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NOVEMBER 2008







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# N O R D      S T E R N



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### Table of Contents

#### Departments

- 4 2008 Officers & Committee Chairs
- 5 The Prez Sez . . .
- 6 Welcome
- 7 From the Editor. . .
- 8 Letters to the Editor
- 9 Car Biz Board . . .
- 19 Carmudgeon Chronicles . . . Thoughts On The 100th Birthday Of Ford's Magnificent "Model-T"
- 29 Tech Quiz . . .
- 31 For Sale . . .

#### Features

- 10 Nord Stern's New Logo to Honor 50th Year!
- 12 2008 North Shore Fall Color Tour
- 13 Nord Stern Business Meeting Minutes October 14, 2008
- 16 Paul Newman 1/26/1925 - 9/26/2008
- 17 P L Newman at LeMans

- 20 Worker Choice Awards . . .
- 21 Alternative Paint Scheme!
- 21 Welcome to New Advertiser!
- 22 60 Years of Porsche Sports Cars . . . Made in Germany: The Porsche Success Story
- 24 A Few Words on Winter Storage
- 25 Nord Stern 2008 Autocross Competition . . .
- 25 Winning at the Last Fling . . .
- 27 60 Years of Porsche . . .
- 33 The 1921 French Grand Prix . . . September 19, 2000
- 34 The Sign Says it All...

#### Upcoming Events

- 10 PCA Zone 10 Calendar . . .
- 11 Annual Holiday Dinner
- 18 2008 Kalender . . .

*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:

Paul L Newman at the Tech Barn, BIR, June 1981. Photo by Ron Faust



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November is here. Time to start planning for our upcoming season. I'd like to take an opportunity to ask everyone to consider volunteering for the many events we offer throughout the year. It is easy to help out, just contact the chairperson for the event and ask, or step up and be the chairperson. As many have said throughout the year this is a club of people, it's not just the cars. This year has had many great events thanks to the people that have put the events together and the people who have participated. Just because it is coming close to winter, there are still many events to keep an eye out for. We try and plan tech sessions to inform our members, so watch clubtalk and Nord Stern for details of these events. Our annual banquet in January is a great social get together, this year should be a great event. We will be kicking off our 50<sup>th</sup> anniversary year. Have a great start to the Holiday season, I look forward to seeing you at the upcoming events.



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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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Full page:	8" wide by 10.5" high
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# Welcome

---

## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### Jennifer Larson

Tonka Bay MN  
2005 CayenneS

### Steve Snyder

Plymouth MN  
1994 911

### Patti Stowers

Shoreview MN  
2008 Boxster 2008

## 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).

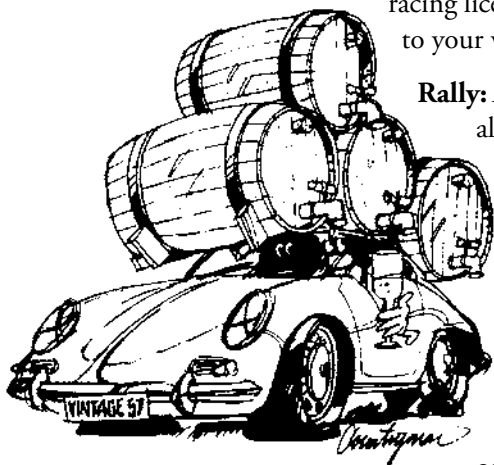
**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

**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.

# From the Editor. . .

By Christie Boeder

I have to admit, the months just fly by way too fast and find me again scrambling to put together another issue of Nord Stern. Where in the world does the time go!

Lots of fun stuff in this month's issue. Pictures galore from the annual North Shore Fall Color Tour. Sounds as if it again was a wonderful weekend; we were unable to attend at the last moment despite our best intentions. And we definitely missed being there as we attempt to make this an annual trip for ourselves. It's right around our anniversary, and I can't think of too many better things to do than be in the company of so many friends and fellow Porsche enthusiasts in one of the most beautiful parts of this country, plenty of great places to eat, delightful driving opportunities and great places to stay. Is there anything much better? (Well, I better not admit how much we love skiing, too!)

Biggest new event to announce is the Annual Holiday Dinner set for Saturday, January 17th. It will be at the Interlachen Country Club, always a fabulous setting, and this year especially so as we welcome Patrick Long as our featured speaker. Plus January marks the beginning of our 50th Anniversary year and the 50th Anniversary Committee will be promoting a fun and interesting year full of our varied and fabulous activities featuring all the great members of this great club. Watch your Nord Stern for upcoming activities and do plan on taking part next year in some of the festivities. Photos to the right are of Patrick Long at Road Atlanta, taken by Dale Trippler who had the good fortune (along with Kim and Keith Fritze) of attending the Croctoberfest event (more on that next month!). And next month I will feature the Drive Tour to the Stone Barn for pizza and club fun.

As an update on the health issues in the Boeder household, Bruce continues to work through his chemo rounds with Round 4 October 28th. He is responding well, with side affects fading quicker each round and less intense than the initial blast. Our hopes continue to be that the cancer will be pushed into a long lasting remission and we can get back 'on track!'



BJ Peterson  
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## Fall Color Tour Follow Up and Thanks!

**K**udos to John and Suzanne Dixon for another successful Fall Color Tour! Close to 70 people attended this year's event. John is not only everyone's favorite north woods expert and guide, but manages to keep the tour interesting year after year. Fred and I first attended Fall Color Tour #2, which was 14 years ago, and we have been Fall Color Tour groupies and ambassadors ever since. The camaraderie of fellow Nord Sterners and the thrill of participating in a convoy of 30+ Porsches can't be beat.

In addition to John and Suzanne, I would like to thank the following people who volunteered their time to the event. Hopefully, I haven't missed anyone.

\* Former Nord Stern Prez Jim (aka Handsome Holtie) and Cyd Holton for negotiating a Club discount for everyone at an Ely north woods merchant, and for being the Friday night host/hostess with the most-est!

\* Keith Jones and Prez Pam Viau for rounding up an assortment of door prizes.

\* Treasurer Jeff Bluhm for expediting the \$200 check to Bluefin Bay for gift certificates.

\* Andrew at Bluefin Bay for donating the additional \$200 gift certificates, plus party room, cheese and fruit plates, wine, and beer.

\* Wilderness Golf Club for a fantastic luncheon buffet and for donating two rounds of golf to one lucky Nord Sterner.

\* Dale Trippler for help with the raffle drawing. (A big thanks to Dale for drawing both Fred and my names out of the basket, too!)

\* Dale "Tiger" Trippler for arranging Friday afternoon golf at Superior National with Fred, me, and Keith "Forest or Fairway" Fritze.

\* Kim Fritze and Jo Craven for cheering on we four bgolf prosb and for taking great photos.

Look for Fall Color Tour photos in a future edition of Nord Stern. The Tour has grown exponentially over the years, so if anyone is interested in helping with next year's logistics, contact John at [\\_eyerack@tcq.net](mailto:_eyerack@tcq.net) (mailto:eyerack@tcq.net).

Jill & Fred Daneu

**T**hanks to John and Suzanne and all of their helpers for another marvelous tour. The hike along the Temperance River is always beautiful, and the drive up hwy 1 to Ely has to be one of the best in the state. Great door prizes at lunch (the gift certificates that Geri and I won were delicious). The food on Friday was great and the people at Bluefin are as helpful as they are generous. Bluefin isn't the best reason to join Nordstern, but it is a good one. As always, however, it's really the people that make the events so great.

Steve Thompson

**C**ongrats to John Dixon for putting together another great Fall Color Tour. The trip to Ely was a great drive, food was great and the setting was perfect! Already looking forward to next year's tour!

Mike and Gayle Robinson

**O**nce again John Dixon and his helpers put together a wonderful weekend. The drive to Ely and to Fortune Bay was a blast. Hard to find a more enjoyable road to drive than Hwy 1. The lunch was great and the golf course looked VERY inviting. Hope we go there again soon. Jo and I are looking forward to next year too. Moving the FCT back one week may be just the ticket to fuller color along the shore. But regardless of the amount of color in the trees, it is the time spent with all of the other club members and being able to drive in a 30+ car caravan, makes it all worthwhile. See you all next year and hopefully some new faces and cars too.

Jo and Dale Trippler

**I**agree. This was our first time making it to the NS Fall Color Tour. We had a wonderful time and also hope to be able to go again next year. Thanks John and everyone who helped make it such a fun & great weekend.

Sarah DeLong & Tim Fahey

**C**heryl and I will ditto that. We have only been doing the tour for the last three years and now look forward to it each year. It is just nice to get away and drive the cars with the group even if the leaves are not in full color. We enjoyed the Wolf center on Saturday and wished we could have stayed for the wolves once a week feeding which was to take place at 6:30pm.

