Still tending into turns too early. Same thing on Sunday after Andy had cut me loose to solo.

Dinner at the track Saturday evening was quite good with a variety of tempting items for consumption. By then my stomach, and other internal organs, were again back in their proper locations, and I was hungry.

Many thanks to the organizers and participants for making this first D.E. event for me so enjoyable. Special thanks to my instructor, Andy Brant, for your consideration, patience, and general good nature. (Anybody with the opportunity to get Andy for an instructor, take it).

I will definitely do this again. If you haven't tried it, at least give it a shot once.

Just Another (First) Day At The Track

by Doug Pierce, Zone 10 Rep

May 26, 2003 was the first Kansas City Region Drivers Education event of the season, and my first ever. Since Heartland Park Topeka is approximately an hour and 15 minutes from my house in the southern part of the Kansas City metro, I got up at about 5:00am to make it to the track for the 7:00am opening. I was greeted upon departure by HEAVY fog (fog lights really do work when your main headlights are turned off). Not to worry, I knew the way.

I picked my way along on K10 through various can't see the hand in front of your face fog and alternate clear stretches to Lawrence, and then the I-70 Kansas Turnpike to Topeka. About half way to Topeka from Lawrence, in a clear stretch of highway, I spotted a black 911 Turbo pulled over to the side of the highway. KC Region Club President Al Hess's car. Since Al had just had both turbos rebuilt, I had visions of one of them spooling off into the weeds while in transit to the track (that would be my luck). I pulled over. No problems, Al had just stopped for a smoke. I went on and was passed with authority by Al a few minutes later.

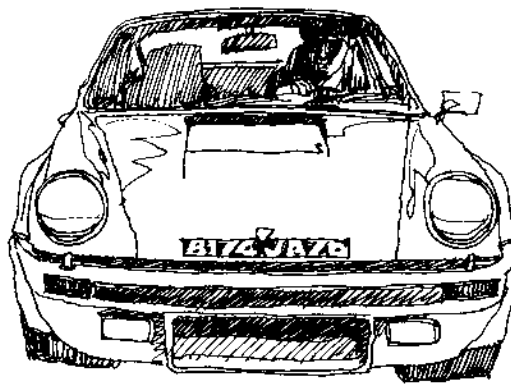
The fog had not gotten a whole lot better by the time I reached what I thought was the turn-off to Heartland Park. If I hadn't been to Topeka a few months earlier and taken a dry run to the track, I doubt I would have found it without significant wandering about. I arrived shortly before 7:00 to find over a dozen cars queued up waiting to get into the paddock. By the time the gates opened, about 40 cars, trucks, tow vehicles, trailers and other rolling stock maneuvered into their staging positions among the instructors and others that had arrived Friday.

All sorts of equipment emerged from vehicles onto the pavement of the paddock. Tires and wheels of every description, jacks, tools, oil, tents, bicycles, scooters, lawn chairs. You name it, it was probably there. Then the cars had to be cleared of anything that was loose. Maps, CDs, garage door openers, clothes, hamburger wrappers. Even floor mats. Huge piles of what appeared to be the contents of an average woman's purse were everywhere.

Sean Reardon grabbed me and drafted me into the Car Tech business. Before a car is allowed on the track, the required tech form and individual car had to be reviewed and approved by our crack team of inspectors. Tech includes checking helmets for the proper Snell rating and dates, looking for fugitive loose articles in the car, spotting gushing fluids coming from under the car, asking about proper lug nut torque, and examination of driver attire with an eye toward fire safety, but allowing extra points for style. Not

many extra style points were given.

A short outdoor drivers meeting was held over Club supplied coffee and doughnuts with various officials giving direction, rules of the road, general operations advice, and cautions. Heartland Park personnel explained the meaning of the various communication flags displayed by the corner monitors to be stationed at intervals around the track. After the drivers meeting Group 1 participants (i.e. me and the other rookies) were shunted to a novices meeting, instructors had a quick meeting, and the most experienced drivers, Group 4, readied for the track.



Group 1 members, after the meeting, were to locate their assigned instructor. I looked for my instructor, Andy Brant from the War Bonnet Region, for over an hour as no one in the Kansas City Region seemed to know him. We happened to run into each other when Andy himself asked me if I knew if student Doug Pierce had signed in at the track yet. I had returned to the registration area in an effort to find out if Andy had shown up.

