

NORRO STEERN

DECEMBER 2008

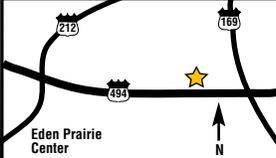




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pkviau@comcast.net

Vice-President

Bob Barker
14867 Boulder Pointe Road
Eden Prairie, MN 55347

952 949-0140, x312
bbarker@slogic.com

Secretary

Dale Trippler

651 490-1485
daletrippier@comcast.net

Treasurer

Jeff Bluhm
6767 Marsh Ridge Ct.
Eden Prairie, MN 55346

952 975-5931 (h) or 612 371-1148 (w)
jbluhm@oldrepnatl.com

Advertising

Ed Vazquez

952 934 5093
edmn911@aol.com

Autocross & Time Trial

Harvey Robideau

952 361 4872
p911SC@earthlink.net

BIR Relations

Rick LaVerdiere

651 998-1511
ricklav968@hotmail.com

Board of Directors

Chip Smith

952 942-6686
chip13@comcast.net

Rick LaVerdiere

651 998-1511
ricklav968@hotmail.com

Cal Townsend

952 431-4442
twn820@aol.com

Charity Fundraiser

Keith Jones

952-829-5989 ext 203
keithj@moscoe.com

Concours

Phil Saari

ps356er@yahoo.com

Club Race

Roger Johnson

763 557-9578
rogerdjohnson@comcast.net

Dealer Relations

Roger Johnson

763 557-9578
rogerdjohnson@comcast.net

Driver Education

Andrew Busche

612 824-3547
andrew.busche@watsonwyatt.com

Road America DE

Dave Anderson

763 479-8231
david@anderson.com

Driver Education Registrar

Keith Fritze

612 275-4891
nsrfritze@yahoo.com

Driver Training

Jon Beatty

952 449-0187
jon@minnetonkasoftware.com

Ron McFarland

German Car Fest

Paul Bergquist

952 937-1822
Mercedes-Benz Club

Insurance Chair

Michele Johnson

952.476.7445
micheledj@earthlink.net

Membership

Steve Sherf

952 471-1054
ssherf@att.net

Met Council

Bob Kosky

952 938-6887
4tun8@usfamily.net

Newsletter

Christie Boeder

612 845-4509
editor@nordstern.org

Rally

Dale Trippler

651 490-1485
daletrippier@comcast.net

Rules

Bret Bailey

952.240.4782 (cell)
bb@bretbailey.com

Harvey Robideau

952 361 4872
p911SC@earthlink.net

Shop Relations

Jim Bahner

715.549.5486
jbahner@tela.com

Social

Kim Fritze

612 275-4891
kimfritze@aol.com

Safety

Dave Anderson

763 479-8231
david@anderson.com

Taste of the Track

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

A year, for me, has passed by so quickly. I realized that this would be my last article as President, wow. I can't believe what an experience it has been, I have learned so much, and here I thought I knew it all (just kidding). I have met more and more of the wonderful people that are all members of the award winning Nord Stern.

Our driving season at Brainerd International Raceway started off a little frosty, but we made up for throughout the summer with some wonderful times. Thanks to the people that take care of all the things involved in putting these events on. **Keith & Kim Fritze** for registration and social, **Dave Anderson** for safety, **Andy Busche** for organizing the eventmasters throughout the season, and of course the eventmasters that chaired each event. Thanks again to **Roger Johnson** for organizing another great Club Race. We had a driving tour in the spring and in the fall this season thanks to the efforts of **Mike Lancial**. A rally thanks to **Dale Trippler**. The Fall color tour, **John** and **Susan Dixon** with help from **Jill Daneu**, is growing and continues to be a highlight of the Nord Stern calendar.

Some great social gatherings with our Annual in January when I received the coveted pressure plate and the awards dinner just last month, thanks again to **Kim Fritze** for all your efforts. As soon as I send this off I will remember someone else I would have liked to thank in this article, so **Thank You** to all who participated and volunteered your help this season. I would like to recognize some awards that were announced at the Award dinner, over and above the Autocross awards. For his success in driving and his willingness to volunteer to be a co-event master at the infamous Frosty Fling, Rookie Driver of 2008 goes to **Mark Kedrowski**. For again his success in driving and for continuing to support Nord Stern even though he lives quite a long way from here, Driver of the Year goes to **Dave Roberts**. For all the time and effort put into making our events safe, being our eventmaster for the Road

America Driver Ed, and for stepping in as registrar, Volunteer of the Year goes to **Dave Anderson**. And, for taking on the role of Drives Training Chair with some great schools this year, and continuing on with some great ideas, Member of the Year goes to **Ron Macfarlane**.

Last, but by all means not least our Annual Banquet on January 17th is shaping up to be a great event, thanks to Roger Johnson and Kim Fritze, this will be our kick-off event for our celebration of 50 years of Nord Stern. Put this high on your list of events for 2009.

Thank you; it has been a great year.



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Welcome

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Congratulations to the following for 20 years with Nord Stern, earning LIFE status!

- **Ron Smith**
- **Chris Dvorak**
- **Doug Farrow**
- **Steve Glende**
- **Keith Gruebele**
- **Mike Hoke**
- **Chad Lemmons**
- **Wright Nee**
- **Henry Rodgers**
- **Jim Thole**
- **Tom Walgren**

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.

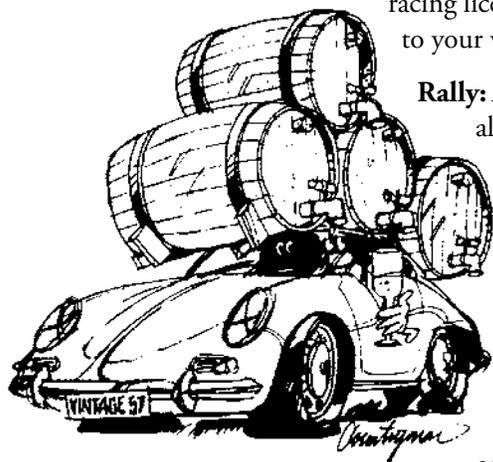
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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 last issue of the 2008 calendar year is now one for the history books. Hard to believe, the year has flown by and there has been lots going on for one and all. Instead of writing much I thought I would feature a recent 'adventure' one of our fellow Nord Sterners experienced this week. And what a story it is! Fred Bursch of Bursch Travel was flying his plane when things didn't go quite right, here's the story by Fred himself:

Happy to be here

As some of you have already heard, I had a little excitement in my life yesterday. (The news has been rather slow since the election and I needed to shake things up a bit)

I was flying up to Brainerd to have some radio work done on my airplane. When I took off from Alex and raised the landing gear I heard an unusual thunk. Normally you hear the wheels retract but this was in a different spot. When I arrived at BRD I couldn't get the gear to come down. I executed the emergency procedures but it still didn't come down.

I talked to a mechanic on the ground via radio and another mechanic in Alex was relayed via the telephone and airplane radio. They gave me some additional ideas which I tried to no avail. Since I still had several hours of fuel on board I flew back to Alexandria. I talked to the mechanic and tried everything under the sun but nothing work. I flew in big circles for 2 hours until I burned off most of my fuel.

Finally, about 3:30 PM I brought the plane in for a gear-up landing. There were 4 fire trucks, an ambulance, news reporters and plenty of observers by that time. There was a good headwind which helped slow my ground speed. Normally I land about 100 mph but I was down to about 75 when I touched. Honestly, there so many things to do at the last minute – switch off the fuel tanks, cut the power, turn off the engines, drop the flaps, turn off all the electrical. I hardly remember the landing. All the spectators (gawkers) said it was picture perfect.

After sliding about 300 feet to a stop I immediately jumped out and ran away from the plane in case there was a fire. Luckily

there was none. I actually have been on commercial landings that were much rougher. I didn't have so much as a bump on my head and I didn't even have to change underwear!

Terri met me in an airport emergency vehicle and was very pleased to see me in one piece. When I walked into the terminal there were a lot of friends waiting and even my pastor from church was there. Glad they weren't all there for

Continued on page 14



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Loonacy Club Race Weekend

Just wanted to send an E-Mail to all who worked so hard to make the Club Race weekend such a seamless and enjoyable event. I will not try and mention names because I am sure I will miss too many and there' are so many who work behind the scenes. I think everyone had a wonderful time and we were able to raise money for a good cause. I am proud to be a member of such a fine group.

– Stephan Meydell

I would agree. Great weather. Plenty of track time and always a well run event.

Thanks to all the volunteers that made it happen.

– Scott Kuhne

Kudos to all involved who made this year's Loonacy Event another overwhelming success.