Greg and Cheryl Adams, '77-930

## BIR Last Fling

**W**HAT A GREAT WEEKEND!! Thank you to Ron Macfarlane for another great school on Friday. It's always great to see the exhausted smiles on all the faces of the new people that come up to experience what some of us have been doing for years. We have a group of great instructors that continually pass along their experience to our students. The weekend continued to be a great time. Thanks go to Roger and Fred for putting on a great time at Last Fling. The Team Loonacy event was well received and a great topic at the Sat social hour. Timing worked out wonderfully. We actually set up our laptop and were able to watch real-time as the times were posted to the program, what a great new system. Thank you Ed for coming up with the new system, it is a great system. Thanks go to Dave Anderson and Tom Rempfer for their watchful eyes on safety. To top off the weekend,

*Continued on page 23*





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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*

## NOVEMBER

10/31

11/2 Flaming Fall Weekend Multi-Region event Ozark Lakes

1 Annual Garage Crawl Wichita

2 Autocross at Ameristar 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](http://www.ciapca.org)

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

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

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

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

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

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

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

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

Wichita Region: [www.pca.org/wic](http://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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**50th Anniversary Kick Off!**

# **Nord Stern**

**Annual Holiday Party**  
**Featuring Patrick Long**



**Interlachen  
Country Club**

**Mark Your Calendars Now**  
**Saturday, January 17, 2009**  
**The Kick Off Event of the Year!**





# FCT Pictures Galore

photos by Jill Daneu



2008 North Shore Fall Color Tour, photos by Jill Daneu - another spectacular year enjoyed by close to 70 club members - door prizes galore



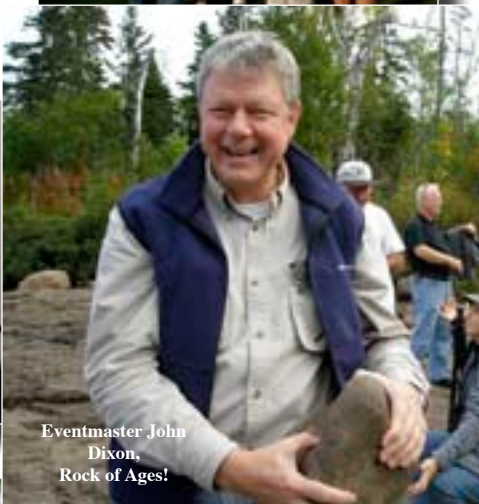
Keith and Kim Fritze with Jo Craven and Dale Trippler



Above: Sarah DeLong and Tim Fahey enjoying their first FCT . . . We will be back



Lots of Social Fun...



Eventmaster John Dixon, Rock of Ages!



Bob and Mary Lunde



Bret Bailey and Laura Catania at the Friday Night Social



John Witzel and Gail Anderson with Jim



Fred Daneu tees off at Superior National GC



Above: Fred and Jill Daneu - photographer extraordinaire!

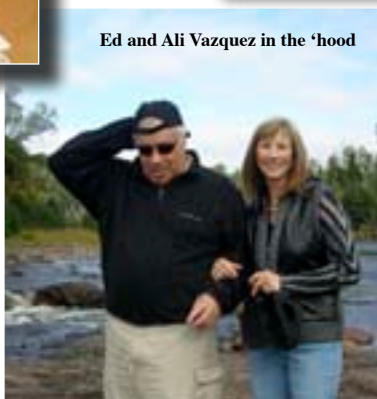
Left: Jo's name is a winner...



Below: Cat Scratch Fever!



The smiles say it all . . . North Shore Fall Color Tour is the BEST!



Ed and Ali Vazquez in the 'hood





# Nord Stern Business Meeting Minutes

## October 14, 2008

---

*Dale Trippler, Secretary*

President Pam Viau opened the meeting at 7:12 PM.  
The following topics were presented and discussed:

Advertising: Ed Vazquez, Chair

Ed talked about the Euro Cars event held on Saturday, October 11<sup>th</sup>. They were hoping for more people to attend. Ed advised them to get the word out a couple of months before their next event. Euro Cars is a new advertiser. They buy, detail and sell high quality warranty cars like Porsche, BMW and MB. Contacting Bluefin Bay as a possible advertiser was also discussed.

Autocross/Time Trials: Harvey Robideau, Chair

No report. Ed Tripet reported the trophies have been ordered and should be ready for the Awards Dinner on November 1<sup>st</sup>.

BIR Relations: Rick LaVerdiere, Chair

The BIR track contract has gone up \$500 for next year. Scott Quick, our contact at BIR, was fired last week. His replacement will be named soon. Dates for next year have not been finalized yet. The June weekend may focus on instructor training on the short course. Still working on the details. Renting the track for only two days is now an option. That is being considered if necessary or appropriate.

Concours: Brain Mayer, Co-Chair

No report.

Club Race and Dealer Relations: Roger Johnson, Chair

No report.

Driver's Education: Andrew Busche, Chair

No report.

Road America: Dave Anderson, Chair

No report.

Driver's Ed Registration: Kim Fritze, Chair

88 pre-registered for Last Fling with a few more registering at the track.

Driver Training: Jon Beatty and Ron McFarland, Chairs

No report. Last Fling DT had 10 novices registered.

Insurance: Michele Johnson, Chair

No report.

Membership: Steve Sherf, Chair

Steve suggested Nord Stern end collecting annual dues. There are almost 800 Nord Stern Region members, but only 400 dues paying NS club members. It was discussed and decided it should

be discussed at the Board of Director's meeting next week.

Met Council: Bob Kosky, Chair

No report.

Newsletter: Christie Boeder, Chair

The October newsletter is out, but late. We all understand and assured Christie it wasn't a problem.

Rally: Dale Trippler, Chair

The Rally was held on Saturday, August 16<sup>th</sup>. Ten cars participated in the Rally. Todd Knettel volunteered to have a BBQ at his home after the Rally. Trophies have been ordered and will be ready for the Awards dinner.

Rules: Bret Bailey, Chair

No report.

Shop Relations: Jim Bahner, Chair

Nothing to report. However, Pam suggested a tech session for next year might focus on trailer safety.

Social: Kim Fritze, Chair

The Awards dinner has been set for Saturday, November 1<sup>st</sup>. The dinner will be held at the Embassy Suites in Bloomington. The Holiday dinner is set for Saturday, January 17<sup>th</sup> at Interlachen Country Club. Patrick Long will be our guest speaker.

Safety: Dave Anderson, Chair

No report.

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

No report. Pam reported TOTT was cancelled at Last Fling for lack of participants.

Timing and Scoring: Ed Tripet, Chair

A new timing system is working fine. Several people used their laptop computers to track times and it worked well. Will be working on getting the system to track scores throughout the year. Scott Welz helped Ed and caught on immediately. Ed is trying to recruit others as back ups.

Touring: Mike Lancial, Chair

Mike would like to change the name to Spring and Fall Drives to end confusion in the fall with the Fall Color Tour. Had requests to do more, smaller group drives, but avoided doing so for insurance and liability reasons.

*Continued on page 14*

## Business Minutes . . .

*continued from page 13*

Treasurer: Jeff Bluhm

No report.

Webmaster: Bret Bailey, Chair

Nothing new to report.

New Business:

A 50th Anniversary logo has been created.  
A short article in the October newsletter tells the story.

Meeting ended at 8:39 PM.

Respectfully submitted by Dale Trippler,  
Secretary

Nord Stern Porsche Club

October 15, 2008



Left, Susanne and John Dixon and above  
Eventmaster John with rock

## More FCT Pics!

*by Matt Mayer,*

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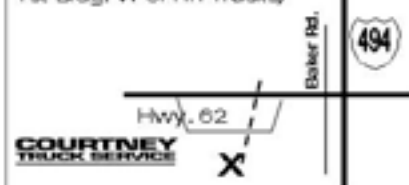
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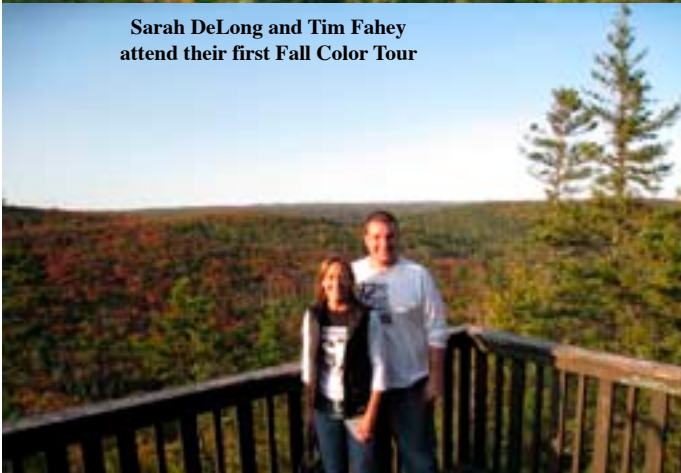


**Fred and Jill Daneu**

**Reds, Yellows, Greens Galore**



**Sarah DeLong and Tim Fahey  
attend their first Fall Color Tour**



**Okay, just who is the  
photographer here?**



**Line Up Time!**



**The group stretches out  
while hiking**



**Spectacular views . . .**



**Brian  
Oldendorf,  
Jill Daneu,  
Sarah  
DeLong,  
Wendy  
Oldendorf**

# Paul Newman 1/26/1925–9/26/2008

Compiled by Ron Faust

We can't top the many eloquent things written and said about Paul Newman since he died so I decided to collect a few facts and quotes that I thought might be of interest to Nord Stern members. Although I saw him once at BIR, I obviously didn't know him. Seeing those blue eyes that I knew from so many movies was an experience I won't forget. Concentrating on P L Newman the racer, I have purposely ignored the other sides of this great actor and philanthropist.

