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MARCH 2008





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MARCH 2009

*Dedicated to the belief that . . . getting there is half the fun.*

## Table of Contents

## Departments

- 4 2009 Officers & Committee Chairs  
5 The Prez Sez . . .  
6 Welcome New Members  
7 From the Editor. . .  
8 Letters to the Editor  
9 Car Biz Board . . .  
10 PCA Zone 10 Calendar . . .  
17 Carmudgeon Chronicles  
19 Book Review for Porschephiles  
33 Tech Quiz . . .

- 27 Want a Fast Ride on the Track at BIR?  
28 Scans of Old . . . Newsletter Views  
31 New Museum in Stuttgart-Zuffenhausen

## Upcoming Events

- 13 2009 Winter Tech Sessions . . . Come one, Come All!  
16 Nord Stern's Upcoming Annual Spring Drive!  
18 Mark Your Calendars Now for Labor Day Picnic!  
20 2009 Kalender . . .  
34 We are Cordially Invited to the K2K Run . . .  
35 For Sale . . .

## Features

- 11 Nord Stern Business Meeting . . . February 10, 2009  
14 Day Two, or *"I am not only your Adv Rep, but a Customer!"*  
15 Porsche Parade 2009, Part 4  
22 Annual Meeting & Awards Dinner, photos by Kristen Fritze  
23 Annual Meeting & Awards Dinner, photos by Kristen Fritze  
24 Annual Meeting & Awards Dinner, photos by Kristen Fritze  
25 Annual Meeting & Awards Dinner, photos by Kristen Fritze  
26 Our Nord Stern 'Stories' . . . My "Taste of the Track"

*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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***Please contact staff for any event coverage you need***

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*Cover:*

Nord Stern member Mark Pladson traveled to the Rolex 24 Hours at Daytona and has promised me an article and pictures, in the meantime here is his fun 'wheel shot' from the event. Looking forward to hearing all about it!

## 2009 Officers & Committee Chairs

### Address changes

### PLUS!

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 Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

What's that smell? Could it be a whiff of – Spring?

They say that the sense of smell is capable of triggering intense memories. I believe it has something to do with our evolution as humans. It offered our ancestors the ability to detect food from a distance or remember the smell of something that previously made them sick so they would avoid eating it again. I know there is something special that this primal sense triggers in those of us owning Porsches in Northern climates about this time of year. It's the thought of that first driving event of the year!

OK, it's just March but that first whiff of spring will soon be followed by other familiar smells. Maybe the smell of mothballs (or dryer sheets) being taken out of stored cars. Perhaps the smell of exhaust made more intense by that catalytic converter that somehow got misplaced. Remember those smells from last year? I know you do!

It's not too early to get ready for what the season has to offer us in Nord Stern. Take a few minutes now to put the upcoming events on your personal calendar so the dates are reserved. Get your tech inspection scheduled if you're going to be participating in track events. And then, go to [www.clubregistration.net](http://www.clubregistration.net) and register for those we've got online already. We'll be adding more as the pricing and specifics are defined.

New members – you've got to check out the New Member Social. It's a great way to learn more about what the club has to offer and meet some great people that can help you get oriented in the club. Steve Sherf our Membership Chair has a fun and informative event planned for Thursday March 12th. And we'll be following that right away on Saturday the 14th with our annual Swap Meet. Thanks to our friends at Carousel for hosting and to Mark Kedrowski for coordinating both this event and the February 21st session where we enjoyed seeing the 2009 Porsches.

So, check out these events and the sweet smell of spring - Porsche style!

See you there!