When Group 1 members were summoned to the grid (the holding area at the track pit entrance) over the public address system, I picked Andy up at the area where several Oklahoma/War Bonnet participants were staging. On the first few novice laps, the instructor drives your car with you as the passenger. We went for a Sunday drive around the track with Andy explaining aspects of the track layout and concepts of driving the proper line to maximize speed and minimize danger. Proper entry points into the curve, apex, and exit were stressed. Smooth driving is the key. After a few laps, we pulled into the pit area and switched positions and continued our Sunday drive with me at the helm. For something that logically seems easy, basically driving around and around in a curvy circle, getting the technical aspects precisely correct is a daunting task, even at a fairly slow speed. My tendency all day was to enter a curve too soon, sometimes w-a-y too soon. Our session ended in what seemed like no time with the wave of a checkered flag by a corner monitor.

Upon our return to Andy's staging area, he invited me along for a ride as his passenger during his next Instructor Group run on the track in about 45 minutes. I accepted not having a clue what I was getting myself into. I met him at his track car, a Corvette Z06 with additional track modifications, about half an hour later. Andy's car has racing seats and 5 point harnesses, neither of which I had personally experienced. After planting myself firmly in

Continued on page 18

PCA Emailer System

By Doug Pierce, Zone 10 Rep

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!

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Go West, Young Man! . . . A Porsche 356 Odyssey

Text and photos by Matt Schumacher

Trip of a lifetime

My younger brother, Mike, who is 16 and myself (I am 20 and going to school at the U of M in Mechanical Engineering) first hatched the idea for a big western road trip in June. Mike had just gotten his drivers license, had a few lawn jobs he could work around and was game to go.

To ensure the trip would be the proper adventure we were looking for, the only real option for a vehicle to use was my dad's 1958 356A Coupe. We brought the idea up to him and after some hesitation; he agreed "go for it!" Game on!

Planning for the trip evolved over several weeks. The basic plan was to camp out of the car. We would leave Minneapolis and head south through Colorado, across to the Grand Canyon, across the Mojave Desert, up Highway 1 to San Francisco, east across Nevada and Utah, up through Grand Tetons and Yellowstone,



across the Big Horn Mountains, Black Hills and then home. Google map clocked the journey at just over 5,000 miles.

As the summer progressed, the only weeks that worked in the schedule were the middle two weeks in August. I started doing a little research and quickly discovered that with a little planning we could make it to California for the Monterey Historic races, the Pebble Beach Car Show and Speed Week on the Bonneville Salt Flats. Now we were really fired up!

Car Prep:

The car is a 1958 356A Coupe that my dad restored into a mild "Outlaw" over the past several years. Shortly after we got it on the road, Lon Tusler got us into Driver Ed at Brainerd and since then the car has evolved into more of a track animal with few creature comforts. We figured running the car on the track would work any bugs out so a few summer DE sessions served as shake-out cruises (Car #719). My dad looked at the Registry website and loaded up with most of the recommended spare parts. Plus he got the windshield wipers running; the heater hooked up, built a custom

luggage rack to hold bicycle panniers for our bags and borrowed a spare tire. How much more ready could we be?

First legs:

We left Saturday morning, August 8, bound for California. The car ran great. We could cruise at 80 MPH on the Nebraska interstate. With the temperature in the 90's, the oil temp gauge barely got to half scale. We spent the night camping in Grand



Island, Nebraska. Next day the trip really began as the first of several planned excursions began. We headed up the road to Mount Evans and made it to the top of the highest paved road in the US. 14,120 feet up. The car lost about 5% power for every 1000 ft. of altitude gain, so we weren't going up too fast near the top. At 8000 ft. we had to stop and change the main jets on the Weber Carbs to smaller size to prevent back-fires and rough running. Going from Mt. Evans to our next stop, Pike's Peak, we wound our way through the mountains on some perfect, empty Porsche roads. So this is how these cars are supposed to be run!



Above, Mike and Matt Schumacher; Left, Dad Mark with Mike left and Matt right; Above, stunning vista with backpacks secure!