- Sometimes God makes perfect people, and Paul Newman was one of them.

... Sally Field

- He was so passionate about racing. Not many people had more fun going racing than him. But he was serious about it, it wasn't a lark. He liked to win. He thought of himself as an uncoordinated guy, a stumbler a little bit, but in a car he was really graceful. Graceful is not a word that a lot of people associate with car racing but there are sure guys that are more fluid and smoother than others and he was good.

... Skip Barbour

- Newman has won seven national SCCA amateur championships and a pair of Trans-Am races.

... AP 2005



Above: He never gave autographs but was happy to have people take pictures of him. After years of wondering what was being said, I came up with:

Unidentified Nord Sterner: *"Watch out for Turn 3 because its way more than 90 degrees but you can take Turn 1 flat out."*

P Newman: *"No sh...t! Really? Flat out?"*

Photo by Ron Faust

- "As long as I keep things spontaneous, things work out better. That's the motto of the food company: 'if we ever have a plan, we're screwed.'"

... P L Newman 2006

- His pure joy at winning a pole position or winning a race exemplified the spirit he brought to his life and to all those that knew him.

... Carl A. Haas

- Bob Bondurant trained him for the 1969 film *Winning* at the new Bondurant School. Newman was the school's fourth student. His first win is listed in a Lotus Elan in Thompson, Connecticut in 1972. He co-drove to a 1<sup>st</sup> in class and 2<sup>nd</sup> overall victory at LeMans in 1979. As a team owner, he joined Carl Haas in 1983 to form Newman-Haas racing and won 105 Indy car races and eight championships. At 70, he co-drove a Mustang to victory in the GTS class of the 24 Hours of Daytona, the oldest driver to win a major sanctioned race.

... Mark Vaughn, Autoweek 10/6/08

- Paul Newman's craft was acting. His passion was racing. His love was his family and friends. And his heart and soul were dedicated to helping make the world a better place for all.

... The Newman's Own Foundation

- He said he was not like his sultry, flamboyant characters: "You don't always have Tennessee Williams around to write glorious lines for you." ... He made it onto Nixon's enemies list for supporting Eugene McCarthy's anti-Vietnam run ... At a moment when America feels angry and betrayed, when our leaders have forfeited our trust and jeopardized our future, we lost an American icon who stood for traits that have been in short supply ... shrewdness, humility, decency, generosity, class.

... Maureen Dowd, New York Times, 9/30/08

- "Why fool around with hamburger when you have steak at home?"

... Paul Newman (on adultery)

- He was very consistent, never put a wheel off and was easy on the equipment.

... Dick Barbour

- "You gotta have two things to win. You gotta have brains and you gotta have balls."

... P L Newman



# P L Newman at LeMans

---

by Ron Faust

To me, P L Newman's most impressive racing feat was his 2nd place overall, first in class win at the 24 hour LeMans event in 1979. Although he had raced in many different cars, any Nord Sterner would have advised him to get into a Porsche when he went to that race; his ride was a 935. Where else to research that win but Janos L. Wimpffen's 'Time and Two Seats; Five Decades of Long Distance Racing' (in only two volumes--2,255 pages)? For Nord Stern, I'll take the liberty of paraphrasing the story, putting Wimpffen quotes in parentheses.

*The Porsche factory had two 936 Group 6 cars on the pole with Bob Wollek, Hurley Haywood, Jack Ickx, and Brian Redman and others driving.*

*Two 935's were on the second row, running in Group 5. The Kremer brothers brought their super-tuned 935K3, driven by the aero racing Whittington brothers along with Klaus Ludwig. The Kremer shop offered ground up rebuilds and upgrades to factory built 935's. A number of other Kremer prepared cars were entered. Dick Barbour's shop and their customers entered a number of 935s as well.*

*The fastest of the Barbour cars was #70, driven by Rolf Stommelen. Dick Barbour, and Paul Newman. This wide bodied entrant was a beautiful solid red with yellow lettering and Hawaiian Tropic sponsorship. It can be seen on Google images. Newman wasn't the only celebrity; Steve O'Rourke, business manager of Pink Floyd drove a Ferrari 512BB and Nick Mason, Pink's drummer was in a two liter Lola. Alain DeCadenet was successful in recording the first retirement of the race in his Lola.*

*Having won the previous year, Renault "rested on their accomplishments" and didn't come. Additional Group 6 entries from builders like Lola, Peugeot, Ford, Mirage, Rondeau and others competed.*

*The Group 6 leaders got into early trouble with tire failures and mechanical problems. That field had passed the lead to the Group 5 class by the time darkness draped the track on Saturday. Manfred Jantke's factory team didn't give up, sending Jacky Ickx out in one of the 936's for a long night ride, but he became stranded at the Mulsanne corner when a fuel injection belt broke. Wimpffen says "A mechanic rode a motor scooter over from the pits and approached the scene. He 'accidentally' tripped over a tree stump which caused him to "drop" a spare belt he happened to be carrying over the fence where Ickx came by and retrieved it. This little theater*

*took place too close to a marshal's post and the Porsche was disqualified." One can only wonder what Manfred Jantke said about that in the Porsche pits.*

*Heavy rain started about 2 AM and continued through the end of the race. The average speed fell from 215 to 175 kph by the end of the race. The Kremer 935 had emerged into a significant lead during the night; the lead was up to 15 laps when Don Whittington's fuel injection belt also broke in the Hunaudieres. Dick Barbour was closing in his 935. "It was the making of a movie. Paul Newman could become one of the winners of the great race."*

*Whittington had crawled into the hot engine compartment trackside and removed the alternator belt and transferred it somehow to the injection pulleys so the car could "gurgle" its way back to the pits. I wonder what kind of tool kits came with the 935, or did he go find a stick and pry the belt off? The fix lost 90 minutes but the car was still three laps ahead of the Barbour 935. By contrast the fourth place finishing 934 (Grand Touring class) of Herbert Mueller spent only 26 minutes in the pits during the entire race.*

*At the finish the lead over the Barbour/Newman car was only seven laps. Wimpffen says the Whittington 935K3 win "was the first (and only) win by a Group 5 car, and the first by a supposedly production based car during the post-war era. The highest placed sports-racer was the Group 6 Rondeau in sixth place overall. Thanks to the rain, the breakdown of the Group 6 class, and the long delay experienced by the winner, the average speed was the lowest in 20 years." The winning average speed was 108.065 although the 936's had done laps above 140 mph.*

# 2008 Kalender . . .

## November

- 1 Annual Dinner and Awards Evening**  
Locataion: 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

- 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

2008

## January

- 17 Annual Nord Stern Holiday Party**  
**Interlachen Country Club - Details TBA**  
Mark Your Calendars Now  
Celebrating 50 Years of 'Half the Fun . . . Is Getting There' and "It's not just the cars . . . It's the People!"  
Featuring Patrick Long! See page 11 for details

## April

- 24 BIR First Fling Driver Training**  
Details TBA  
Eventmaster: Jon Beatty, e-mail at jon@minnetonkasoftware.com
- 25-26 BIR First Fling Driver Education**  
Details TBA  
Driver Ed Chair: Andrew Busche, 612 824-3547  
andrew.busche@watsonwyatt.com

2009

## June

- 12-14 BIR Fast Fling Driver Ed**  
Details TBA  
Driver Ed Chair: Andrew Busche, 612 824-3547  
andrew.busche@watsonwyatt.com

2009

## July

- 31- Aug 2 BIR Club Race and Driver Ed**  
Details TBA  
Driver Ed Chair: Andrew Busche, 612 824-3547  
andrew.busche@watsonwyatt.com

2009

## September

- 7 6th Annual Rochester BBQ and Picnic**  
Details: TBA, watch your Nord Stern,

2009

### 18-20 BIR Fast Fling Driver Ed

Details TBA  
Driver Ed Chair: Andrew Busche, 612 824-3547  
andrew.busche@watsonwyatt.com

### 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



A typical scene from this year's North Shore Fall Color Tour - best viewed online! Brilliant red hues pop against the cool green firs. Photo by Jill Daneu

# Carmudgeon Chronicles , , , Thoughts On The 100th Birthday Of Ford's Magnificent "Model-T" - Capacity: 13 Kamstra's

by Ken Kamstra

We car freaks bomb around in our 300, 400, 500 horse power machines, bragging about 0-to-60 times of 4 seconds or less. How can we possibly pay homage to an ancient two cylinder car with only 20 horse power? An ungainly car that couldn't reach 60 if you pounded it flat out all day long. Top speed 45 mph; fast enough for unpaved roads of the time,

Why should we mark this October 1<sup>st</sup>, the day that Ford sold the first of 15 million Model-T's?