There are as always individuals from the club who generously step up and make the weekend for all Nord Stern Club members a lot of fun! Even though I'm there to club race, the weekend really is a wonderful Porsche festival. The Courage Center activities including the auctions, the Driver Ed sessions, and the racing all contributed to one great weekend. It's no wonder Nord Stern is PCA's region of the year!

Thanks to Roger Johnson and his great team: registrars Kim and Keith Fritze, safety guru Dave Anderson and his team, and our Lakes tour organizer, Ron Faust. How about Keith Jones. What amazing energy he puts forth on behalf of the Courage Center. Hats off to the PCA national team for managing an already well-oiled racing venue, and of course to all of the safety folks that are there for us. I know I've probably missed some people, so my apologies in advance. Thanks again to all who were involved.

– Jim Holton

Sticker Removal (but who puts stickers on Porsches!!!)

If you're a good American and don't want to sulk if your candidate just lost, or gloat if your candidate just won. Of if you're tired of that "Disco Sucks" bumper sticker (I had one on my car in college) here's the best way to remove it without damaging your paint or chrome.

- Begin by softening the sticker's adhesive using a hair-dryer.
- After the adhesive has begun to soften, spray a light spray-lubricant over the surface of the sticker. After the lubricant has soaked in for a few minutes, you should be able to begin peeling back the sticker. Peel slowly and carefully.

- If you have to do any scraping to remove adhesive or sticker residue, use a plastic spatula or similar tool. Avoid using any sort of metal scraper or blade as this could scratch damage the paint or the bumper.
- If any adhesive remains after the sticker has been removed, follow up by wiping the area well with ordinary rubbing alcohol and a clean cloth to help dissolve and remove the adhesive.

RESOURCE: Ultimate Auto Detailing Model: 0879389419
Author: David H. Jacobs (1995)

– Keith Jones

Great advice Keith, I generally trust a non-volatile hydrocarbon more than any alcohol. Vegetable oil or motor oil or diesel fuel . . . they are easier on finishes and still soften traces of PSA. When you are nearly done, a strong solvent might remove traces in a few minutes, versus an hour for an oil. I am usually not in that kind of rush. If you have an oil-permeable surface, the solvent wipe might be better than soaking under 2 drops of oil. A fingernail is better than a plastic scraper in some ways. Oil will not harm you; solvents like alcohols will pass through the skin, so you have to wear the right gloves, and vapour goes right into the lungs.

– David Grant

Fall Tour and Lunch At The Stone Barn

This was our forth "Lancial" guided driving tour. The first was Spring 2007 to the Pickle Factory in Pepin WI. We had a good time, met some wonderfully nice people, and we knew we would do it again. Fall 2007 was a trip to New Ulm including a tour of the Shells Brewery. Again we had a wonderful time, the brewery tour was very interesting. Much better than other brewery tours I had been on and, since that day, Schell's FireBrick has become regular part of my beer rotation. Spring 2008 again was a drive to New Ulm (by a different route) and we visited the Herman the German monument and while the drive was fun, the weather would not cooperate making the adventure a bit cold. (I guess it is too much to expect Mike to make everything perfect.)

So this brings us to yesterday, the Fall 2008 tour to the Stone Barn in Nelson, WI. In our opinion this was the best trip so far. The weather couldn't have been more gorgeous, the route spectacular, and the Stone Barn . . . Well, you are cheating yourself if you don't one day make this trip. (I understand that Christie provided the tip for the destination.) For those of you that missed yesterday, I don't know if it will ever get any better. Our thanks to Mike and Lori and co-chair Sarah DeLong for a wonderful day.

– Michael & Carrie John

P.S. I admit, I didn't pay all that much attention to where Mike

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NORD STERN DECEMBER 2008



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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

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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50th Anniversary Kick Off!

Nord Stern

Annual Holiday Party
Featuring Patrick Long

**Interlachen
Country Club**



Above: Patrick Long at Road Atlanta Petit Le Mans,
photo by Dale Trippler, Above, right, Monterey
Sports Car Championships at Laguna Seca,
October 16-18
Photo courtesy of Rick Dole

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Saturday, January 17, 2009

The Kick Off Event of the Year!





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Letters to the Editor . . .

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was taking us yesterday. It was so easy to just enjoy the drive. Well fyi, the Stone Barn is not a main thoroughfare and we had to form a little caravan just to get back. I think we had Fred and Jill, Todd and Jeanine, Brian and Matt, and a Silver Grey Boxster that I think we lost in Wisconsin. They were probably captured by Cheese Head Packer Fans and are right now being forced to memorize Rodgers stats while stuffing pins into tiny effigies of the Atlanta Falcons. At least we know they will be well fed.

<http://www.nelsonstonebarn.com/>

Pictures at The Stone Barn and on the drive by Brian Mayer's son, Matt



Croctoberfest 2008 . . . Say What?

by Dale Trippler

October 2-5, 2008, Atlanta, GA: It was a sunny morning Tuesday, September 29th when Kim Fritze and I met at McDonald's in Hudson, Wisconsin for our drive down to Atlanta, Georgia to attend the Croctoberfest. KC, Kim's golden retriever, was along for the ride to Grandma's house for the weekend. Kim drove her 2006 Arctic Silver Cayman S and I drove my 2006 Speed Yellow Cayman S. Since KC was Kim's navigator, Keith Fritze had to fly down for the weekend and flew back on Sunday.

After getting our coffee and Kim giving me my walkie-talkie, we started our journey to Kim's mother's house in Chicago, our first stop. Traffic was pretty light and moved well. The walkie-talkies came in handy and provided some relief from the long drive.

I was very happy to have a way of contacting Kim once we neared the outskirts of Chicago. That is when driving the Cayman proved useful. Drivers in Chicago all seem to think they are driving Formula 1 cars, even if it looks more like something out of a demolition derby. We made it to Mom's house without too much trouble and had a nice evening visiting and getting a good night's rest before heading out the next day. KC stayed at Mom's for the weekend, so Kim was left with only me as company. Small consultation, but better than nothing I hope.



Our next destination was Nashville, TN. I have a friend who lives in Nashville and he offered to put us up for the night. I was warned however, that Nashville was in the middle of a gas shortage. So I got online and found a couple of places in Paducah, Kentucky that not only had gas, but also was almost 40 cents a gallon cheaper than gas in Nashville if we could find it. We gassed up in Paducah and found Steve's house without too much trouble. We took Steve out to dinner and visited with him and once again got a good night's rest before having breakfast and finishing our last leg into Atlanta.

The highways in the Atlanta area are almost always busy. We got to the northern ring of Atlanta a little after noon. Even though there were three lanes on I-24, and traffic was moving well, it reminded me of our drive in Chicago. The speed limits were almost



always 55 MPH. Anyone doing the speed limit would cause a serious accident for sure. Most of the time, when traffic wasn't at a complete stop, if you weren't doing 75-80, you would be holding up the flow. And when following Mr. Fritze, well does going down the straightaway between 10 and 1 at BIR say anything to you? But that's another story. We checked into the hotel and found other Caymans in the parking lot and other Porsche nuts in the lobby. We were excited and ready to let the fun begin.

Thursday afternoon we walked over to a small mall for lunch and then dropped in at PCNA headquarters. Headquarters are located in a tall building with "PORSCHE" across the top. When we got off the elevator, we realized you could only get into the offices if you had a pass card. Luckily, a young gentleman was waiting for an elevator and noticed we seemed lost. He opened the door for us and offered to help us find who we were looking for. Of course we weren't looking for anyone, we were just curious. Kim handled the situation by asking for someone she knew who worked there. He was not there. They assured us there wasn't anything interesting there, only offices, copy and fax machines. So we left.



Continued on page 14

Carousel Porsche/ Maplewood Imports: Not so Trivial Dealership Trivia . . .

by Roger Johnson

In my research for the 50th Anniversary, I was reminded that Larry LeJune started Carousel in 1972. That makes Carousel one of the oldest dealerships with the same ownership in the country. He stepped up and purchased what is now Maplewood when that dealership faltered a number of years ago. He has made major investments in these businesses as he is currently in the Porsche area at Maplewood. Makes you wonder what our Club would look like if this one individual didn't do what he did roughly 36 years ago. I don't see Larry often enough as he is a wonderful gentleman, but when I do I always try to thank him for his support of our club over the many years.

I have gotten a couple of emails with more information. Larry LeJuene actually purchased Carousel in 1973. Prior to that it was owned by a group led by Dr. Jack Zimmer. He had opened Carousel in 1969 in Hopkins. Later, Jack and his wife had a parts

store called Karrousel in Crystal. Schmelz (not sure of spelling) opened what is now Maplewood about the same time. They sold a few years later to Don Sears, who owned it for many years.