We made it up Pikes Peak with no difficulty, but it had a lot more people and we found it less enjoyable compared to Mount Evans.

Next destination was the Grand Canyon. We made a quick stop at 4 Corners for a picture of the monument, then onto the South rim of the Grand Canyon in Arizona. The parking lot at the overlook was filled with European tourists enjoying our low US dollar and low gas prices. At the overlook our car attracted more attention than the Grand Canyon! We came back from taking pictures of



the canyon and a huge crowd was taking pictures of the Porsche. We answered questions about the trip and when we tried to leave the lot, people would jump in front of the car to stop us for more pictures. Our Porsche was a bigger draw than the Grand Canyon! On to Hoover Dam and Las Vegas.

First Trouble:

Up until the Grand Canyon, the 356 had been performing flawlessly. Now, as we headed to Las Vegas, the clutch started acting up and our oil consumption was climbing rapidly. We could not accelerate or make it up hills without the clutch slipping. By the time we arrived at the Hoover dam the Porsche was very difficult



to keep moving. We were determined to get pictures, however. So Mike jumped out and snapped a few while I headed slowly across the dam top, then he ran to catch up and we slowly accelerated

toward Las Vegas. I called my dad to ask for help and with a quick web search he located Carl's Porsche right off US 15 on the way into Vegas. When we arrived Tony, the owner, could not be more helpful. He determined that the clutch problem was due to a worn disc probably caused by the machining on our lightened flywheel.



Tony located a new clutch and while his shop installed it, he gave us a tour of the Las Vegas strip in his Cayenne.

We arrived at Carl's Porsche about 2 PM in the afternoon and they had us back on the road by 6 PM that evening. They also figured out that the oil consumption was caused by the cheese head screws in the engine tin backing out. Not bad service for a 50 year-old Porsche.

California:

Given that we had no air conditioning and an air cooled motor, and the day time temperature was over 110° we decided to cross the Mojave Desert into California in the very early morning. The Porsche was back to operating perfectly and we made great time across the desert, cruising at 80 MPH for hours. This put us at the California coast by mid-day. On the way to our campsite we happened upon a perfect, twisty road. Just right for revving the engine in 2nd and 3rd gears. In an hour of driving we encountered no cars except one. We stopped by the roadside for a rest and along came a Porsche 911 996 GT3 Ruf. The owner stopped to chat and took some pictures. He was pretty thrilled about two guys driving cross country in a 50 year-old 356.

Next day was up the famous Hwy 1 along the coast. The fog was pretty heavy so we couldn't see much, but it was a great drive anyway.

Monterey Festivities:

We had an actual hotel waiting for us in Pacific Grove because my dad, mom and sister were flying out to join us for a few days. We arrived in Pacific Grove just in time to join the Rally that precedes the historic races. We were the 303rd entry. We joined our place in line and paraded around the 17-mile drive around Pebble Beach. We didn't have time to check into the hotel prior to the Rally so our car was filled with road trip junk and it was pretty dirty because we had not washed it yet (Well, actually, we

Continued on page 24

Go West. . .

continued from page 23

never did wash it on the trip. Too busy). Everybody we met was mightily impressed that some one would drive all the way across country to join the rally.

Next day was the Monterey Historic Races at Laguna Seca. This was a fantastic experience. Everywhere we went we encountered great people and great cars. There were more 356's in one place than I had ever seen. All were in great shape and heading out for their turn at racing. Each race was only 10 laps so we got to see all kinds of different cars. We spent most of our time in the pits, checking out the cars up close, or on top of the hill watching the racers come down the "cork screw", a steep 3-story, 3 turn section of the race track.

That night we took in some of the auctions going on in Monterey. Mike saw a '58 Speedster with an estimated value of \$85,000 go to \$150,000 in about 40 seconds. I saw a 1973 911 Carrera RS go for \$250,000. I was almost tempted to put our road warrior on the block. I think my dad would have made us



walk home.

The next day was the Pebble Beach Car show. This was an amazing display of some of the best cars in the world. Highlights for us were seeing Porsche #1 and Jay Leno's 20 liter tank car.