Well you had to be there. No, I wasn't but my dad bought one in the roaring 1920's. No family records as to whether it was a \$250 new one or used, but we Kamstra's used it for dang near everything. I'll take you through my recollections which are refreshed by the outstanding tribute paid to the Model-T by the Wall Street Journal recently.

The Kamstra "T" was bought for use on and about our South Dakota ranch in West River Country. As a toddler, my fondest memories were the Saturday night supply runs to town. Dad, who still preferred horses and was a terrible driver, still took the wheel. We made it over and back. Most of the time. Other times, we huddled in the car learning new cuss words as Dad and my older brothers labored beneath the car. In the "Model-T Joke Book" there was one that described our plight:

*It maketh me to lie down beneath it.  
It soureth my soul.  
It leadeth me in paths of  
Ridicule for it's name sake.  
Yea though I ride up the valleys  
I am towed up the hills.*

There were no 'Triple A' type services then. You want to see home again? Fix it!

And, speaking of hills, Dad had a technique for getting up them. Back up. He was sure the old 'T' had more hill climbing power that way. Truth was, the carburetor level retained more gas when climbing hills backward, We didn't press the point, just hung on for dear life. Dad's minimal driving skills became even more terrifying in reverse.

But the old 'Tin Lizzy' had more uses than driving. It was fitted with attachments for cooking on the hot manifold. We didn't use that feature – too many mouths to feed – but it was an example

of Henry Ford's genius. You could also harness the rear wheel for cutting wood. That we did.

No tellin' how long our 'T' would have served the Kamstra's needs had it not been for a tornado that flattened our barn one night. The Ford was flattened with it!

Not to worry. My older brother, Hank, resurrected the car; actually just a frame and seat. Turned it into somewhat of a hot rod. At seven, the youngest -- and most gullible -- of the seven Kamstra brothers, I was given the honor of joining in the first test.

And what a ride! Without the luxury of brakes, we became one of America's first 'off road' vehicles. And I became incurably addicted to cars.

Poverty and youth restricted my early acquisitions to junkers unworthy of my loving attention. Time and full employment ultimately made Porsches, Mercedes, BMW's and even a Ferrari possible.

Today, I enjoy my Auto Erotic Dependency (AED). See my book on the subject. Still, I will always remember my childhood adventures with the Model-T. When one shows up at car shows, I always give it a long, lingering look.

HAPPY BIRTHDAY, MODEL-T!

Ken: thinkmk05@comcast.com



1927 Model T

# Worker Choice Awards . . .

*submitted by Roger Johnson*

**K**im Fritze and Dave Anderson received these awards for their outstanding service to Nord Stern driving events at the Last Fling.

Kim (and her husband Keith) have been outstanding registrars for the past several years. In 2008 she was also the registrar for the Club Race as well as Driver's Education and Driver Training. She very successfully moved Nord Stern to online registration. The Fritzes' "can-do" attitude and big smiles make registration a joy.

Dave Anderson has simply made safety in Nord Stern a non-issue. This is the highest compliment a Safety Chair can receive. The corner workers are organized and ready to go when needed. The equipment is the track. The rules and processes of the Club

are simply and clearly communicated. Including the now not-so-new passing rules which Dave got the thankless task of implementing. His organization and positive manner have made Nord Stern's driving events run more smoothly than ever.

Nord Stern proudly honors these individuals for their huge contribution to making our Club run smoothly.



## **MotorPlex Minneapolis**



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**R**ecently received via Nord Stern member Dave Weisel:  
*"I have an acquaintance at Sun Country and he has contacts in Germany who sent him the attached photo. Evidently, the airport at Dusseldorf was looking for a new "Follow Me" vehicle and wanted something that could speedily relocate itself across the airport. The photo shows the result.*

*I have to respect such creative thinking!"*

– Jerome Dawson

## Alternative Paint Scheme!

## Welcome to New Advertiser! Euro Cars Sales and Leasing

**W**e 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.

Loyalty, honesty and integrity are the principles underlying their business. They are committed to continually providing the best counsel and assistance with the automotive needs and desires of you, their customer!



# Auto Body Beautiful

Although we specialize in BMW and Mercedes-Benz we also offer body repairs for other makes and models. Sears Imported Autos maintains the highest standards and specially designed equipment to properly repair today's technologically advanced vehicles. When you have your vehicle repaired at Sears, you can be rest assured that you will receive the highest quality work available in the industry today!

*Simply the Best!*



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Imported Autos



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# 60 Years of Porsche Sports Cars . . . Made in Germany: The Porsche Success Story

*courtesy Jill Beck, PCA National Newsletter Editor*

First in a series, enjoy the story of Porsche!

2008 is the 60th anniversary of Porsche and the story is a remarkable one of a very small company becoming the most profitable automobile manufacturer in the world.

60 years ago the cornerstone was laid for the family-operated industrial company, whose rise from modest beginnings to become one of the most important sports car manufacturers in the world no one back then would have ever foreseen.

On June 8, 1948 a new chapter in automobile history began. For on this day, the first Porsche prototype with the vehicle identification number 356-001 received its official approval and homologation for road service. "It all started when I began looking around and just could not find my dream car. So I decided to build it myself," said Ferry Porsche – and to this day, this genius and pioneering spirit has shaped the philosophy of the company.

However, in the past six decades, Porsche has not only experienced peaks, but also troughs. Yet thanks to efficient production methods, clear branding and innovative models, such as the 356 and the 911, Boxster and the Cayenne, the once small sports car specialist quickly transformed into one of the most successful and profitable automobile manufacturers in the world.

"Today, Porsche is stronger than ever. We have the broadest and most appealing automobile model range in the history of our company. We have our costs and our processes under control and thus ensured our independence for the long term. We have always seen ourselves as David who must stand up to the Goliaths in this industry. This self-image has shaped us throughout the years – but it has also made us successful," explains Porsche CEO Dr. Wendelin Wiedeking.

When Wiedeking took over management in 1992, Porsche had reached the peak of its most serious economic crisis ever. The company was in danger of losing its most valuable asset – its independence. Porsche was suddenly ripe for takeover. The situation had to be handled immediately. And the shareholder families Porsche and Piëch told the Board that they would lend their support.

Wiedeking and his Board colleagues not only had the Boxster produced, but also brought about the company's turn-around through other economic measures. Under the generic terms "lean management" and "lean production," new organizational and production workflows were introduced and the company's hierarchy and process structures were reorganized from top to bottom. It did not take long for the internal efforts to improve productivity and the newly developed model line to have a positive impact. As early as 1995, Porsche was back in the black and began

to assume a leading position by breaking new revenue, sales and earnings records annually.

Not only the balance sheet, but also the reputation of the Porsche brand reflects the company's exceptional position. For the fifth time in a row, top German managers from all industries selected Porsche AG as the company with the best image in a survey from "manager magazine." The prestigious quality study "Initial Quality Study" of the American research institute J.D. Power ranked Porsche in first place for multiple times. And the J.D. Power "Appeal" Study confirmed that the Stuttgart-based sports car manufacturer had, for the third time in a row, been ranked by American customers as the most appealing brand.

Over these 60 years, Porsche has worked very hard to achieve this special image, mainly through its most varied innovations and also, in particular, in the area of environmental protection. Porsche engineers are never satisfied with only meeting current environmental regulations passed by lawmakers. It has always been their goal to exceed them. Porsche vehicles should also set an example when it comes to environmental protection. So, as early as 1966, the first authorized emissions test in Europe was performed using a 911. Not long after, a separate department was established that also tested the emission values from vehicles produced by other manufacturers.

Porsche develops new technologies not just to improve driving features, but also to continuously optimize the cars for environmental sustainability. In the last 15 years, Porsche has succeeded in reducing the fuel consumption in its new cars, and thereby also CO<sub>2</sub> emissions, by an average of 1.7 percent annually. With regard to engine performance, Porsche currently already ranks among manufacturers with the lowest CO<sub>2</sub> emissions. And by 2012, the fuel consumption in Porsche vehicles is going to be reduced by a further 20 percent – new innovative engine technologies and the hybrid drive for the Cayenne and Panamera will make this possible.