From the Editor . . .

continued from page 7

the funeral. I even understand that it was on the TV news last night, complete with video.

I am not sure of the damage total but have to meet with the FAA and complete a bunch of reports. Hopefully there will be no license suspension or violations (can't think of what I might have done wrong but who knows what the FAA will say)

www.echopress.com

Editor's Note: Fred actually attended law school with my husband, way back when, and has participated in several events upon joining the club a couple of years ago. I watched the video of the landing, and he definitely nailed it. Glad this adventure had such a happy ending.

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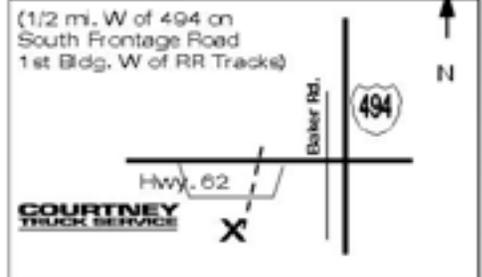
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CroctoberFest . . .

continued from page 13

We then spend some time cleaning our cars. We met other Cayman owners and talked with them while we worked on



removing bugs, dirt, and other unwanted materials from our babies. Keith arrived in the afternoon. Thursday night the Cayman club members were invited to the Kinetic Speed Shop for dinner and a raffle. The Kinetic Speed Shop was in Buford, GA, about 20 miles from the hotel. The dinner was supposed to start at 6 PM, right in the middle of evening rush hour traffic. About 30 minutes into the drive, I was about ready to turn around and go back to hotel. We were moving at the hectic pace of about a mile an hour. I figured if this kept up, we would get there in two days and I would run out of gas in one day. But just as I was running out of patience, traffic started to move.

I changed my e-mail address in August and never got any of the information sent out, so I was counting on Keith and Kim to get me to all the events. After trying to follow Keith around Atlanta, I think I am now qualified for Club Racing status. I used all of my Autocross and DE/DT training and many other skills I didn't know I had.

We got to Kinetic Speed Shop on time and found their parking lot full of Caymans and other Porsches. After the buffet, they held a raffle. Kim won the first prize given out. It was a \$900 modification chip to make her Cayman more powerful and quicker to respond. They install the chip while the evening went on. Kim



also won a Porsche Design pen and a few other goodies. Keith and I won nothing.

Friday morning was the Car Show and Exhaust Shoot-Out. On the top of the PCNA parking ramp, almost 70 Caymans were parked. It was fun to see so many Caymans all in one place and to talk to other Cayman owners. After the Car Show, they had an exhaust shoot-out with some Cayman owners who had modified their exhaust system. Attendees were given scoring sheets to grade the sounds and sights.

Following the Car Show/Exhaust Shoot-Out, Jim Ellis Porsche of Atlanta hosted a Tech luncheon for all of the Cayman club members. Once again, it was fun to see all of the Caymans parked together in one area. Many pictures were taken and after the luncheon some prizes were given away. Kim knew the answer to one of the questions and won a prize for knowing the number of gallons of gas left in the tank when the red light goes on. Just in case that comes up at your next party, the answer is 2.6 gallons.

In the afternoon, a Gimmick rally was held. Either Fritze's or I participated in the rally. The Fritze's headed to Road Atlanta in the hope of getting on the track for a few parade laps. They arrived



too late however. I opted for a nap. After driving over 1,200 miles the two days before, and not getting a lot of sleep the night before, rest was what I needed most. Also, my navigator, Steve from Nashville, wasn't able to join me as planned. So trying to drive and navigate would have been more than I could handle.

The Awards Banquet dinner Friday night was a time to visit again with other Cayman owners, have a nice meal and hear Vic Elford tell us about some of his driving experiences and field questions from the crowd. After Vic entertained us with his wit and recollections, more prizes were given away. Kim won a Porsche Experience Driver's Training for one day. Keith won nothing. But this time I won a clear engine cover. Next time you see my Cayman, you will be able to see the top of my engine. Only one other Cayman at the gathering had the clear cover and it was sort of cool to see the engine.

The big event was held on Saturday, October 4th at Road Atlanta, the ALMS Petit Le Mans race. The race was a 10 hour or 1000 miles event, which started at 11 AM. Porsche had reserved a

Continued on page 16

CroctoberFest . . .

continued from page 15



large area for Porsche owners to park their cars and put up a tent with picnic tables and chairs and a big screen TV to watch the race. The Porscheplatz had over 240 Porsches parked in it. It was a sunny hot day with temperatures in the mid-80's.

From the Porscheplatz, you had a good view of part of the track. But the track is over 3 miles long and in order to see the rest of it, you had to do some serious walking. It is an extremely hilly area. We walked most of the track, but it took a long time to walk from one end of the track to the other. Kim and Keith covered the whole area; I stopped short of going all the way to one end.

Before the start of the race, they had several speakers talk to us about Porsche's racing program and welcome us to the Porscheplatz. Kim won the prize for driving the longest distance to get to the race. She beat me out by 12 miles because she started



from Orono, which is on the western edge of Mpls. The prize was a nice suede jacket, which will be monogrammed for her. If they had given away an RS Spyder, I think Kim would have been driving it home.

I ran out of gas around 5 PM and headed back to the hotel. My Cayman was almost out of gas too. I stopped at the gas station by the entrance to the freeway. They were out of premium, so I headed down the freeway and got off a couple of exits later. All the gas stations at that exit were out of gas completely. After a

couple most exits, I was able to find regular at \$3.89/gallon. I put in four gallons anyway.

After taking a shower to wash off some of the red clay from the track, I headed out to find a TV with the race being shown. The hotel didn't have the Speed Channel, so they directed me to a sports bar with 75 flat screen TVs. When I got there, every TV in the place had a football game on, except for one small TV over the bar. Since the bar was full with no place to sit down, I headed back to the hotel too tired to fight the crowds. Kim and Keith left the race shortly after I did and they got to the sports bar a little later and talked the bartender into turning one of the other TV's onto the race.



The next morning I got on the road a little after 5 AM. Kim stayed behind to see Keith off for the airport. I made it to Champaign, IL before settling in for the night. Kim made it all the way up to her mother's house in Chicago. We both ended our journey the next day at our respective homes.

It was a wonderful experience. We are both looking forward to going again next year. Hopefully it will be a lot closer. It was a long drive, but worth it in so many ways. We got a chance to meet and visit with a lot of other Cayman owners. There were many fun events we attended and Kim made out like a bandit. We would highly recommend any Nord Stern Cayman owners to plan on attending the next Croctoberfest. If you enjoy yourself as much as we did, you are sure to have a wonderful time.

Carmudgeon Chronicles . . . A Day In The life Of Sam The Saver And His Tiny, Planet-Friendly Car

By Ken Kamstra

Sam had a belly full of five dollar gas and hundred buck fill-ups. Oh, his big old SUV was roomy and comfortable as all get out. Lots of power to thumb his nose at Minnesota winters. But it had to go!

"I'll miss you old buddy" Sam said as wheeled onto the lot at Midget Motors. He was fighting back tears. All the more so when the salesman gave Sam his "best offer" for the SUV.

"Most dealers won't even take these babies" the salesman said. "You're lucky."

Sam thought the salesman seemed a bit on the smarmy side.

Sam didn't feel lucky. More like sick. Still, he had felt lucky a couple of months ago when the Midget Motors ad caught his eye.

NEW! Midgeteer! Beats the high cost of gas, Fun to drive while you save. Order yours today!

Sam did just that. The ad must have been written just for him. He couldn't wait for his new Midgeteer to arrive. He'd show those gas profiteers! What luck!

Al Gore would praise his good citizenship. Hell, maybe even Obama would take notice. It didn't really matter though. Sam was doing this for Sam.

And now here he was on the Midget Motors lot. He didn't feel lucky no matter what the salesman said. He gave his old SUV a last loving look on his way into the show room.

His new Midgeteer was front and center, pint sized. Cute! Symbolic green was the only color choice. Sam's six-foot-two frame towered over the car.

"Somehow we'll all fit into this thing", Sam said. "We're doing the right thing." His petite wife wouldn't have too much trouble and the twins were still toddlers.

Time to settle up and be on his way. Sam was in for some shock treatment.

"We usually don't even take SUV's." said the sales manager, "we can't give the damn things away." With that he offered Sam a "no dicker" fraction of it's original cost. Sam was glad that at least his Midgeteer was priced as agreed.

"But this damn insurance is outrageous!" Sam found himself yelling.