Salt Flats:

After the Monterey festivities, we spent a few days with our whole family up at Stinson Beach, and then it was time to head

home. By happy coincidence it was Speed Week on the Bonneville Salt Flats. We stopped for a half day and watched every kind of crazy fast car take runs down the 10-mile straight. The Flats are a pretty bizarre place so we decided to take the Porsche downline away from the crowd and get some pictures. While out in the middle of nowhere, taking pictures, a British journalist came by. He was absolutely fascinated by our car, our story (and by my brother's name, Michael Schumacher. Big in Europe apparently). He spent 45 minutes taking pictures and told us we may be a feature article in a European car magazine in the next few months. Pretty cool!



Ending Disaster:

We pulled out of the Flats headed for Yellowstone, the Big Horn Mountains, the Black Hills, and then home. About 40 minutes later I heard a sickening metal on metal sound and lost oil pressure. I immediately pulled over and started to investigate. I pulled off the valve cover and found bits of the valve spring retainer sitting in the valve cover. We were dead, stopped along I-80 and it was 10° in the Utah desert. Thankfully we were in cell phone range of Salt Lake City. A few calls and AAA had us towed to a local shop. We got the car up on the lift and pulled the sump plate. Out came a lot of little metal pieces. It looked like the #3 exhaust valve failed and hit the piston causing huge damage. This was the end of the trip. We couldn't repair the damage and get home in time for school which was starting in a few days. We ended up flying home and the car got a lift on a transport.

Epilogue

We covered 4,315 miles in a Porsche 14 years older than our combined ages. We averaged 55 MPH per the GPS and got 24 MPG. We got to the top of two 14,000 ft. peaks, across 4 deserts and 3 mountain ranges. We attended 3 of the top motor events in the country. And this winter we get to learn how to re-build an engine. It was a great trip! The next plan is to take the 356 across North Dakota, up to Glacier Park, down to Salt Lake City and then home via our planned route. Like the Porsche, we'll keep going.

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?

July-August, 1974

- President Dave Morse wrote “This summer for the Porsche Club seems to be revolving around Brainerd International Raceway. The initial event in Brainerd came off well...and broke even...”
- The Nord Stern Mini-Parade has been renamed “Nord Stern Sprints”.
- For the first time, this writer’s name is mentioned in Nord Stern. I had arrived in Minnesota twelve months earlier. Dave Byer, who has still not retired from Mayo, was my navigator in a long forgotten Hardwood Rally. We were 2nd in the points tally. I must confess that I still hadn’t paid Nord Stern dues yet.

September, 1974

- Return of the racer-wrencher-writer. Again we come across something that was so well written I think Nord Sterners will enjoy it intact. Although 34 years old the piece still eloquently describes what we do and the excitement we feel when we come to our BIR events. Its history in that it shows us how the track was run at that time with three chicane gates before Turns One, Two, and Seven. Unfortunately the author did not put his or her name on the piece, so it will remain a Nord Stern anonymous contribution to automotive literature:

“A LOOK AT THE SPRINTS”

Nord Stern Anon

“Your foot trembles on the clutch, your heart pounds. You are at the start line for your final timed run of the annual Nord Stern Sprints at BIR. The sun is shining brightly, the track is dry, and you know this is the last time to put it all together for the season. You try to concentrate: the course runs quickly through your mind. Acceleration down the long straight to maximum speed, braking into the gate—not too late—you know hitting one pylon is a DNF; the banked sweep of Turn One, the second gate a little easier because you’re slower. Now accelerating through Turn Two and watching that difficult Number Three rush at you, trying to remember

what Robin pointed out during Driver’s School, (“—it’s a turn of more than 90° and it follows a long straight, now change that apex.”). Through Turn Four, setting up for Five which is always faster than you think; straightforward six; a gate; accelerating through Seven, Eight and Nine trying not to lift as you remember a wild spin right under the bridge in the rain. And Turn Ten, the most important turn of the course and one of your most difficult. A high speed, drifting, perfect line required to carry every possible rpm into that long straight for the second lap. Now Steve Krenz points his starter flag at you, you clear the engine and you are off! Excitement? The Sprints have all you can handle.”