Former Chancellor Gerhard Schröder once said: "Porsche is a model for Germany." By this, he was not only referring to the company's engineering ingenuity which the company stands for, he also meant the David principle with which Porsche, as a small automobile manufacturer, has been able to keep up with the Goliaths of its industry over the last 60 years. With the quality seal "made in Germany," its rejection of subsidies as well as its sense of social responsibility toward its employees and society, Porsche has unflinchingly pursued its own path.

This includes Porsche's step toward a new future in September 2005: its majority holding in Volkswagen AG. With almost 31

*Continued on page 27*

*NORD STERN NOVEMBER 2008*

# 2009 Officer Elections!

President:	Bob Barker _____	r
write-in	_____	r
Vice President:	Kim Fritze _____	r
write-in	_____	r
Secretary:	Dale Trippler _____	r
write-in	_____	r
Treasurer:	Jeff Bluhm _____	r
write-in	_____	r
Board of Directors:	Pam Viau _____	r

Mark your ballot and return to:  
(both member and associate may send in separate votes)

Pam Viau

8010 59th St N

Lake Elmo, MN 55042-9544

2009 Officers will be installed at the Annual Holiday Dinner

January 17, 2009 – Interlachen Country Club - See page 11 for details!



## ClubTalk . . .

*continued from page 8*

The sessions on the short track were a blast. All in all, what a great way to end our season at the track, and NO SNOW.

Pam Viau

I want to say thank you to all the volunteers who make each DT/IDE weekend so much fun and educational. I will try to name some of them but I apologize in advance if I miss any one, Ron Macfarlane, Tom Rempfer, Dave Anderson, Fred and Roger and others

I would like to say a special tank you to my intermediate instructor Mike Hoke, He definitely helped me to get a little better, and he gives good encouragement and critique. I hope all the students realize how much of a value the Nord Stern Driver Ed program is. We have top flight instructors and charge a very minimal fee. My instructors all have been excellent. I went to performance driving school at Skip Barber in March at Road Atlanta and paid \$3,000 for two days of instruction. Yes our school

is only one day but you get more time with the instructor in the car than you do in two days at Skippy school. Yes they do supply the car but our instructors are better and more interested in improving your skills. I hope you all thank you volunteer instructors Yes that is right the Volunteer instructor.

I also need to thank Brian Hanson for lending a hand. As I took off from Baxter's last light my shifter in the 944 broke leaving me with 3rd and 4th only. I managed to limp it to Clear Water only stopping two times and getting rolling in third (real timing of lights). I saw him pull into the DQ in Clear Water and walked over to see if he could help. He picked up his diner and we drove over to my car. He didn't even start to eat but got out the Jack and Jack stand and helped me get the car up. At least he let me take of the wheel and jack it up. As soon as it was up he got under to look at the linkage. It was not the screw he thought it was but the intermediate shaft linkage. It would have been a great story if we could have fixed it but I did limp the car home. Again thank you to all for a fantastic weekend.

Stephan (Steve) Meydell

# A Few Words on Winter Storage

*by various club members*

**E**ditor's Note: I am behind a month or two with what I should make a yearly feature of the newsletter: info on winter car storage, with all its variants! I tend to forget because we drive our 964 year-round . . . however, a recent tread following just a tiny little request on advice regarding storing a boxster generated a number of responses and I thought Dale's contribution was informative which I submit here along with other storage articles written while ago that are still quite apropos. Enjoy.

**P**atti and everyone else, What is going on out there - I had 41 email messages on my computer this morning! However, I feel compelled to add to the conversation, if for no other reason that it is fun and entertaining reading.

I put my Boxster S up for the winter every year. Generally, from the 1st of November until the end of April, depending on the weather. First thing I do is call my insurance agent and tell him the Boxster is going out of service and the dates. That saves me a couple hundred bucks. For a tightwad like me, that is always a good thing.

Next, I give her a good cleaning and a wax job. Vacuum out the inside and both trunks. Then I throw in a sheet of "Cling Free" in each compartment. Then I jack up the car and put 3 inch high density Styrofoam under each wheel. You can buy wheel cradles, but I am too cheap for that. I bought the foam at Menard's for a couple of bucks. Its purpose is to help keep the wheels from getting flat on the bottom from sitting for 4-5 months in the same place. The first time you let the car down on the foam, it will compress and makes a nice cradle for each wheel. Plus they are small, light weight and easy to store in the summer. Then I over-inflate each wheel to 45 psi (Be sure to bring the pressure back down in the spring before you put the car back in service!)

Next I put on a Porsche car cover. I got this cover when I bought my first Boxster. Porsche car covers are well made, fit the car very well and have nice soft material on the paint side. Plus they have the Porsche logo on the front, always nice to look at all winter long.

Finally, this winter I will be putting down a layer of cardboard and a tarp under the car. I have been told that cement breathes moisture which can cause problems with the undercarriage. I don't know if this is true or not, but what the heck? I have plenty of cardboard (just moved and have almost 100 moving boxes. If anyone needs boxes, PLEASE let me know. I would love to get

rid of them and get them out of my garage).

Because I am so compulsive, on the first of each month, I get out my trickle charger and hook it up to the battery. I don't disconnect my battery because I don't know the code for my radio and don't trust myself to remember it even if I did. I run the charger until it shows the battery is fully charged, usually about 4-6 hours, then I disconnect it and close up the car again until next month. Plus it gives me an excuse to play with my Boxster even if I don't drive it.

I have been doing this for the past 4 years and have never had any problems. Certainly nothing like others have had. And I don't like leaving anything electrical plugged in any longer than I have to as it would be constantly drawing current, even if only a small amount = \$\$.

There, now I feel better adding to the flood of e-mails. Dale

## **Do It Yourself - Winter Chores by George Beuselinck, Hudson Valley Region**

Blessed as we are with living in the great Northeast, this time of year gives us the opportunity to make some choices about the next few months. The first choice is whether or not to stay north or to fly south for 3 or 4 months until the weather warms up again. Unfortunately, the demands of my career require that I winter here, not in the Bahamas or St. Thomas. Most of us share the same fate. (If you are independently wealthy and would like to subsidize my companionship in a warmer climate, my phone number is in the back of this newsletter.)

So, now that we have decided to enjoy the winter here, our next choice is whether or not to drive your Porsche in the snow (and salt and gravel and general muck). I drove the 944 in the snow

once, with summer tires, and was scared spitless. Not only was I all over the road, so was everybody else. I won't do it again.

Since we now have our Porsche sitting in the garage, and lots of free time (except for those few nuts who flog their bodies on the ski slopes), winter is a great time to

take care of those things we would not normally do during the summer when Porsche-pushing time is at a premium. Doing these little things will make the first drive of spring a simple matter of turning the key.

One of the first chores is to change your coolant and coolant hoses. Usually neglected, a burst coolant hose will disable a car



*Continued on page 33*

*NORD STERN NOVEMBER 2008*



# Nord Stern 2008 Autocross Competition . . .

*submitted by Ed Tripet, Timing and Scoring*



Congrats to:

- Stephen Powless - A
- Roy Henneberger - B
- Jerry Sweeney - C
- Ron Faust - D
- Harvey Robideau - D
- Mark Kedrowski - E
- Brian Hanson - E
- Andrew Busche - E
- Steve Saber - E
- Michelle Johnson - F
- Cliff Anderson - H
- Daryll Fogal - H
- Keith Erickson - GT1S

Please find the final Auto Cross Series results at the following:  
<http://www.TorkSpec.com/NordStern.html>

## Winning at the Last Fling . . .

*by Eventmaster Roger Johnson*

Winning team in the Team Loonacy competition at the Last Fling with their coveted rubber chicken travelling trophies was Team Maui Built Racing (also winners of the least original team name for the second year running)

Photo L to R: Bret Bailey, Mark Kedrowski, Brian Hanson and Ron Johnson. Photo by Eventmaster Fred Senn.

In four laps at BIR, with four different drivers, in four different cars, they were only off a total of 5.8 seconds from their predicted combined lap times. Mark Kedrowski was only off .8 of a second. Mike Hoke and Tom Rempfer tied for closed to predicted time at .3 seconds. Mighty fine driving to lap within .3 of the time you say you are going to run. A driver who will go nameless for obvious reasons missed his predicted time by 10.4 seconds and won the also coveted custom steering wheel cover with “stick on rhinestones for extra bling”.

The rules for Team Loonacy can be found on NordStern.org on the Last Fling page. It made for a very entertaining end of the day hospitality session. Lots of laughs and smiles all around.