"It is high alright. But that's because it's small car." In a matter of fact manner that only fanned Sam's rage, the sales manager

explained, "tiny cars just cost much more to insure."

"Why for God's sake?" Sam was trying not to lose it.

"Because tiny cars get beat up more in accidents. And people inside them get hurt. Or worse. I'd drive real careful if I were you."

There was that damned matter of factness again.

"But you will be saving money on gas. Saving even more cuz gas is only \$1.79 today."

Have a good day, Sam.

- Ken:thinkmk05@comcast.net

Nord Stern Welcomes New Advertiser: Chateau St. Croix Winery!



Chateau St. Croix Winery & Vineyard opened in August 2004. The winery is crafted in the image of a European Estate, complete with an art gallery, vineyards, a carriage house, stables, gardens, picnic areas, and a fishing pond. Visitors from the heartland of America can escape to another time and place while remaining close to home.

Chateau St. Croix offers a variety of handcrafted wine selections. The wines are made from local harvests as well as grapes and juices imported from California and other regions. The winery produces more than a dozen different varieties of wines, and they have won numerous awards in national and international competitions. The Winery is regularly open to the public and is also available for private parties in the art gallery and the tasting room with a capacity for approximately 200 people.

The owners, Troy and Laura Chamberlin, developed their passion for wine in the Rhine Valley of Germany. They lived in Egelsbach, Germany for several years while Troy served in the United States Air Force. The couple frequented wineries throughout Europe and were enchanted by the hospitality they experienced there.

When the time came to return to Minnesota, Troy and Laura decided to bring back more than romantic memories. With a zealous vision and a passionate determination, the Chamberlin's set forth to create their dream: bringing a European-style winery to the rolling hills of the St. Croix Valley. They invite you to share the romance. (Nord Sterners who partook of one of our drive/tours will recall the Winery and Vineyard - it was great fun.

2008 Kalender . . .

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

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
- 24 Winter Tech Session**
Location: AutoEdge
Eventmaster: Mark Kedrowski
Time: 10 am to Noon
See page 23 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

May

- 16 Inter-Marque Spring Kick-Off Location**
New Location: Details TBA
Info: Phyllis Galberth (deegalberth@yahoo.com)

June

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

2008

- 13 German Carfest 2009**
8:00 am to 2:00 PM
Veteran's Park, 1801 E. Co. Rd. 101, Shakopee
All German cars are welcome!
Hosted by the Minnesota Mercedes-Benz Club. Info:
Paul Bergquist 952-937-1822 pbassocinc@aol.com

July

- 16-19 2009 Kohler International Challenge**
Road America, Elkhart Lake, WI.

31-

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

August

- 11 Driver Ed at Road America**
-12 Details TBA

September

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

Meeting Minutes . . .

continued from page 19

50th Planning: Lee Jacobson, Chair
No report.

New Business:

No new business.
Meeting ended at 7:58 PM.

Respectfully submitted by Dale Trippler, Secretary
Nord Stern Porsche Club
November 12, 2008

Nord Stern Business Meeting Minutes

November 11, 2008

Dale Trippler, Secretary

President-elect Bob Barker opened the meeting at 7:01 PM.

The following topics were presented and discussed:

Advertising: Ed Vazquez, Chair

Ed talked about the club calendar for next year and suggested offering advertisers a chance to pick events they may want to sponsor or pick dates they might want to hold open houses or other events. Ed provided Pam with a table showing dates and events for next year, a map showing club coverage among 5 states, and a list of events held last year. The Board will consider Ed's suggestions at their next Board meeting.

Autocross/Time Trials: Harvey Robideau, Chair

The supply of time trial trophies is almost gone. It may be time to order more. There will be one Autocross next year with the Corvette club. Time trials are up in the air for now, but are expected to be held similar to previous years.

BIR Relations: Rick LaVerdiere, Chair

The BIR track gave us all the dates we asked for. Road America should be OK, but haven't heard back yet.

Concours: Brain Mayer, Chair

Concours will be held on Sunday, June 28th next year. The venue will be in Central Park, Roseville again next year. Roseville is very happy with our event taking place during their Rosefest week.

Club Race and Dealer Relations: Roger Johnson, Chair

The dates for the Club Races will be July 31-August 2, 2009.

Driver's Education: Andrew Busche, Chair

No report.

Road America: Dave Anderson, Chair

No report.

Driver Ed Registration: Kim Fritze, Chair

Looking for volunteers to take over this task for a couple of track events next year.

Driver Training: Jon Beatty and Ron McFarland, Chairs

No report. Pam reported that Ron has some new ideas for next year he would like to discuss with her and Bob.

Insurance: Michele Johnson, Chair

Nothing new to report. All is well for insurance.

Membership: Steve Sherf, Chair

There are 435 paying members, 51 Lifetime members and 281 years of paid up dues. Need guidance on how to proceed with these issues if the club decides to drop asking members to pay dues. It should be discussed at the next Board of Director's meeting.

Met Council: Bob Kosky, Chair

Annual Awards dinner will be in January. Nord Stern will participate as in the past.

Newsletter: Christie Boeder, Chair

The November newsletter is out. Cover is a picture of Paul Newman taken by Ron Faust at BIR. Ron Faust also wrote two articles for the newsletter about his recollections of Paul Newman driving at BIR.

Rally: Dale Trippler, Chair

Scott Welz will be my Co-Chair and help me next year set up the course and put on the event.

Rules: Bret Bailey, Chair

Nothing new to report.

Shop Relations: Jim Bahner, Chair

Bob Viau said Auto Edge will hold a tech session on Saturday, January 24th called, "Cayman as a race car."

Social: Kim Fritze, Chair

Roger Johnson spoke about the Holiday dinner that is set for Saturday, January 17th at Interlachen Country Club. Patrick Long will be our key guest speaker. Other historically interesting club members will be introduced and may say a few words or not. Dress will be semi-formal, suit and tie. The theme will be Spyder to Spyder, meaning the 550 Spyder to the RS Spyder.

Safety: Dave Anderson, Chair

No report.

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

Michele said maybe we need to have pre-registration, maybe not have a separate run group and suggested several other options to consider. She thought it should be discussed and decided by the Board.

Timing and Scoring: Ed Trippet, Chair

No report.

Touring: Mike Lancial, Chair

Pam Viau gave the report for Mike. Randy Walker will be Mike's Co-Chair next year to help with the planning, organization, and holding the events.

Treasurer: Jeff Bluhm

No report, but the Club is doing well monetarily.

Webmaster: Bret Bailey, Chair

Looking forward to the 50th Anniversary stuff so it can be put on the web site.

Continued on page 18

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Excelsior, MN 55331

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

courtesy Jill Beck, PCA National Newsletter Editor

Continued from November 2008 Nord Stern:

In early summer 1998, Porsche introduced the 911 Cabriolet (model 996) at the Geneva International Motor Show (Automobilsalon), which was the world's first convertible car available with side airbags suitable for convertibles.

As a successor of the 911 Carrera RS (model 993), visitors to the Geneva International Motor Show gazed in astonishment at the 911 GT3 (model 996). The sporty GT3 with dry sump lubrication system and a separate oil tank designed as a sporty niche model also went on the market as a club sport model for the racetrack. The 911 Turbo (model 996) launched at the Frankfurt IAA in 1999 was able to be purchased as the first Porsche turbo generation with the 5-speed Tiptronic S automatic transmission.

At the same time, Porsche unveiled a new world of innovation with its Porsche Ceramic Composite Brake or "PCCB". At the beginning of 2001, the company added to its product line a new top model with the 911 GT2 (model 996). With 462 hp and 620 Newton meters (457 foot-pounds), the 911 GT2 is so far the most powerful mass-produced sports car ever produced by Porsche.

The new 3.6-liter engine of the sleek 911 Carrera (model 996) has impressed fans since September 2001 with its variable valve stroke and 320 hp power performance. The product line was also expanded with the all-wheel drive 911 Carrera 4S and the 911 Targa. A new model series of the 911 GT3 was available from dealerships from March 2002 onwards. The engine performance of this extreme sports car with the dominant rear wing rose to 381 hp thanks to an increase in rpms.

In late summer 2003, a Porsche 911 Turbo convertible (Cabriolet) was again available on the market for the first time since 1987. The street-approved Porsche 911 GT3 RS was additionally available for use in motorsports. Another exclusive model for open-air driving arrived on the market in October 2003 – the 911 Carrera 4S Cabriolet. In the luxury market segment, Porsche expanded its product line in 2004 by adding the 911 Turbo S Coupé and 911 Turbo S Cabriolet models. Features of the new "S" models were the increased engine performance as well as the now standard PCCB ceramic braking system.