- President Dave Morse scores the fastest time of day at the Nord Stern Sprints (with its three gates) in his 911S: 274.793
- 53 drivers participate, times running up to: 388.889
- The 4th Annual Fall Color Tour is scheduled for October 5th and 6th. The route is through St. Croix Falls, Turtle Lake, Spooner, Hayward, and Ashland to Bayfield, Wisconsin. From there it is onto the ferry to the village of La Pointe on Madeline Island. Although a few rooms are available at Chateau Madeline, camping is also available at Big Bay State Park (Nord Sterners were tougher back then?).
- The first mention of the 1976 Porsche Parade in Brainerd is mentioned at an August 21 Executive Council Meeting. There was discussion of a Zone 10 parade at St. Louis or Brainerd and it was felt that Nord Stern could handle one aspect of the parade such as the autocross.

October, 1974

- A steering committee was appointed to prepare a 1976 Parade bid. Input is sought from the general membership.
- Nord Sterner Steve Staryk’s death is noted in memoriam. A Mayo resident, he was killed in Rochester when hit in his VW by an elderly person who got on Highway 52 going in the wrong direction.
- Scheduled for October 12, the last BIR event is called “The Last Fling”.
- Returning to the ‘Were We On the Same Planet?’ category, the Market Place lists birch firewood for \$20/cord from Dick Roe at BIR. Better investments include two 1964 356SC cabriolets. One had its engine and

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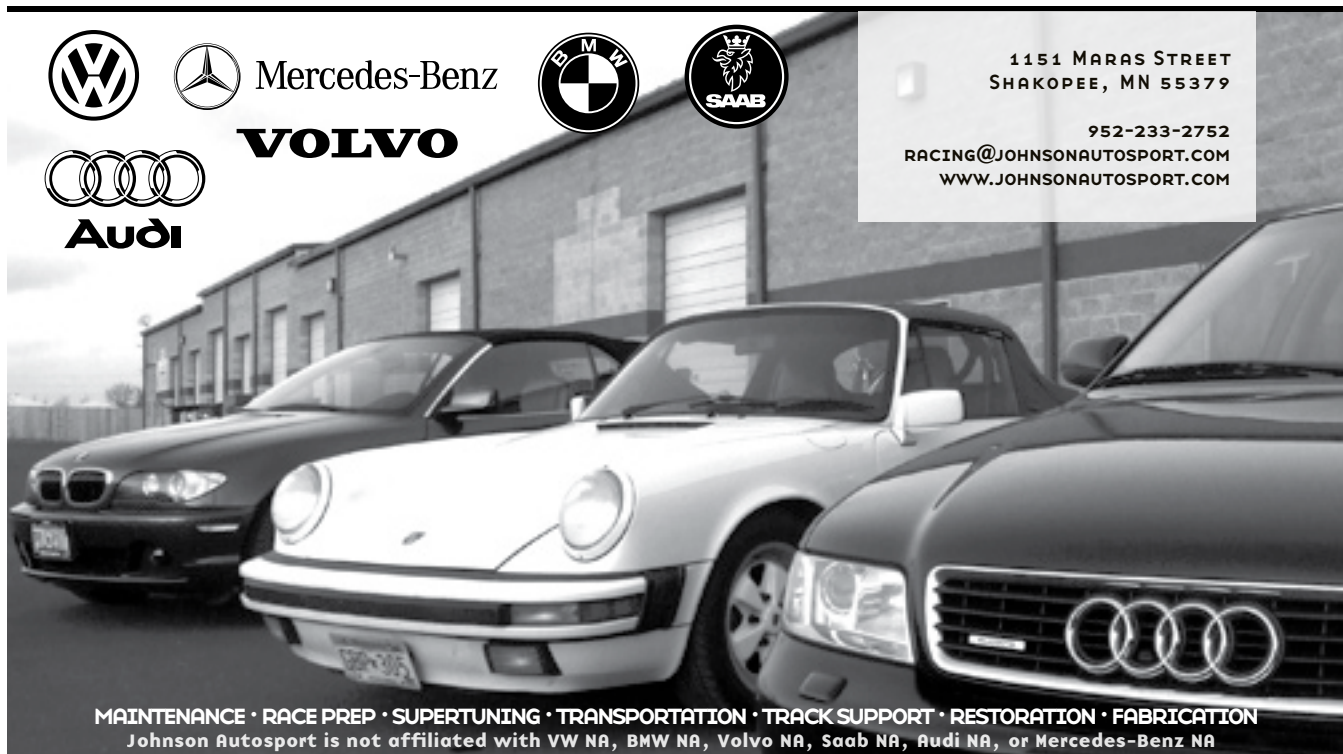
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Porsche Magazines: Subscriptions and Web Sites