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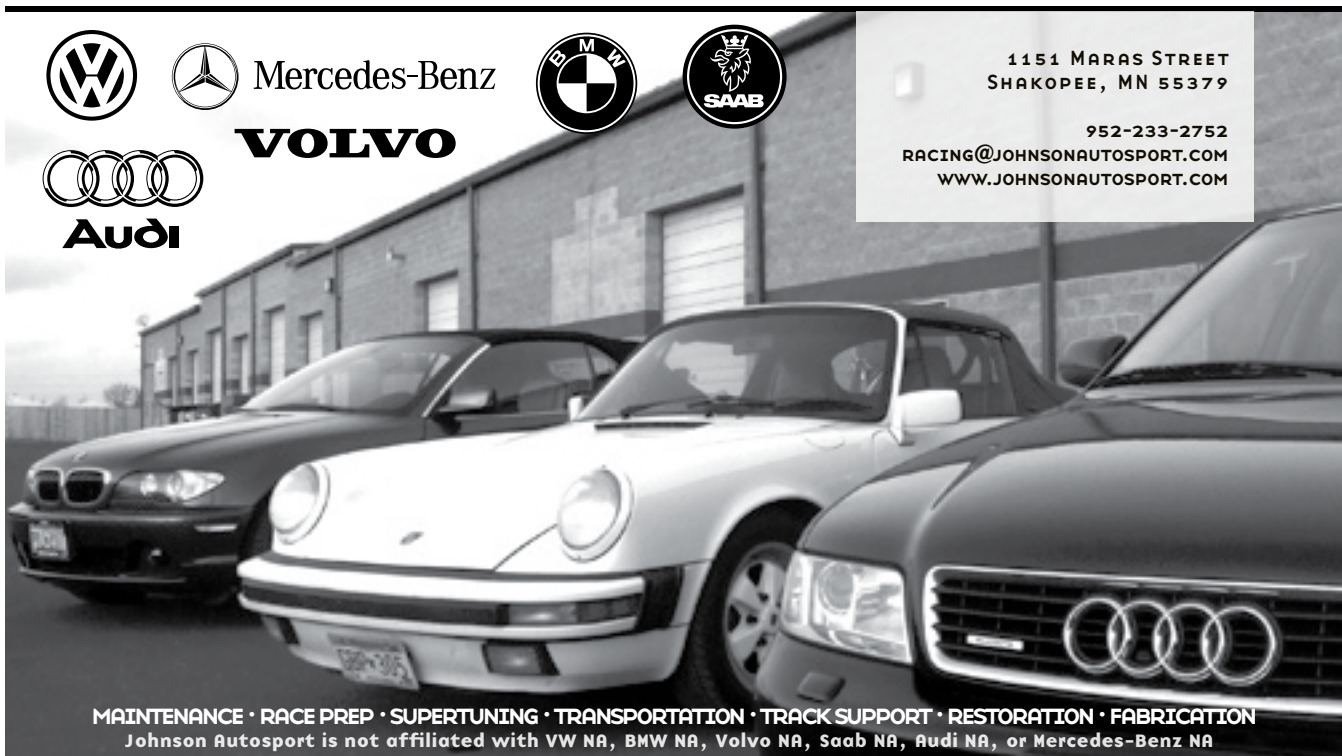
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# 60 Years of Porsche . . .

*continued from page 22*

percent of the voting share capital, Porsche is now the largest shareholder in VW. During the course of this year, its share will be increased to over 50 percent.

The goal of this path is clear: Under the umbrella of Porsche Automobil Holding SE, not only will growth for Porsche and Volkswagen be ensured thanks to their proven development and production partnership over the decades, but also the independence of both companies. And the Chairman of the Board, Dr. Wendelin Wiedeking promises that in the anniversary year of the Porsche sports car: "Porsche will remain Porsche in the future. Just as Volkswagen will remain Volkswagen. That is the recipe for success.

*Let's learn more about these historic six decades.*

## **Back to the future**

### **From the "No. 1" to the Panamera**

The first automobile to bear the name Porsche, model 356 "No.1" was developed 60 years ago. Due to World War II, the Porsche KG was moved from Stuttgart to Gmünd in Carinthia, Austria and there, in July 1947, Ferry Porsche began constructing a 2-passenger Roadster in a former sawmill. "My father fulfilled a dream with this project," explains Dr. Wolfgang Porsche, now Chairman of the Supervisory Board of Porsche Automobil Holding SE. The first Porsche sports car was based on the Volkswagen developed by Dr. Ing. h.c. Ferdinand Porsche.

In February 1948, construction of the chassis was completed for which a sleek Roadster body made of aluminum was produced. To test it out, the Porsche 356 "No.1" competed in the Innsbruck City Race on July 1, 1948 and won its class right off the bat. The production of a small batch of the model 356/2 continued into the second half of 1948. Just like the prototype "No. 1", the Porsche 356/2 was also built with an aluminum chassis, which was designed by Erwin Komenda, Director of Body Development. Praise came from all sides for the first ever Porsche sports car. Even the father of Ferry Porsche was satisfied. "I would not have changed a single screw," he said as he returned home after being held as a POW during the war. "Coming from my father, that was true praise," remembers Wolfgang Porsche.

By 1950 there were 52 models of the Porsche 356/2 in Gmünd, which were available in Coupé (hardtop) and Cabriolet (convertible) configurations. However, the temporary production plant did not allow for the company to further expand. So management decided to move the company back to Stuttgart in 1949.

In a rented factory, production of the Porsche 356, which was now built with a sheet steel body, began in March 1950. The production goal was a modest 100 cars a year. Yet success emboldened Ferry Porsche with the realization of his vision of "driving in its purest form." Just 10 years after its launch, more than 25,000 sports cars had been produced, by 1965, that number rose to 77,766 units of this model alone. After just 15 years, this

Porsche sports car was already considered a classic.

## **The new sports car idea – the 911**

By the mid 50's, one thing was clear to Ferry Porsche: The technological edge of the Porsche brand could only be maintained with a completely new design. In the end, increasingly powerful sedans besieged the 356, whose technology was based on the Volkswagen. As planning officially began in 1957, the key data for the 356 successor defined by Ferry Porsche had been established. The air-cooled boxer engine in the rear was to remain, in addition, the new sports car had to have more output and running smoothness, road holding had to be improved as well as the interior and the trunk space enlarged. "A set of golf clubs has to be able to easily fit in it," was one of Ferry Porsche's requirements.

The one thing that was not agreed on was the design. By 1960, after several internally as well as externally prepared studies, Ferdinand Alexander, the oldest son of Ferry Porsche, demonstrated a promising solution, yet his father decided against further developing the four-passenger "T7" in favor of a "T8" hatchback Coupé with a 2+2 seat configuration. Despite this, the 25-year-old Ferdinand Alexander Porsche specified the direction: "A good product has to be discreet. Design is not fashion," he said. From 1962 onwards, under the project name model 901, a sports car was developed with features that were already designated for the 356 and which are mandatory even nowadays at Porsche: A fast and reliable sports car that can be driven every day, yet is also socially acceptable and retains its value.

For the 901, the frame and chassis were completely redesigned. So it was decided, for the sake of trunk space, in favor of rack and pinion steering as well as space-saving wheel suspensions using the McPherson principle. Engineers replaced the outdated floating axle in the rear with a modern semi-trailing arm axle. When it came to the drive, the choice also fell to a newly designed aggregate. Under the supervision of Ferdinand Piëch, the nephew of Ferry Porsche, an air-cooled 6-cylinder boxer engine with an axial blower, dry sump lubrication system and two overhead camshafts were developed. It stood out due to its versatility and was continued in its basic form until 1998.

Porsche introduced the road-ready prototypes of the 901 at the International Automobile Exhibition in Frankfurt on September 12, 1963 and successfully tested it in the following months. On September 14, 1964, the first mass-produced 901 rolled off the production line. In October, the production-ready model was presented at the Paris Motor Show – yet afterwards the Stuttgart sports car manufacturer had to change the name of the model line. Since the French manufacturer Peugeot owned the rights to the 901 number sequence, Porsche's 901 became the 911 – three numbers that became big numbers and were to go down in history.