The market launch of the newest generation of the Porsche 911 Carrera took place in July 2004. Internally referred to as the "997 model", it was initially available in the 911 Carrera as well as the 911 Carrera S models. At the 2005 Detroit Motor Show, the Cabriolet model initiated a second stage in the model campaign of the now sixth 911 generation. Like the Coupé, the 911 Cabriolet was also available in the Carrera and Carrera S models. Since fall 2005, the Carrera 4 and Carrera 4S have been members of the 911-model family. At the 2006 Geneva International Motor Show (Automobilsalon), Porsche unveiled the current 911 Turbo (model

997). The newest top-of-the-range model in the 911 series was the first mass-produced automobile equipped with a turbocharger with variable turbine geometry (VTG).

Next to the 911 Turbo, the new 911 GT3 was unveiled to the world public in Geneva. Its 3.6-liter naturally aspirated engine developed a performance of 415 hp, which corresponds to a specific liter output of 115.3 hp. This means that the GT3 has set a new record in this engine size class for street-approved series sports cars with a naturally aspirated engine. From October 2006 onwards, it has also been available in the 911 GT3 RS model. The variant of the GT3 reduced down to 1375 kilograms (3031 lbs) serves as the basic and homologation model for use in various racing series.

With the 911 Targa 4 and the 911 Targa 4S, Porsche presented two additional variants of the 911 series in November 2006. The most marked features of the two all-wheel sports cars are the large glass roof and the rear window that opens.

In September 2007, Porsche launched the new 911 Turbo Cabriolet. With the open-top model in the 911 series, the now 20-year tradition of the 911 Turbo with the classic fabric top has been continued. The 911 GT2, the fastest and most powerful street-approved Porsche 911, has been available on the market since November 2007. Its 3.6-liter twin turbo boxer engine has a 530 hp (390 kW) output at 6,500 rpm.

A VW Porsche – with mid-engine

Porsche and Volkswagen – that is a chapter in and of itself. After Professor Ferdinand Porsche invented the VW Beetle, his son Ferry later spent many years continuing development work for Volkswagen. The most noticeable "baby" born of this relationship in the 60's was the VW Porsche 914. Ferry Porsche wanted to offer a sports car below the 911 in order to appeal to younger buyers. So, using as many identical parts as possible from VW series production, Porsche developed a two-passenger mid-engine sports car with a four and six-cylinder engine, which was sold from April 1969 onwards by the "VW-Porsche-Vertriebsgesellschaft mbH". While designing the new model, the Stuttgart engineers had to overcome a particular obstacle. The 914 was supposed to be compatible with the VW product portfolio and recognizable as a Porsche – without competing with the established 911. That is why the 914, distinguished by sleek and clear body lines, was not formally launched without debate. The mid-engine configuration was also selected with regard to technical points. On the one hand, it offered an optimal use of space in a smaller vehicle size, on the other hand, the concept ensured a reasonable weight distribution at a low center of gravity.

Continued on page 27

NORD STERN DECEMBER 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!



2009 Winter Tech Session!

Saturday January 24th - 10:00 AM to 12:00 PM

Place: Auto Edge, 900 Wildwood Rd, Mahtomedi, MN 55115, 651-777-6924

E-mail: autoedge@auto-edge.com

Event Master: Mark Kedrowski, mark@blueearth.net



Technician & Speaker
Bob Viau & Crew

Topic: "How to Take a Current Model Porsche to the Next Level"

Description: Gary Yee's Cayman F class club race car analysis
plus other interesting information!

PORSCHE PARADE 2009, Keystone, Colorado . . .

What's It All About

by Doug Pierce, Zone 10 Rep

Many PCA members have never attended a Parade and don't have a clear concept of what it is and what goes on. Porsche Parade is the annual PCA national convention, this year held June 29 – July 4 in Keystone, Colorado, within a reasonable drive from anywhere in the PCA Zone 10 area. The Keystone event will be the 54th Parade, the first one being held in Washington, D.C. in 1956

Components of Parades in recent history vary slightly, but the core competitions at every Parade include a Concours d'Elegance, a Time-Speed-Distance (TSD) Rally, Autocross, and Technical/History Quiz. The key word here is competitions. These core events are taken seriously, VERY SERIOUSLY, by many of the entrants. They are not like the fairly laid back competitions that take place at our local region level. Yes, we have awards and trophies for our Regional winners, Parade has awards and trophies too. The National Parade awards carry a lot more weight and prestige.

Then there are the other activities which include banquets (lots of them), socializing with old and new friends, seminars, tech sessions, gimmick rally, golf tournament, radio controlled car races, goodie store, guided and unguided tours of the surrounding areas, children and teen activities, and the list goes on. Really, something for everybody. The selection of activities varies from Parade to Parade and are clearly delineated on the Parade website (for Keystone: www.porscheparade2009.com) and other Parade publications.

Parades can be expensive, or relatively cheap, depending on your level of participation. The base registration charge for the Keystone 2009 Parade is \$165 for an entrant/co-entrant with one car. Additional family members can also register for a minimal cost that basically covers the name badge that gets you unfettered access to Parade activities. Registration allows admission to all non-competitive events, and covers the cost of registration materials, goodie bag, etc. Core competitive event registration is an additional \$10 to \$20 for each event you wish to enter, depending on the event. Meal and banquet tickets are available either as a package for all, or individually. Prices for the banquet and meal tickets have not yet been determined but historically have ranged from as little as \$15 to as high as \$60 per person for individual meals. There are many, many restaurants in the Keystone area where you can get fed at very reasonable rates should you so desire instead of attending Parade venues. Lodging can get expensive if you want to stay close to the action. There are special rates offered to Parade attendees at the Parade central hotel(s), but they can still be higher than surrounding areas if you are willing to drive a bit.

Parade is a unique experience. There is no other place that I know of that you

are immersed so deeply in all things Porsche. You are constantly surrounded by hundreds and hundreds of Porsches (over 800 at the last Parade in Charlotte, NC). You will see Porsche models that you have only seen in pictures, or never seen at all, and in colors that run the range of those offered by the factory over the years. The people are incredibly nice, after all it's not just the cars, it's the people. You'll have very little trouble finding conversational common ground – Porsche.

In following articles I will attempt to provide additional detail concerning specific Parade topics. I am far from a Parade expert having attended only 3, the true experts are those that have attended nearly all of them, but I have enough of a basis to give you at least some idea of what to expect.

Registration for Parade opens March 3, 2009. If you are planning to attend, register early, they may sell out.



*Happy
Holidays from
our 'Mouse' to
Your House!*

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?

November, 1974

- The Porsche Turbo is announced at the Paris Auto Show. The 3.0 liter turbo develops 260 HP at 5500 RPM! With its bodacious whaletail, 7” and 8” rims and lots of other goodies (AM/FM stereo cassette radio); the first models start around \$26,000.
- Gordon Doering is elected president for 1975. Larry Skoglund is Vice-President, Bob and Candy Wagner are Secretary-Treasurer.
- A travel agent advertises winter flights to Las Vegas for \$163.90 including hotel, and Hawaii for \$249.

December, 1974

- The 1976 Porsche Parade has been officially awarded to Nord Stern, to be held at “Madden Inn” in Brainerd August 23-28, 1976. Most of the work positions are already filled.
- The 1975 Ice Racing schedule lists 7 races between January 4 and March 2. Locations include St. Paul, Brainerd, Thunder Bay and Winnipeg. Bob Youngdahl is the contact person for these 100 mile events.

January, 1975

- Return of the racer/wrencher/writer: Larry Skoglund has been elected Vice President and has been appointed to the coveted position of Newsletter Editor. His initial Editor’s column starts:



- *“This issue marks the annual change in the club’s management; new staffing will give a perspective change, although business will probably go on as usual unless new blood becomes involved, old blood comes out of retirement, or prohibition is returned (the Greek chose the latter). Ann & I, along with other journalistic geniuses, will be giving the newsletter a facelift this year. A new format will involve photographic event coverage and several new columns.”*



- *“This dire situation (well we think it is) was brought upon us by last year’s editor, who, while in a year long search for a replacement, was continually met with quick retreats, fancy footwork or clever retorts like... ‘stuff it up your exhaust pipe, Morse!’ After just such an utterance I was quickly slammed into picking up the quill by his quiet, but authoritative mumble, ‘that isn’t exactly the dedicated attitude for which we are searching, Skoglund.’ Needless to say, on 1 January they both appeared with boxes of tissue, papers, rubber cement, used transfer type, old newsletters, obsolete addresses, one worn stamp machine and last but not least...THE Nord Stern Archives! HURRAY.”*

Thank you, thank you, thank you, Christie. Not only is our award-winning editor the BEST, she continues to faithfully serve Nord Stern in this position year after year, never ever slamming any of us against our Porsches and knocking the wind out of us with a box of archives to the gut. RJF

(editor’s note: These are Ron’s words and I have to say he is way too kind, but I am quite appreciative! As it is really true, the newsletter job can often be the hardest club position to fill!)