By: Ken Koop—The Yellowstone Region (Old Faithful Newsletter)

There are some excellent magazines available both in hard copy and on the internet for anyone interested in learning more about Porsches. Most of these magazines publish articles on both old and new models as well as comparisons on various types of Porsches. I will try to describe the flavor and quality of each one of the magazines listed below.

If you're looking for a special gift for the holidays or a birthday, you may want to consider one of these for the Porsche fan in your life!

Excellence magazine – www.excellence-mag.com: This is a high quality magazine with feature articles on all Porsches ranging from 356's to the current 997. They include comparisons, do it yourself, Tuner and race preparation articles. This magazine has high quality pictures and is very well written. If you subscribe to one Porsche magazine, this is the one to have. Published nine times a year.

GT Porsche – www.gtpurelyporsche.com: A high quality, all encompassing magazine published in England. It has a British flavor with a good perspective on the European view of the car world. The magazine is well put together with beautiful pictures. This magazine features articles on the entire range of Porsche models. GT Purely Porsche is another excellent all around magazine and a worthwhile read. Published monthly.

911 & Porsche World – www.chpltd.com: A British all encompassing magazine. Probably one step below the two magazines mentioned above. Still a quality magazine with articles on all models of Porsches being represented. It also covers the European racing scene. Published monthly.

Total 911 – www.total911.co.uk: A high quality British magazine covering only 911's. The articles are informative and the photography is very good. If 911's are your main passion, then this might be your magazine. Published monthly.

Christophorus – www.porsche.com/english/usa/news/christophorus: This is a high quality magazine with excellent photography and is published by Porsche. This magazine features articles focused primarily on current models and occasionally on older and race models. It covers driving tours in Europe as well as dinning and hotel information along the route. Also, it gives you an inside look at what is going on at Porsche in the Corporate Offices, Exclusive Department, Production Plants, museum and what Porsche is currently offering to its customers. This is not a car enthusiast's magazine but offers more of a general overview on "Porsche Culture". If behind the scene information and viewing some beautiful European scenery is important to you, then this might be a magazine you want to subscribe to. Published six times per year.

Velocity – www.porscheownersclub.org: The magazine "Velocity" is published by the "Porsche Owners Club". Both the club and magazine are geared to Porsche Club Racing and feature racing types of articles. Club races and results are published, do it yourself articles and an occasional article on current non race models are also included. The quality of the magazine is below that of all the magazines listed above, but if you like club racing and what is going on in that arena, this magazine offers the very best coverage. Published quarterly.

356 Registry – www.356registry.org: 356 Registry Magazine provides coverage of the 356 type Porsches. The magazine is published six times a year.

Panorama – www.pca.org: Everyone in the club gets "Panorama" as a club member, since everyone is familiar with the magazine, I am listing this FYI.

Welcome to New Advertiser! Euro Cars Sales and Leasing

We are excited to introduce the latest advertiser in the Nord Stern newsletter: Euro Cars. Their ad can be found on the inside front cover. Located in the heart of Eden Prairie on Viking Drive, this group of extremely experienced and professional automotive experts is dedicated to providing high-quality fully reconditioned near-new warrantable vehicles to their discriminating customers by combining their many years of experience in the local automotive industry.

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Saturday, October 11th will be the date for their Open House. Be sure to stop by and visit.



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Tech Quiz . . .

compiled by Skip Carter & Greg Philips of Grand Prix Region PCA, Long Beach, CA from Parade Tech Quizzes

1. The alternator of the 914/6 had higher amperage capacity than the one for the 914/4.

True or False

Excellence, 1st Ed., page 564

2. Taking advantage of the shorter overall length of the four-cylinder engine in the 914/4, the Porsche engineers mounted the engine as far as possible from the firewall between the engine bay and the cockpit. What was the reason?