From the beginning on, Porsche understood that with the 911 it was constantly raising the bar for fascination and drive performance. In 1965, the 911 Targa followed and was impressive as a "safety convertible" with its stationary roll bar and removable folding roof. In 1972/73, Porsche produced a very special high-

*Continued on page 30*



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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. On the 1986 944, the rear brakes are both drum and disc.  
True or False  
1986 944 Owner's Manual, page 112
2. As Porsche closed out its 944 production in 1990/1991, a turbo version of the 944 \_\_\_\_\_ was produced.  
a. 944S2  
b. 944S  
c. Cabriolet  
d. None of the above  
Excellence Was Expected, Vol. 2, page 966
3. The 24-hour "Longest Day" races held at Nelson Ledges, Ohio provided Porsche engineers plenty of information for improvements on the 944 series. These improvements included:  
a. New Aluminum suspension arms  
b. Larger plastic fuel tank  
c. New boost-control system  
d. All of the above  
Excellence, Vol. 2, page 958
4. Porsche gave the 944 engine a cylinder-bore of 100mm, which was a new record bore diameter for Porsche cars.  
True or False  
Excellence, Vol. 2, page 946
5. The 1986 944 Turbo was one-tenth of a second faster than the 1986 Carrera from 0-100 km/h.  
True or False  
Excellence, Vol. 2, page 955
6. In January of 1989, Harm Lagaay returned to Porsche. His first project was to do a new front to revive the 944. This led to the \_\_\_\_\_ model with looks resembling the Porsche family of automobiles.  
a. 944S2  
b. 944 Turbo  
c. 968  
d. 931  
Excellence, Vol. 3, pages 1116-1117
7. The 924 engine and transmission came from the \_\_\_\_\_.  
a. AMC Gremlin  
b. Ford Fiesta  
c. NSU  
d. Audi 100  
Excellence, Vol. 2, page 747
- 8.. Total 944 manufacturing output in 1983 surpassed all but the best year of the 914/4 in 1973, hitherto the highest ever for a single Porsche model.  
True or False  
Excellence, Vol. 2, page 952
- 9.. Recommended tire pressures for the front (cold), rear (cold) and the collapsible spare tire is 44psi on the 1994 968.  
True or False  
1994 968 Owner's Manual, page 116
10. The amount of fuel reserve for the 1986 944 is \_\_\_\_\_ gallons.  
a. 3.0  
b. 4.5  
c. 2.1  
d. None of the above  
1986 944 Owner's Manual, page 107

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Answers:  
1. F  
2. F  
3. F  
4. F  
5. F  
6. F  
7. F  
8. F  
9. F  
10. F

# 60 Years of Porsche . . .

*continued from page 27*

performance sports car with the 911 Carrera RS 2.7.

As a weight-reducing homologation vehicle for motorsports, it is still considered one of the most coveted models ever produced. The next milestone in the product history was the 911 Turbo which was launched in October 1974 as a new top-of-the-range model. As the world's first mass-produced sports car with boost pressure-controlled turbo engine, the 911 Turbo was the fastest mass-produced automobile of its time. The 911 from the "G series", built since 1973, shaped the "look" of this model, particularly due to its safety bumpers, up to the end of the 80's.

The 959 has a special position in the evolutionary history of the 911. Porsche used it to show the competition everything that was possible in automotive engineering in the 80's. Powered by a 450 hp, "boxer"-type engine with water-cooled cylinder heads and sequential twin-turbochargers, the high-performance sports car easily exceeded the 300 km/h limit (186 mph).

The electronic suspension, the program-controlled all-wheel drive and the aerodynamically optimized body became the trendsetting features for later Porsche sports cars. A total of 292 units of the "Über-Porsche", which had first been introduced as the "Group B" study in 1983, were produced between 1986 and 1988. It went down in automobile history as the perfect sports car.

The 911 stays – with new ideas always added

No sports car is as technologically groundbreaking as the 911. "Better always works," that is the motto of Porsche engineers, who, in 45 years, have developed and improved the most varied models of this sports car. And customers know to value it – they have remained true to the 911 in all of its evolutionary phases and will continue to do so.

Though production of the "G series" 911 models of the Carrera and the 911 Turbo was halted in July 1989, thus marking the end of an era, a new generation of the successful model was waiting in the wings. In November 1988, on the 25th anniversary of the 911, Porsche launched the all-wheel drive Carrera 4. Highlights of the model, internally referred to as the 964 model, were, among others, the new 3.6-liter engine as well as a new and improved aerodynamic body with front and rear bumpers made of synthetic materials and an automatically expandable spoiler. During the course of the 1990 model year, the 911 Carrera 4 (model 964) as well as the 911 Carrera 2 (model 964) were offered as a Coupé, Targa and Cabriolet.

Traditionally equipped with a broad body and large rear spoiler, Porsche introduced in 1990 the third generation of its turbo 911 with the 911 Turbo (model 964) in 1990.

Throughout the course of the 911 model history, one innovation followed the next. The 911 Carrera model 993, which was unveiled at the Frankfurt IAA in 1993, distinguished itself due to its refined aluminum chassis, a harmonious design as well as a revised and improved 3.6-liter boxer engine. The 911 Carrera Cabriolet (model 993) was launched in 1994 at the Detroit Motor Show. The Tiptronic S automatic transmission with two shift paddles

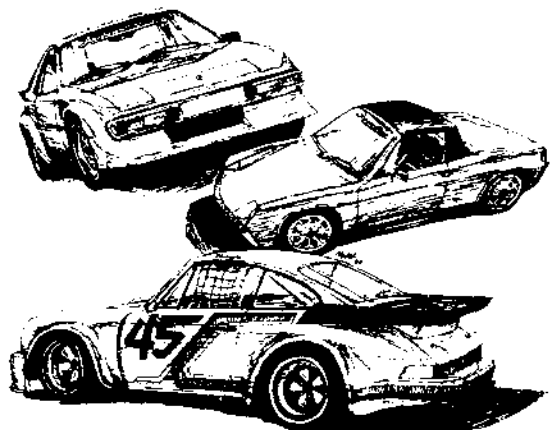
on the steering wheel of the 911 Carrera ensured a new Porsche driving sensation starting in the 1995 model year and onwards. A further generation of the 911

## **Turbo (model 993) was presented in March 1995 in Geneva.**

A highlight of the all-wheel super sports car is the twin turbo engine equipped with the OBD II emission control system, which, in its time, was considered the lowest-emission mass-produced automobile engine in the world. Another highlight of this model was the hollow-spoked aluminum wheels used for the first time in automobile mass production. The 911 Carrera RS (model 993) offers pure sportiness at 300 hp and an outstanding performance weight of 1270 kilograms (2794 lbs). The above model is exceeded only by the Porsche 911 GT2 (model 993), which is powered by a 430 hp twin turbo engine. After the four-cylinder 968 model and the eight-cylinder 928 model were discontinued at the end of the 1995 model year, Porsche unveiled other interesting options for this sports car classic with the 911 Carrera 4S (model 993) and the 911 Targa (model 993) in September 1995. A new innovative feature of the "Targa" was the glass roof that retracts behind the rear windshield.

One year after the successful market launch of the Porsche Boxster, the new "911 Evolution", the new 911 Carrera (model 996), was launched at the IAA in September 1997. This was the first sports car to be powered by a water-cooled, four-valve, six-cylinder boxer engine. The design interprets the classic line of the 911 in an innovative way and distinguishes itself through its low drag coefficient of 0.30. As a further stage in its product campaign, Porsche introduced the 911 Carrera 4 (model 996) with permanent all-wheel drive in the fall in Paris. In addition to the Coupé and Cabriolet variations, buyers could now choose between a 6-speed manual transmission and the 5-speed Tiptronic S.

*Editor's Note: For the lack of a better place to stop, the "60 Years of Porsche" will continue in the ensuing issues of Nord Stern as the authors continue the evolution of models up to today! Lots of great information, especially for all of us 'significant others' who may not have the background and sheer knowledge so notable among many Nord Stern members.*



# For Sale . . .

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

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## Winter Storage . . .

*continued from page 24*

unlikely it would be for you to find a lower radiator hose for a 944 Turbo at your local auto parts store, on a Sunday afternoon?) Use a 50/50 mixture of antifreeze and distilled water for maximum protection. Antifreeze by itself does not have the heat carrying capacity that cools the engine. Distilled water does not have the minerals that leave deposits and limit the efficiency of the cooling process.

Next, change your oil and filter. The old oil in your crankcase is filled with acids and grit, and letting it sit all winter is not going to do your engine any good. Even with the new motor oil tax from Uncle Mario, frequent changes are cheap insurance.

Don't forget your fuel filters. If you can't remember when you changed them last, it's been too long. Your air filter could also stand to be looked at. Once again, cheap insurance to preserve an expensive motor.

Fill your tank with good gas. A full gas tank is less likely to be subject to water condensation and the resulting contamination and corrosion of your fuel injection system.

Take the time to consider doing those things that you have been putting off (because you didn't want to take the car off the road for such a long time) like rebuilding your CV joints, or changing your shocks and struts, or refinishing your wheels.

During the winter, start your Porsche once every couple of weeks. If the weather permits, back it out and let it get good and warm. Run the air conditioner for a few minutes to lubricate the seals in the compressor. Check your tire pressures. Check the fluid levels. Keep your battery charged.

Polish the car and think of warmer days, the wind in your hair, hitting the apex at the downhill turn at Lime Rock, your significant other in the passenger seat: the good times.

Then go back in the house and warm your freezing butt by the fire.

### WINTER STORAGE: HOW TO PREPARE YOUR CAR

**By Neil Goldberg & Wayne Kadrovach, From: Porsche Pushers Private Papers**

1. Change Oil
2. Do not wash the car on the day you put it in storage. The car should be washed and driven a couple of days before storage to get water out of parts, like inside the doors. I always recommend that a car be driven after every wash.
3. Put 45 lbs. air in the tires.
4. Fill gas tank and put a can of Sta Bil in the tank to stabilize the gas during storage. (Sta Bil is available at marine and lawnmower shops.)
5. Put a light coat of Vaseline on doors, trunk and other rubber to protect it. Vaseline can be used on your alloy wheels also.
6. Disconnect battery or pull fuse for clock to prevent battery drain. If your car has a burglar alarm, DO NOT set it unless you charge the battery every 3 to 4 weeks. The alarm will drain the battery when on.