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Apex SPG .....	31
Autobahn, Inc. ....	33
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Bursch Travel .....	7
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Carousel Automobiles .....	IBC
Chateau St. Croix Winery .....	32
Collision Center, Inc. ....	7
Complete Garage .....	IFC
Courtney Truck Service .....	21
Euro Car .....	IFC
FlatSix .....	39
Higgins Insurance/Tom Walgren .....	5
Johnson Autosport .....	26
Maplewood Imports .....	IBC
Mortgage Marketing Associates .....	21
Motorplex Minneapolis .....	18
Nurburgring, Inc. ....	32
Raymond Autobody .....	31
Sears Imported Autos .....	30
Structured Solutions Network .....	17

## 2009 Advertising Rates

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	NA
Business Card	N/A	N/A	\$20

## Ad sizes (maximum dimensions):

Full page:	8" wide by 10.5" high
1/2 page:	8" wide by 5.25" high
1/4 page:	8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

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

# Welcome

---

## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### Michael Bredahl

Minnetonka MN  
2007 Cayman S

### David Kaus

St. Cloud MN  
2007 Cayman S

### Hal Voges

Shoreview MN  
1993 911

### Rick Rodell

Eagan MN  
2006 CaymanS

### Dennis Jacobson

Savage MN  
Boxster

### Jon & Cathy Muir

St. Cloud MN  
2007 911

## 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.

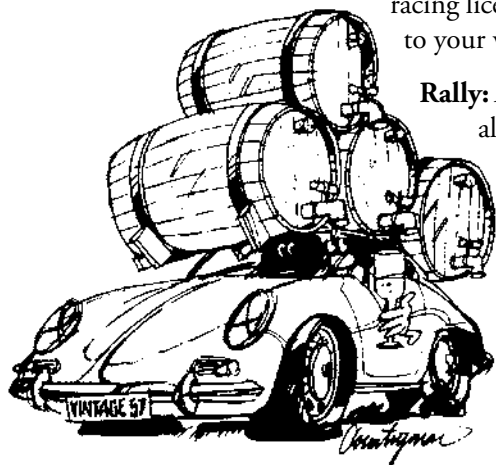
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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

Amazing, another month has come and gone and here I am again trying to push out another Nord Stern newsletter. When I started the March issue, the thought crossed my mind that I might have to drop it down in length as I really didn't have much in the way of material. Well, that didn't happen and in fact, I had to add pages for this issue. Yikes, all of a sudden lots of stuff came in; event notifications, pictures from the wonderful 50th Anniversary dinner this past January (all pictures were taken by Kim and Keith Fritze's daughter so they could enjoy the evening - so thanks need to go to Kristen for snapping many, many shots of the evening so we can all remember what a great time we had), stories, reviews, etc. And only a selection are reprinted here as there's only so much space. We proved we do know how to party and dress up, though!

If you weren't there, never fear we hope to incorporate an element of celebration at most upcoming events during our anniversary year of 2009. So there will be plenty of opportunity to enjoy learning something about our past and even about our not so distant, past. I will continue to devote 2 pages or so to the efforts by Ron Faust, my chief archivist who has been ever so faithfully combing through his personal collection of newsletters. He has been a member for a LONG time and has saved newsletters plus a lot of wonderful collectable material (sales brochures, for example, plus he loves collecting posters). If you see Ron, you be sure to thank him for his witty side comments on tidbits he culls from the past issues. He's only half way through the 1970s so I think this project is going to continue for a bit! Thank you, Ron!

As indicated, this is a stuffed issue with lots of things to note about upcoming events plus great coverage of past events. Along with that is another 'My Story' submission from a more recent Nord Stern member, Dale Trippler, who joined in 2004. The Boeder story was in last month's issue and we come from the 'class of 1990'.

Plus we have a new/repeat advertiser starting this month. On page 5 of this issue is Tom Walgren of Higgins Insurance. As a little background on Tom, he actually is a life member of Nord Stern (remember that's when you have belong to PCA and Nord

Stern for 20 consecutive years - on year 21 we waive the Nord Stern dues requirement for 'Life'. Tom tells me he is going to get more active in the club as he sees and reads about all this fun outings and realizes that is what he would like to do with his car. And you know that Kevin Bacon, 6 degrees of separation idea? Turns out Tom has a long-time client who happens to be my best friend from college (who also owns a 914 and I keep threatening to drag her up to the track!). So Tom has known one of my best friends, yikes, I think that's less than 6 degrees.

As I found out: *"The Higgins Insurance Agency, Inc. was*

*Continued on page 13*



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## Repairs . . .