- a. For environmental reasons
- b. To reduce noise transmitted into the interior
- c. To make it easier to clean for Concours events
- d. To reduce fuel consumption

Excellence, 1st Ed., page 562

3. The 1972 914's enjoyed which two new features?

- a. ABS and GPS
- b. Drilled brake rotors and aluminum brake calipers
- c. Improved insulation for engine heat and felt covering inside of roof panel
- d. Seventeen inch wheels and airbags

Excellence, Vol. 2, page 512

4. The 1972 914/4 had what series engines?

- a. W-series
- b. VR-series
- c. XP-series
- d. EA-series

Excellence, Vol. 2, page 512

5. Engine displacement for the 914/6 GT was kept at 2.0 liters.

True or False

Excellence, Vol. 2, page 515-

6. The 916 had a 3.0 liter 911 engine.

True or False

Excellence, Vol. 2, page 523

7. What was a unique feature of the 916 that could not be found in any other 914 models?

- a. Air bags
- b. Rear wheel steering
- c. Steel roof panel welded in place
- d. Power Steering

Excellence, Vol. 2, page 524

8. How many 916's were produced?

- a. 100
- b. 1,000
- c. 5,000
- d. 11

Excellence, Vol. 2, page 525

9. The 1973 914 was available with a larger four-cylinder engine of _____.

- a. 2.0-liters
- b. 3.0-liters
- c. 2.4-liters
- d. None of the above

Excellence, Vol. 2, page 527

10. Total production for all 914 models combined was 500,525 units.

True or False

Excellence, Vol. 2, page 531

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

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

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

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

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

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

NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS

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

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

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

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

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD MN

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

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Technology and Business:

Light trucks accounted for 58.4% of light-vehicle output in August 2007, this August's tally is will probably plunge more than 12 percentage points to 46.1%.

Through June, Honda's sales rose 4.1%, compared with the first six months of 2007. They 'Have it Right'. Honda's manufacturing prowess primarily is attributable to commonalities in vehicle architectures. The auto maker's plant in Alliston, ON, Canada, can accommodate all-wheel-drive Honda Ridgeline unibody pickups and Acura MDX CUVs on the same assembly line as a front-wheel-drive Civic. They can literally build one right after the other of the different models. This enables Honda to exploit peak demand for hot-selling models by juggling excess capacity reserved for slow movers. The auto maker did just that in March when it shuffled some Civic production to Alliston from its assembly plant in East Liberty, OH. This created more capacity in East Liberty for production of the CR-V compact CUV, while moving the Ridgeline to Honda's plant in Lincoln, AL, where there was excess capacity.

Last year, the CR-V was the best-selling utility vehicle in the U.S. And through June, despite a down market, deliveries were flat vs. first-half 2007. Model changeover is another key facet of flexibility. At Honda, it's immediate. They can build a new model right behind an old model. You might have one or two empty spaces, but that's it. American Honda expects its 2008 sales to reach a record 1.59 million units. Honda's total U.S. sales are up 4.1% this year, while the overall industry is down 10.1%. Honda is opening a new 4-cyl. engine plant in Alliston, ON, Canada, later this year. Honda also is gearing up to open a new vehicle plant in Greensburg, IN, in September, which solely will build Civics.

Nissan Motor Co. Ltd. CEO Carlos Ghosn announced a new electric car initiative with the state of Tennessee during the dedication of the auto maker's new \$100 million headquarters in Franklin, TN.

Ghosn says Nissan and the state are partnering to promote zero-emission vehicles, including pure-electric vehicles, with participation from the Tennessee Valley Authority and other partners.

GM will reduce by 300,000 units its truck and related stamping and engine capacity by the end of 2009. Half of these reductions represent an acceleration of previously announced actions.

Mazda5 sales surged 44.1% for the year's first six months to 11,977 units, compared with like-2007, helped along by U.S. buyers downsizing their vehicles in the face of gasoline prices surpassing \$4 a gallon. The similarly proportioned Kia Rondo is finding success in the U.S. Its sales are up 60% so far this year

Chevron Corporation announced that it is dropping its Texaco NASCAR sponsorship at the end of the year, bringing to an end a relationship that has endured for 20 years. The announcement means that Chip Ganassi need to find a new backer for Montoya. This may be a problem as he recently has to shut down one of his crews because money could not be found despite the team running Dario Franchitti.