And I have to again, thank Ron for taking the time to skim through all these past newsletters, it is definitely a labor of love on his part (and he’s even learned how to do great scans!) and we are fortunate to be the recipients of his efforts. He is finding the funny, the historical and those little snippets of a time past. It’s priceless!

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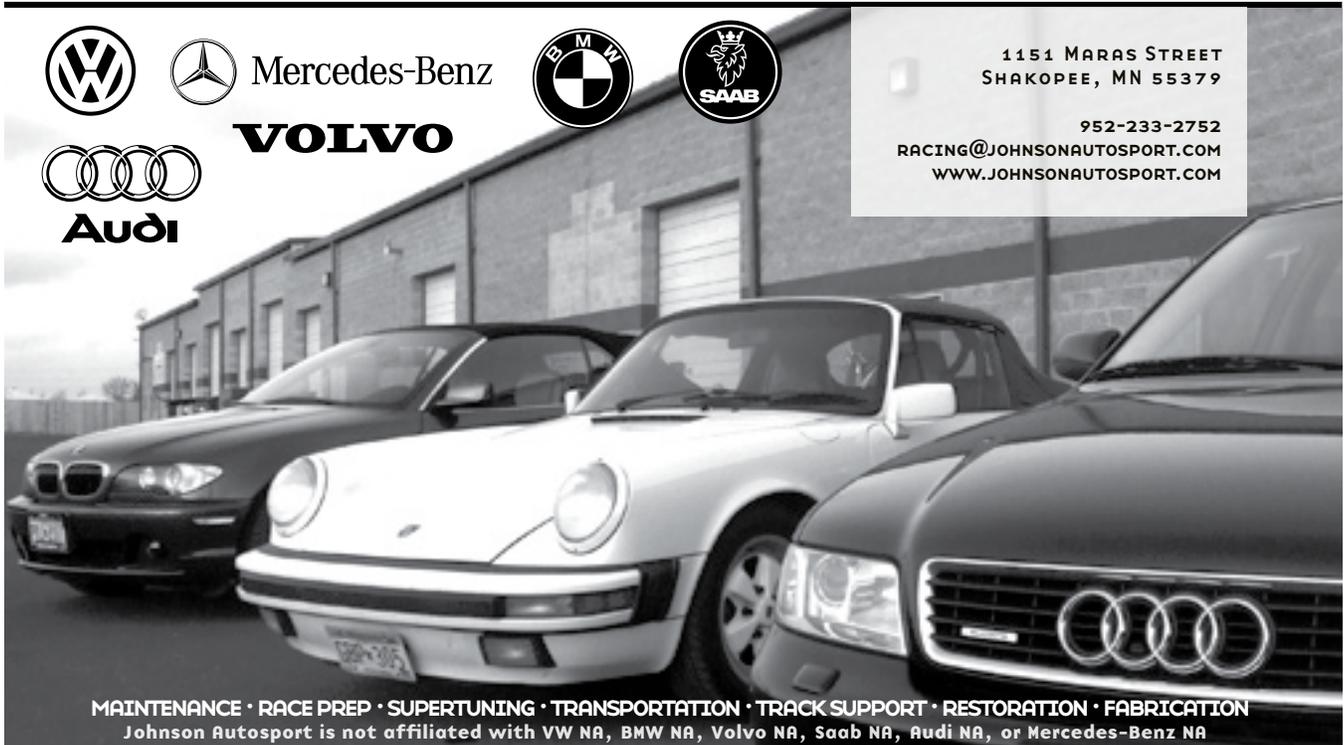
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60 Years of Porsche . . .

continued from page 22

Further benefits were the existing, construction-related, crush-collapsible front and rear zones, which, in combination with the integrated roll bar, became a convincing sales argument. At a basic price of less than DM 12,000, the VW Porsche 914 turned into a bestseller and was the highest sold German sports car at the beginning of the 70's. By the end of production in 1976, a total of 128,982 units of the VW Porsche 914 had been built.

The transaxle era – with the 928 as “Car of the Year”

The first sports car to be selected as “Car of the Year” was the Porsche 928 – in 1978. And the emergence of this car became a story in and of itself. In the beginning, Porsche was commissioned by Volkswagen to build a successor to the VW Porsche 914. The goal was a new sports car concept whose manufacture, maintenance, and replacement parts costs were meant to be considerably lower than those of the Porsche 911 due to the use of VW series aggregates and parts. After the first blueprints, VW decided in favor of a design proposed by Porsche with a water-cooled, four-cylinder, front-mounted engine and a transaxle transmission on the rear axle. The development order “EA 425” was already in preparation for series production when Volkswagen AG stopped the project in 1975 due to reasons related to model policy.

However, Porsche was so convinced by the quality of its own development that the Stuttgart company acquired the production-ready design itself and put the sports car on the market at the beginning of 1976 under the name Porsche 924.

Through the use of numerous components from the Volkswagen Group, the 924 assembled at Audi in Neckarsulm was able to be sold at a basic price of DM 23,240. Due to global demand, production increased by July 1976 to 80 units per day so that at the end of the fiscal year, 48 percent of vehicle sales had come from this entry model. By the time production of the 924 S was discontinued in 1988, 150,684 units of this model had been produced. The concept of the 924 with its transaxle design and the water-cooled, four-cylinder, front-mounted engine was continued by the follow-up models, the 944 and 968, up until 1995. Overall, 325,231 vehicles in this four-cylinder series were produced.

As a luxury touring sports car, these models were used as a basis for the 928, which emerged in 1977. In addition to a V8 light-alloy engine, the aluminum chassis and the track-correcting “Weissach rear axle,” Porsche entered a new era in chassis design with the 928 – with success. Experts praised the car, it received awards, and the demand for it among customers was huge. By 1995, a total of 61,056 units of the 928 in its numerous variants had been built.

Boxster and Cayman set new standards

Even the experts at Porsche were surprised by the demand for the two-passenger Boxster, which was so high that there were already 10,000 orders for it before it came on the market. In fact, in 1996, the Stuttgart-based sports car manufacturer set

a new performance and safety standard in the roadster market segment with this car. And so the convertible mid-engine sports car, whose design is reminiscent of the legendary 550 Spyder race car model, was enthusiastically and equally accepted by the media, dealers, importers and customers right from the start. The Boxster combines the dynamic qualities of a sports car with unlimited everyday suitability. An electric system rapidly opens and closes the convertible roof in only twelve seconds. In August 1999, the Boxster 986 series underwent a facelift, which included, in addition to a larger 2.7-liter cubic capacity engine, the powerful 252 hp Boxster S, which was driven by a 3.2-liter aggregate. A second generation of the Boxster was introduced at the 2004 Paris Motor Show (Automobile Salon) with the new Boxster as well as the Boxster S (987 model). The Boxster series welcomed new family members in 2005, the Porsche Cayman S and, in 2006, the Cayman – a sporty mid-engined Coupé whose price was between the Boxster and the 911.

A high-performance athlete: the Porsche Carrera GT

For readers of the magazine “auto motor und sport”, one thing was immediately certain: This is the sports car of the year. Right away, they ranked the Carrera GT, which was unveiled to the public on March 3, 2003 in Geneva, first in its category in the 2004 survey for “Best Cars”. Both the carbon fiber chassis as well as the ten-cylinder naturally aspirated engine in the high-performance sports car were based on pure race car technology. Its driving performance was just as extraordinary as the design. The Carrera GT accelerated from 0 to 200 km/h (124 mph) in 9.9 seconds and reached a top speed of 330 km/h (205 mph).

The high-performance sports car was built in limited quantity in the Porsche plant in Leipzig – the 612 hp powerful V10 naturally aspirated engine came from the Zuffenhausener engine plant. The Carrera GT was unveiled on September 28, 2000 as a production-ready study “Carrera GT” at the Paris Motor Show. A total of 1,270 units of the Carrera GT were produced until the model was discontinued in May 2006.