**W**ho/how can I get a chip fixed? Thanks!

– Marty Kaye

**T**he answer is: Restoration Auto Glass  
952-931-9932

– Ron Johnson

**R**on, you are always quick to help out club members thanks. My experience with Restoration was excellent they saved me several hundred dollars on the replacement of my 944 windshield. The Truxedo tonneau is great.

– Stephan Meydell

(Editor's Note: Restoration Glass is a Nord Stern advertiser and contact info is on facing page!)

**C**an anyone recommend a good body shop in the metro area. My boss had a "mishap" in the Byerly's parking lot and the Volvo dealer recommended ABRA???? I don't think so....

– Pete Puffer

**P**ete, I had my C4 repaired at Collision and Color in Excelsior. They cut out the rusted metal and did an absolutely fabulous job on the repair and painting. Make sure you get Mark Staubly to do any body work and trust him to connect you with the right painter. Just a very happy customer and I would recommend this shop to anyone.

Jon Beatty

**S**wede's Autobody in Hopkins, excellent work, especially paint. It's under new ownership (Aaron). It was a great experience, they paid a lot of attention to detail. I've had them do a repair job on a BMW, a custom paint job on a project, and a friend has had a Maserati repaired there.

– Bruno Silikowski



**I**'d second Bruno's recommendation. We had our 73 RS replica repainted there. He took it down to bare metal, repaired a previous repair that was done by another shop in the 80's and not done to his standards, and then repainted it with a wonderful paint job. Christie

and I are very pleased with Aaron's work. He even worked with Christie to make sure the new color was exactly the color she wanted, even suggesting at one point that he could add a touch of black to the orange to make it really jump out (yup, black in orange makes the color jump).

Swede's Autobody is located on Excelsior Blvd in Hopkins, just east of Shady Oak Road, west of 169.

– Bruce Boeder

(editor's Note: more Nord Stern advertisers!!!!...watch for Swede's Autobody to join the ranks next month)

## Awards Dinner and 50th Anniversary Celebration

**D**ear Nord Stern, Thank you for inviting me to your 50th anniversary party. My tow sons and I had a great time. It was truly well organized and we were very impressed with Patrick Long.

I have many fond memories of my Nord Stern days in the Porsche Club. I hope to see many of you in Colorado at the 2009 Parade in Keystone.

Best Regards!

– Hank Godfredson

PCA member since 1962

Now member of Alpine Mountain Region

## Cool Website

**S**omeone did an awesome job putting this together and with sound to boot. At the very end of the video you'll hear the song 'Thunder Road' sung by the star of the movie for which it was the theme! Not uncommon except this is the one and only song ever recorded, for publication, sung by Robert Mitchum!

The Cars In The 50s & 60s <http://thefiftiesandsixties.com/CarsWeDrove.htm>

– submitted by Jeff Bloehm

(editor's note: this was a really neat website and I thought I would share this with a wider audience than just ClubTalk, very nostalgic and if you grew up in the 50s and 60s, especially so. I am a bit young but because I grew up in Detroit, automotive capitol of the US, I so remember all the neighbor boys with their Detroit Iron, souped up muscle and the introduction of the Mustang, plus lots of chrome, lowered chassis, and a whole lot more...enjoy!)





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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*

## MARCH 2009

1	Wine Tasting at Paulo & Bills	Kansas City
7	Multi-lap TDS Rally	Red River
14	St. Patrick's Day at Shamrock Racing	Great Plains
14	Newton Opry	Wichita
13	Superstition Party	Dakota\
28	Speedway Motors Museum Tour	Great Plains

## APRIL 2009

3	First Fast Friday, Mid America Motorplex	Dakota
3-5	Spring Carrera Classic DE, Gateway International	St. Louis
5	Autocross	Wichita
11	Mosely Street Melodrama	Wichita
17-19	PCA Club Race & DE at Heartland Park	Kansas City
25-26	First Fling DE at BIR	Nord Stern
25	Gymkhana	Great Plains
26	Autocross	Wichita

## MAY 2009

2	Spring Tour to Godfrey, IL	St. Louis
9	Pella Tulip Parade	Schönesland
15-17	Ozark Getaway/Rally	Kansas City
16-17	Car Show, Fargo, ND	Dakota
16	Inter-Marque Spring Kick-off Location	Nord Stern
17	Five's a Winning Hand Poker Run	St. Louis