Trivia:

The LS9 Corvette engine has one skilled technician building each engine up from the finished aluminum block to the installation of its heavy-duty flywheel and twin-plate clutch. Total build time takes nearly five hours, with LS9 output set at 45 engines per week.

There are 25 engine assemblers (38 total employees), with three lead builders training the staff. More than 2,000 hours have been spent familiarizing workers with the intricacies of the LS9.

The seat fabric in the '08 Ford Escape Hybrid is made of 100% pre-consumer recycled content, such as pop bottles that were discarded because they didn't meet the manufacturer's specifications. Nissan Motor Co. Ltd. presently is "studying" using this fabric in its upcoming electric vehicle, due in 2010.

Poker has enjoyed a boom in recent years with the televising of the game and its influence has managed to achieve something which Formula 1 has struggled to do for years - it has got the drivers socializing at races. There is not much time in modern Formula 1 but in recent months a group of drivers including Fernando Alonso, Robert Kubica, Rubens Barrichello, Giancarlo Fisichella, Adrian Sutil and Tonio Liuzzi have taken to playing poker some evenings in the quiet of the upper floors of the Force India motorhome.

Inveterate gamblers like Bernie Ecclestone, Flavio Briatore and Michael Schumacher have also joined in, but the drivers do not seem keen to turn the event into a spectacle and are happy to enjoy the the simple pleasure of a card game, something which has not been seen in F1 since the days when Alain Prost and Jacques Laffite used to while away the hours playing cards in the 1980s.

Crystal Ball:

2008 - The Routan minivan from the contract-assembly deal VW has with Chrysler LLC. Routan production is set to begin this fall at Chrysler's minivan plant in Windsor, ON, Canada.

Continued on page 34

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Ted's Trivia . . .

continued from page 32

2009 - The next-generation Chevy Equinox cross/utility vehicle will come to market in May, 2009 with a new, more fuel-efficient 4-cyl. engine.

2009 - 315 dealers have signed on to sell diesel-powered trucks, Mahindra & Mahindra's first U.S. offerings. The vehicles will come from the new plant, which is being built south of Mumbai. It is a "high likelihood" they will arrive as knocked-down kits. That would enable the truck maker to get around a 25% tax imposed on pickup-truck imports.

2011 - VW Production at Chattanooga is scheduled to begin with initial annual capacity set at 150,000 units.

The Crystal Ball is once again becoming dim and cloudy. After 10 years of writing this column in one form or another, this will be the final one. I am "hanging up" my keyboard. Meeting my supporters at various events has been encouraging and thanks to all of you.

Where We Were

continued from page 25

- transmission rebuilt in Stuttgart and the (whole) car is \$4000 and the other one has 80,000 miles, so it is only \$2500. But by 1974 they were getting to be old cars.
- The new slate of officers for 1975 includes two members who are still very active with us in 2008:
 - ♦ "Gordon Doering is currently treasurer of the region and has been an active member of PCA for a long, long time. He drives a blue '64 Coupe and usually fights it out with his wife, Cindy, for 1st place in Class 2. Gordon is a dentist and lives in St. Paul."
 - ♦ "John Bierbaum has been active in Nord Stern many years and is a perennial parade-goer. He and his wife, Nancy, handled the registration proceedings for this year's Sprints. John has a red Carrera 2 coupe. He works in Minneapolis at Arthur Anderson Co."



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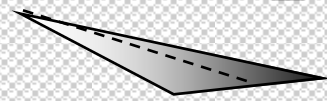
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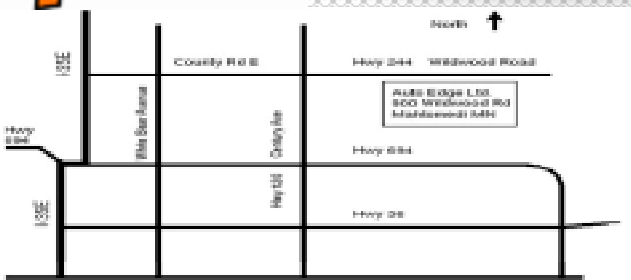
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