New paths off-road: the Porsche Cayenne

Guests to the official grand opening celebration of the “Porsche Leipzig GmbH” had a surprise in store. German Chancellor at that time, Gerhard Schröder, turned the last screw and Porsche CEO Dr. Wendelin Wiedeking presented on August 20, 2002, before its world premiere at the Paris Motor Show, the sporty SUV, the Cayenne. Porsche has successfully paved a new path with this vehicle. The Cayenne most recently put its sporty qualities to the test in 2007. At the Trans-Siberia Rally, across 7,100 kilometers (4400 miles) in one of the hardest off-road marathons in the world, three Porsche Cayenne S Tran Siberia vehicles landed in the top three spots. Seven Porsche Cayenne S placed in the top ten.

In 2002, the series, built in cooperation with Volkswagen, included the eight-cylinder models the Cayenne S and Cayenne Turbo; a six-cylinder model was added in 2003. The 521 hp Cayenne Turbo S followed in 2006.

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. A Porsche man since 1958, _____ was the project father of the 924.
- Jochen Freund
 - Herbert Ampferer
 - Rudolf Leiding
 - Paul Hensler

Excellence, Vol. 2, page 749

2. The 924's solid propeller shaft kept rotating inertia to a minimum, thereby reducing the extra burden that the shaft placed on the transmission's synchronizers. This same design was used on the _____.
- Pontiac Tempest
 - Mini
 - Ferrari Testarossa
 - Mercedes 250C

Excellence, Vol. 2, page 753

3. The 944 model series was introduced to the American press in November 1981 in California. This was followed up by a launch to the Porsche + Audi dealers at _____ in 1982.
- Laguna Seca
 - Sears Point
 - Willow Springs
 - 1982 Porsche Parade

Excellence, Vol. 2, page 952

4. The 944 engines did share design and manufacturing technology with its 928 predecessor. The cylinder-bore spacing of _____ mm was a direct transfer from the 928 engine.
- 288
 - 199
 - 122
 - None of the above

Excellence, Vol. 2, page 944

5. The 1978 Porsche 924 came with how many keys?
- 2
 - 3
 - 10
 - 6

1978 924 Owner's Manual, page 9

6. Struck by the good looks of the 924 Carrera GT, Peter Schutz led Porsche toward the decision to launch the new 2.5-liter engine in the wide body only and to give the automobile the 944 Type number to communicate it was an extensively changed automobile.
- True or False

Excellence, Vol. 2, page 949

7. The use of balance shafts was not without controversy at Porsche. Such shafts had first been proposed by Briton Frederick Lanchester before WWI. Porsche ultimately decided to pay royalty fees to _____ instead of the added costs of their own design.
- Triumph
 - Mitsubishi
 - Elva
 - VW

Excellence, Vol.2, page 944

8. Because of the crown-shaped pistons on the European engines, the 924 was the only Porsche, apart from the 911 Turbo that needed _____.
- A wastegate
 - DME
 - Premium gasoline
 - All of the above

Excellence, Vol. 2, page 751

9. Requirements for the production of the 944 engine included smooth running, economical to produce, easy to service and something that could be developed in:
- One year
 - Six months
 - Twenty four months
 - Three or four stages

Excellence, Vol. 2, page 944

10. The 924 Carrera GTR was a turn-key racing automobile with a roll cage fully integrated with its body. Part of the GTR package also included _____.
- Front and rear adjustable ride heights
 - Brakes from the 904
 - Airbags
 - All of the above

Excellence, Vol. 2, pages 861-862

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

Four years after its introduction, Porsche AG launched the second generation in December 2006. The new models – the Cayenne, Cayenne S and Cayenne Turbo – are fitted with low-consumption, yet powerful engines with direct fuel injection (DFI). For the first time, Porsche installed its new Porsche Dynamic Chassis Control (PDCC) to complement the Porsche Active Suspension Management (PASM). With the GTS, the company added an accentuated sporty member to the Cayenne family at the end of 2007. The new model stands out due to its special chassis and suspension as well as an eight-cylinder naturally aspirated 405 hp engine with direct fuel injection.

By the end of the decade, Porsche plans to offer the sporty Cayenne SUV in a model with a hybrid drive. The six-cylinder gasoline engine with direct fuel injection (DFI) and an electro-machine will be combined in the Cayenne hybrid. Thanks to additional measures, Porsche is envisioning consumption of 8.0 liters per 100 km (3.4 gallons per 100 miles) in the New European Driving Cycle (NEDC) by market launch.

The future has a name: Panamera

The next milestone for Porsche is the year 2009 with the introduction of a four-door Grand Turismo Panamera. In August 2005, the Supervisory Board and the Executive Board of Porsche AG decided to go ahead with the development and production of this fourth model series. Like the Cayenne, the Panamera will be produced in the Leipzig plant. In addition to considerably expanding production capacities, this new series will create about 600 new jobs in the Leipzig plant and about 400 jobs will be created in Zuffenhausen and Weissach by 2009.

The broad and flat body of the Panamera gives it proportions that make it look both dynamic as well as compact. At the same time, the interior design and layout convey an entirely new sense of space. The bucket seats in the front are sporty and comfortable and the headroom is noticeably generous, allowing driver and passenger to travel in comfort, style, and, if desired, at speed. In the elegantly modern cockpit made of high-quality materials, the driver will be able to experience those very sporty and unmistakable drive dynamics that are typical and expected of Porsche. The new Grand Turismo Panamera will enjoy its world premiere in 2009 and will initially be introduced to the market with reliable drive concepts. A hybrid version will follow later on depending on the market situation.

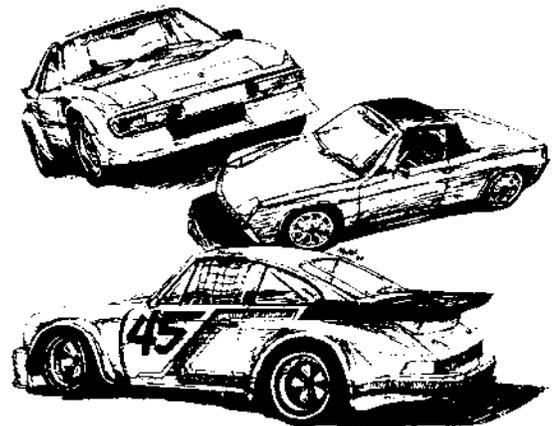


It is now official, the winners of the 2008 Gimmick Rally this past August are:

- 1st Place: Terri Welz, driver and Scott Welz, navigator
- 2nd Place: George Will, driver and Scott Will, navigator
- 3rd Place: Arden Olson, driver and Jen Oberstar, navigator

Trophies for the winners were awarded at the annual awards dinner or at the Annual Holiday party, if need be.

Congratulations to the winners. A special thank you to Todd Knettel for hosting the BBQ and providing the wonderful atmosphere for the lunch. Also, thanks to all the others who participated in the Rally. We had great weather and hopefully everyone had a good time.



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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 10th of the month prior to publication date: editor@nordstern.org.

Missing Vehicle

REWARD for information concerning a missing 1997 Porsche 911 RSR club racing car – last painted white with #62 (“Derminator2” or “D2”). Last seen in Beatrice, Nebraska in April 2008 [Shamrock/Cahill]. Roll cage serial number 493 100 601. PLEASE CALL DAN PAPE AT (800) 522-3070 WITH ANY INFORMATION – REWARD.

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Autobahn Adventures

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Story and photos by Gary Cooper (PCA – Orange Coast Region)

It all began with . . . It all started at the Porsche Club of America, Orange Coast Region's Christmas Party in December 2006. There was a silent auction (no mimes were harmed) and one of the items was the Autobahn Adventures tour of Germany for 2007 . . . hmmm, what driver didn't ever dream of driving the Autobahn in a Porsche? Hey, I thought; let's take a chance. How far would you go to drive a car on a highway? Of course it's a nice highway but it's a highway nonetheless. All right, it is the AUTOBAHN, famed in story and legend and it is true, there are times and areas where there is NO SPEED LIMIT.



Maxine and Gary Cooper

Somewhere across the sea . . . Fast forward to September 2007 and we are on a jet to Germany, that would be Stuttgart (or Lourdes to the faithful), home of the flat six and the driving passion that is Porsche. In Stuttgart you not only have Porsche but Mercedes Benz, talk about a town with pedigree. With some American pride I might call it the "Detroit of Europe", but for the fact that in the tides of business it seems that Detroit is in thrall to Stuttgart



Pick your color

our hosts for the trip. And in the most exciting preamble, out in the parking lot there was a shiny row of Porsches. Imagine a kid of 12 walking into a candy shop and being told, "take one, any one" and, well, you get the idea. Escorted by Mark and Tina we each had to choose our new 911 for the next 10 days. Just like Henry Ford said, "take any color you want so long as it's black." In fact, they were all black. We selected a Carrera 4S that was, you guessed it, black!