7. 928, 924, 944 check anti-freeze.
8. Check window washer anti-freeze.
9. Use a good grade of leather treatment on leather to prevent drying of leather.
10. Leave doors and trunk ajar.
11. Block Windshield wipers off window.
12. Put the car in a gear instead of using the emergency brake.
13. Once a month, push your car a couple of feet forward or backward so the tires won't get a flat spot on them.
14. Push the clutch in once a month.
15. If you start the car, make sure the car is at a normal operating temperature before shutting off. I do not recommend running the engine because a warm engine creates water condensation when it cools down.

## 1921 French Grand Prix . . .

*continued from page 33*

Murphy crossed the line amid jeers and whistles from the French spectators, who had come to see one of their drivers triumph. Not only had it been an American victory. It had been an American 1-2.

The team had to lift Murphy from his car. He was the first American to win a European Grand Prix. He would remain the only American to achieve such a feat until Phil Hill <<http://www.grandprix.com/gpe/drv-hilphi.html>> won the Italian GP in 1960. The French were unimpressed. They did not even play [sl10]The Star-Spangled Banner[sl0].

After the race there was a grand banquet but, once again, the Americans were given the cold shoulder. The ACF began proceedings by toasting the third-placed finisher Jules Goux - a Frenchman. At this point Murphy and Robertson calmly set down their glasses of champagne and walked out of the dinner.

Jimmy Murphy and his famous white Duesenberg returned to America. The following season Jimmy won national championship and the Indianapolis 500. In 1924 he once again won the national title. But his career was to be short for he was killed driving a dirt car at Syracuse, New York, that same year. His car hit a fence and a splinter of fencing pierced his heart. He was just 30 years old.



# The 1921 French Grand Prix . . . September 19, 2000

by Joe Saward, [www.grandprix.com](http://www.grandprix.com)

Mike Jekot sent me the following article of which he says 'I did not write this but ran across this story while doing research for a painting I'm currently working on. A very interesting story from the beginning of the Formula 1 era.

Formula 1 thinks itself superior to other forms of motor sport -- particularly Indycar racing. Such arrogance is not new. In 1921 it was much the same...

The Great War turned America from a nation isolated from Europe into a world power. American forces under General Pershing had arrived in France in 1917 and helped to drive the Germans back. American industry was booming and exports were increasing.

While France was reconstructing after the war, there was little racing, although the French manufacturers produced cars which were dominant. In 1919 Peugeot won the Indianapolis 500 with Howdy Wilcox driving. Later that year Andre Boillot took another Peugeot to victory on the Targa Florio. For 1920 both Peugeot and Ballot sent teams to compete at Indianapolis.

In 1921 the Automobile Club de France decided that the time was right to revive its Grand Prix for the first time in seven years. It was decided to adopt the same formula as was being used at Indianapolis: three-litre engines and a 800kg weight limit.

The venue for the event was well chosen - Le Mans, where the first Grand Prix de l'ACF had taken place in 1906.

The track would be totally different from that used 15 years previously. It was laid out on public roads, running through the southern suburbs of the town and out into the country on the route nationale towards the village of Mulsanne. The track then turned west and up to the village of Arnage. It was 10.75 miles in length, narrow and very stony. The 1921 track forms the basis of the Le Mans 24 Hours circuit still used to this day.

Adopting American regulations opened the way for US manufacturers to send over teams, so to dissuade the Americans, the entry fee was extraordinarily high.

It did not work. Nor did it stop French manufacturers hiring American drivers who had more experience with the machinery being used. Not only did Duesenberg send over a four-car team, but Ernest Ballot decided to recruit an American star in his driver line-up.

The Duesenberg team featured Americans Jimmy Murphy and Joe Boyer with Europeans Andre Dubonnet and Albert Guyot and was managed by one of America's greatest early drivers, George Robertson, who had won the Vanderbilt Cup in 1908.

At Ballot there was American Ralph de Palma teamed with Louis Wagner, Jean Chassagne and Jules Goux.

A third factory effort came from the newly formed Sunbeam-Talbot-Darracq team, which had four cars for Frenchmen Rene Thomas and Andre Boillot and British drivers Kenelm Lee

Guinness and Henry Segrave.

The Duesenberg brothers had worked on Bugatti <<http://www.grandprix.com/gpe/con-bugatti.html>> aero engines during the war and their straight-eight engines owed much to the French company. Their greatest technical innovation, however, was four-wheel hydraulic braking. Things did not begin well for the Americans. A week before the race, while testing, Murphy rolled a car. He was crushed beneath his car and suffered internal injuries. He was hospitalized.

Murphy was a 27-year-old Californian of Irish stock and as tough as nails. He was determined to race.

The race was held on a Monday and, two hours before the event began, Murphy climbed out of his hospital bed, bandaged from waist to shoulder, and headed for the track. Such was the pain that he had to be helped into his car. The cars were sent off in pairs at 30 second intervals and, at the end of the first lap, Boyer's Duesenberg and de Palma's Ballot shared the lead, both clocked with at 8m16s.

On the first lap Wagner's Ballot suffered clutch failure and, so legend has it, the Frenchman spent much of the rest of the day leaning on his parked car sipping champagne.

As the race developed the track began to break up and the cars found themselves circulating in clouds of dust. While this made life difficult for the drivers, there was considerable danger caused by flying stones. One driver, Moriceau, was knocked unconscious by a flying rock and other cars suffered punctures and holed radiators.

The Sunbeam-Talbot-Darracqs ran into tyre trouble early in the race and, from driving consistently, Murphy emerged in the lead. Lap after lap the lead grew. He was chased by Chassagne's Ballot and the Duesenberg of Boyer.

After 12 laps Murphy finally pitted and lost the lead, but six laps later - on the same lap - both Chassagne and Boyer retired: the Frenchman having his petrol tank come adrift and the American after an accident.

Murphy moved back into the lead. The field was decimated by the flying stones, but the Americans, notably de Palma, decided that when suffering a puncture, it was quicker to drive to the pits on the wheel rims rather than change the tyre on the track.

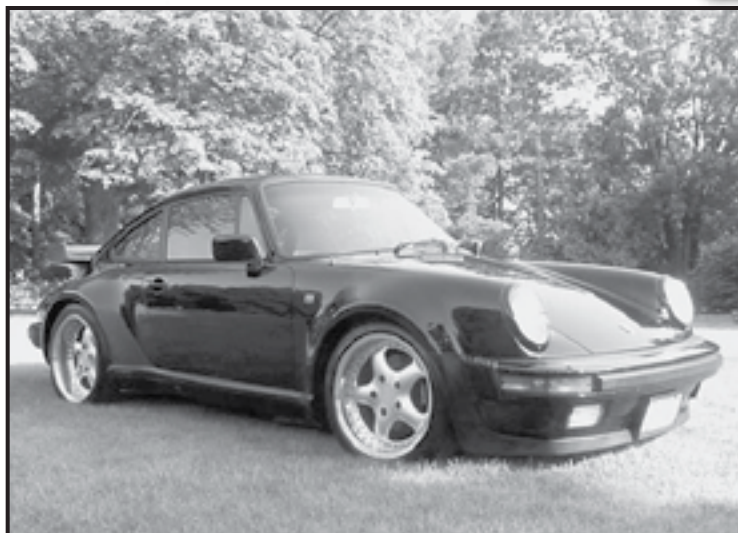
As the race drew to a close, after four hours and 322 miles of dust and missiles, Murphy was 15 minutes clear of De Palma, who had been delayed by punctures.

But could Murphy hold out? His body was bruised and battered but he would not give up. With just two laps to go a stone tore a huge hole in the radiator of his Duesenberg. Still he would not give up. As he completed the last 20 miles of the race, he suffered two punctures, but on he went.

*Continued on page 32*

# The Sign Says it All...

Seen in abundance at this year's Last Fling, member John McCarthy had these stickers printed to honor Nord Stern members and friend who currently are battling cancer or have recently. Is this a great club, or what!



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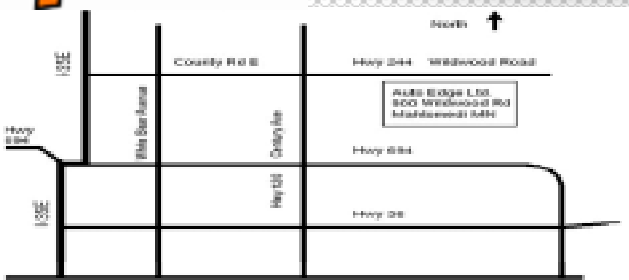
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