## JUNE 2009

7	European Auto Show, Plaza Frontenac	St. Louis
10	Outing to the T-Bones minor league baseball	Kansas City
12-14	Fast Fling DE at BIR	Nord Stern
13-14	Summer DE at Heartland Park Topeka	Kansas City
14	Autocross	Wichita
26-29	Keystone (SD) to Keystone (CO) tour	Dakota
29-7/4 2009	Porsche Parade, Keystone Colorado	

## JULY 2009

25	Tour St. Louis	St. Louis
26	Autocross	Wichita
31-8/2	PCA Club Race & DE at BIR	Nord Stern

## AUGUST 2009

9	Autocross	Kansas City
15	Fun Drive to Marina Grog & Galley	Kansas City
22	Summer Tou	Schönesland
27-30	Run for the Hills 7 Multi-Region Event, Keystone, SD	Dakota

## SEPTEMBER 2009

6	Salisbury Automobile Classic	Schönesland
7	6th Annual Rochester BBQ & Picnic	Nord Stern
12	Shrimp Boil	Kansas City
12	Progressive Picnic	Schönesland
18-20	Fast Fling DE at BIR	Nord Stern
18-20	RVBOWOW 5 End of Summer Tour, MN, WI	Dakota
19	Winery Tour	St. Louis
20	Autocross	Wichita
25-27	Annual North Shore Fall Color Tour	Nord Stern
27	Autocross	Kansas City

## OCTOBER 2009

1-4	PCA Escape to the Birthplace of Aviation	Dayton, OH
3	Fall Color Tour	St. Louis
9-11	Fallfast DE at Heartland Park Topeka	Kansas City
11	Autocross	Wichita
17-18	Fall Carrera Classic DE, Gateway International	St. Louis
17	Oktoberfest Rally	Kansas City
18	Oktoberfest Car Show	Kansas City
24	Overnight Tour (NE Iowa)	Schönesland

## NOVEMBER 2009

1	Autocross	Kansas City
10	PCA Palooza, Eureka Springs, AR	
14	Porsche Dinner	Dakota
21	Dinner at Kobe's Stakehouse	Wichita

## DECEMBER 2009

5	Holiday Party	St. Louis
5	Holiday Party	Kansas City
12	Christmas Get Together	Dakota

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 Business Meeting . . . February 10, 2009

---

President Bob Barker opened the meeting at 7:03 PM.  
The following topics were presented and discussed:

Advertising: Ed Vazquez, Chair

No report.

Autocross/Time Trials: Harvey Robideau, Chair

No report.

BIR Relations: Rick LaVerdiere, Chair

Working with BIR on the contract for this year. Prices have risen this year.

Charity Fundraiser: Keith Jones

There will be a poster/book table at the Swap meet at Carousel on March 14<sup>th</sup>. Any members, who have posters and/or books to donate, contact Keith or bring them to Carousel.

Club Race and Dealer Relations: Roger Johnson, Chair

No report. The dates for the Club Races will be July 31-August 2, 2009.

Concours: Brain Mayer, Chair

No report. Concours will be held on Sunday, June 28<sup>th</sup> this year. The venue will be in Central Park, Roseville again this year.

Driver's Education: Andrew Busche, Chair

No report.

Driver's Ed Registration: Kim Fritze, Chair

Still looking for volunteers to take over this task for a couple of track events this year. Need to set the price for this year. It was suggested we consider combining with another club and/or Met Council to fill track use on Sundays.

Driver's Training: Ron McFarland, Chairs

No report. First Fling will be held Friday, April 24<sup>th</sup> at BIR. We may run on the "New" Track if facilities are finished and available during Last Fling. Ron is contacting instructors for First Fling.

Drives: Mike Lancial and Randy Walker, Co-Chairs

No report. Drive set for Saturday, May 9<sup>th</sup>. Start in the western suburb and head west. About a 3-hour drive ending at a restaurant. Will try to set up on-line registration.