Our Porsche was outfitted with all the options you could want including a navigation system. Programmed in English it became our "Passport tout" to every nook and cranny of Germany, and Switzerland that we visited. And boy did we visit some amazing

places.

Ventura Highway . . . The Autobahn system is unique. It was the inspiration for the US Interstate system and was a national highway system that in early conception was meant to mobilize troops to one frontier or another. Only the Romans were better road builders; they got it and so did the Germans in the first half of the twentieth century. While gasoline is expensive, the taxes go for the infrastructure and sad to say, almost any German road is better than its US counterpart. Smoother, better marked, and better engineered. The allure for the US-based driver is the open areas that have virtually NO speed limits. And I mean NO SPEED LIMITS. We'll give you a moment to let this sink in, yup; put the pedal to the metal and go till she won't go no more. There is a distinctive sign that signals it's time to let the petroleum by-products loose and fly and that's what people do. You'll see station wagons at 250+ KPH with kids in the back coloring. At the same time you might think you're flying when suddenly in your rear view mirror a Renault wants by you! My advice is to move right on over and let them by. They know the roads and you don't; don't let your "macho" get too loose here. At high speeds, really high speeds, things are different. Be aware and take care is my best advice; increment up to the speeds and be respectful of local knowledge. A fender bender at 250 KPH has a whole new meaning. By the way I was just kidding about the Renault, none of them passed me!

Nurburgring, Green Hell . . . The Dorint Novotel Am Nurburgring (did I forget to mention that ALL our hotels were five star?) was our next stop. And nearer to "car guy" heaven you can't get. The hotel rooms open right upon the "new ring" and I awoke to the sounds of cars squealing their tires right under our balcony. Just in the distance

one could see the fabled North Ring; built in the 20's and the playground of Nuvolari, Rosemyer, Schumacher, Stewart, Clark, etc.,



Nurburgring

etc. The best part of the whole trip was the chance to put a toe into these very same waters! AUTOBAHN ADVENTURES had set us up for one afternoon at the Nurburgring, not in our rental cars (they do have insurance rules in Germany) but in modified BMW's rented from a local race-car-hire company. I had opted to select the BMW 1.8 liter race-prepared car for the day. There were

other bigger cars available, but this one had the five-point harness, was stripped and road race prepared. She was all momentum, maybe 180 horses tops, but what a flying shingle. We got her just over 150 KPH on the straight pulling all the way before shutting down, but a more responsive car you wouldn't find.

Now some words about driving on the Nurburgring on track days . . . Everyone runs! That is EVERYONE. You will see minivans filled with families (I did), a little delivery truck with about a 25 horsepower motor and 1" wide tires (I did), and a full blown modified GT-3 driven to the absolute limit (I did), and all on the same lap! Everyone that shows up with a driver's license and the track fee can go out, which is pretty much what everyone does. There are motorcycles roaring around the place with the leather clad riders leaned over so far you wonder how they stay on; sometimes they don't. Now I expect what you would like to hear is that everybody gets along and respects each other and accidents are rare, but that in fact would be untrue. Sadly accidents are NOT RARE and most days the track is shut down and running cars are stopped as some unfortunate is helicoptered out to the hospital. Hospital sounds so right in German: Krankenhaus.

The Nurburgring is also long, very difficult to remember and is filled with blind turns. If you imagine a mountain road twisting



With a Race Car

and turning with dips and depressions, you will have the correct picture. Probably the most photographed turn is the "Carousel". This is an almost, but not quite, 360° banked bowl that really fast cars dip down into, and after traveling around the bowl are flung out with increased momentum like the marble in a roulette wheel. Incredibly all of the turns have names (whoever had the time to go through there and name all of these I don't know). Some of them are self descriptive like: flug platz....others obscure and known only by the locals. But in my time on the track it certainly earned its reputation and nickname. You do have to drive with one eye in the rear view mirror as there are incredibly quick cars mixed in with the proletariat. I shared my driving with Steve, a fellow traveler and he and I agreed to act as spotters for one another, which worked out well.

After our day on the track, we retreated to the bar at the hotel. This bar had autographs filling every square inch and all of the patrons were encouraged to add their names to those who had gone before. So the walls are covered with signatures of the famous, near-famous, and infamous, as well as yours truly. After some excellent German beer we were all bragging about how fast we went and I began to make up names for corners and asking

people how the others had driven them: "say, Keith how fast did you take Schnigglefritz? Keith Verlaque of San Diego is a fellow PCA member and a driver of note down that way and he gave me a blank stare and said: "where's that corner?" "Oh," I replied, "two kilometers past Bunzenbreaken." Keith didn't recall them so I just said, "I just go flat out and hope for the best!"

But Wait, There's More . . . You can't stay too long at the Nurburgring in my book, but some people like Mrs. Cooper disagree so we had to leave the next day and generally continued heading south. Each evening the Trewartha's had scheduled stops at beautiful



Maxine

hotels with great gourmet dinners. Days were mostly on our own exploring local roads, or in our case, golf courses. Mrs. Cooper usually travels with her suitcase which we in the family have named the "widow maker". Though she stands just an eyelash over five feet, her suitcase is a little taller than she is. As far as weight is concerned, let's just say I've seen experienced bellmen, and cab drivers turn and run upon first sighting our luggage. So my wife's first challenge was packing enough to wear with a golf bag. I am sure some physics laws were violated along the line but she did manage to accomplish her packing mission. And although my right arm is now longer than my left arm and I can tie my shoes without bending over, we managed to drag, haul, and cajole all of that gear into our Black Carrera from stop to stop. There were a couple of problems like when I bought a pack of gum and had to take it out of the wrapper to fit it into the car, but most of the time we were fine.

In Switzerland . . . Part of the wonderful itinerary planned by Mark and Tina was the Alpine region of Switzerland around Lake Lucerne. To say this area is beautiful is almost an injustice, it truly



Swiss Alps

is beyond that. The lake itself is spectacular enough but the backdrop over the lakes of those high mountains comes right out of central casting for everything you think should be right about Switzerland. This was one of the occasions where we had a planned daytime outing. We were

scheduled to go up the Alpine passes and cross over one to come back down into Lucerne. Armed with our navigation system, walkie-talkies, and maps, our brave little group took off and believe it or not got lost! How with all of that technology did we manage this one might ask? It seems that there had been some recent road construction in the area and some of the maps had not been updated. The result was near hilarity as one by one, the cars were separated and slowly drifted out of radio range, like an episode of Lost (without the commercials). I ended up with one other car, that of our tour leader himself: Mark, who I figured had at least an inkling of where we were headed. So, he and I craftily got ourselves re-routed and finally, near the mountain top, met up with the rest of our party who had beaten us there by about half an hour! We carried on over the pass and the views were breathtaking. It is hard to describe looking out over the mountain flank with the road one long ribbon of asphalt winding down into the valley with towns and ultimately the city of Lucerne lying far below. Not a place for the faint of heart or those who get car sick easily.

While in Lucerne Mrs. Cooper and I had our other “navigation incident”. We were looking for the Lucerne golf club and had duly programmed the address into our



system. It got us right to the smallest road you ever saw and said: “take the road.” So, take the road we did which went straight up the hill and grew ever narrower the further we got. Ultimately we began to lose confidence as I realized the only way back down was to . . . back down! When we finally saw people pushing golf carts past us giving quizzical looks as we drove up to a tee box, we understood that some mistakes had been made. I used the tee box to get the car pointed down the hill again, shouted “fore!” and we trundled back down the hill, past dazed looking golfers where we realized the entrance road was only about one-quarter-inch wider than the golf path and about two feet past it! In spite of it all we still were allowed to play there, although I don’t believe they appreciated my California yodel on the elevated tees: “yodel-lay-he-a, golf ball on the way!”

And Now Back to Reality . . . Ultimately all good things must end and so our Autobahn Adventure ended as well. After a wonderful 10 days we pointed our Porsche back towards Frankfurt where we had to return the car; this hurt. Would I go again? You bet. In a heartbeat. If you are a Porsche/Car enthusiast you will definitely not be disappointed as my narrative here only touches upon all of the activities and sights we saw! If you want to know more, don’t hesitate to contact Mark and Tina on 714.964.0280 or visit their website at www.autobahn-adventures.com

Editor’s Note: I enjoyed this ‘report’ by fellow PCA members on a trip that I do believe most of us would thoroughly enjoy - all it takes is what is undoubtedly a fair number of Euros (although perhaps a few less than in 2007 in the current economic chaos?!)



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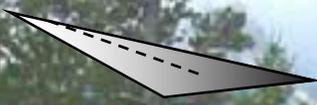
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