Fall Color Tour: John Dixon, Chair

No report.

Historic Archivist: Kim Fritze

Nothing new to report.

Insurance: Michele Johnson, Chair

All is well for insurance.

Membership: Steve Sherf, Chair

Down about 70 members for this year. The New Member party will be held March 12<sup>th</sup> beginning at 6:30 PM at the Motorplex

in Chanhassen. Pizza will be served and chairs will be asked to talk about their events at the New Member party.

Met Council: Bob Kosky, Chair

Nothing new to report this month. Hope to have some news to report next month.

Newsletter: Christie Boeder, Chair

Ron Faust is doing a great job of putting together historical pieces for the newsletter. Hope to have a 1964 issue of Panorama re-printed. It is devoted to Nord Stern and our 25<sup>th</sup> anniversary.

Asking members to submit articles telling of an interesting experience from the past as part of the 50<sup>th</sup> Anniversary. Jill Daneu issued a request for articles on Clubtalk.

Rally: Dale Trippler and Scott Welz, Co-Chairs

Nothing to report this month. Scott and I will be meeting next week to begin planning this year's Rally. Will have some info next month to report.

Road America: Dave Anderson, Chair

No report.

Rules: Bret Bailey, Chair

Nothing new to report. Not planning on any rule changes this year.

Safety: Dave Anderson, Chair

No report.

Shop Relations: Mark Kedrowski, Chair

No report. The TECH SESSION called, "Cayman as a racecar" was a well-attended success, estimates of over 60 in attendance.

- Carousel will be holding a TECH SESSION Saturday, February 21<sup>st</sup> from 10-12 PM. New Porsches will be there for review.
- SWAP MEET will be held at Carousel Porsche on Saturday, March 14<sup>th</sup>.
- Maplewood Imports will be holding their annual AUTO FAIR on Sunday, May 3<sup>rd</sup>. More info will be available soon.

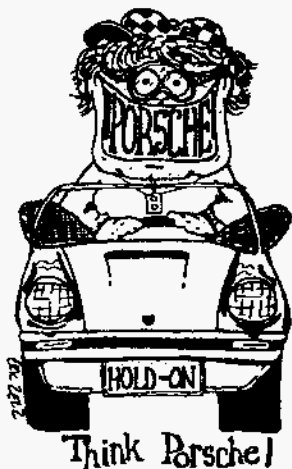
Social: Kim Fritze, Chair

The Holiday dinner at the Interlachen Country Club was a huge success. Over 200 club members attended. Working on finding a replacement and may have a candidate.

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

Taste of the Track will be held during First, Fast and Last Flings. Looking at having it right after lunch on Saturday.

Working with Keith Fritze to set-up pre-registration on-line but will allow track registration as well. Will have an article in next



# 2009 Season Kick-off & New Member Reception Thursday, March 12, 2009

This is a great opportunity to find out more about Nord Stern's upcoming activities for the year and to meet other club members.

- A special invitation to our new members and Porsche owners who may be thinking of joining to find out what the club is about.
- A special invitation to existing members to meet our new members and to learn about this year's events.

We will have short presentations with question periods on:

Driving schools	Concours
Day trips	Social events
North Shore weekend	Low speed autocrosses
High speed track events	Club racing
Charity events	

Please join us at 6:30 PM at the clubhouse of the new Motorplex Minneapolis in Chanhassen (8200 Audubon Road) for pizza and beer. Cost is \$15.00 per person at the door.

Please RSVP with Steve Sherf at 952-471-1054 (ssherf42@gmail.com) by Tuesday, March 10. Just leave your name and the number of guests that will attend; pay at the door. Friends and family members are welcome!



## **Nord Stern Swap Meet Invites All Sellers and Buyers (hmmm, that sounds like everyone!)**

**Date: Saturday March 14, 2009**

**8:00 AM - 12:00 PM**

**(set up starts at 7:00 AM)**

**Carousel Porsche: 9191 Wayzata Blvd, Minneapolis**

**Eventmaster: Mark Kedrowski, mark@blueearth.net**

**\$20 per table for sellers**

**Tables need to be reserved by check to the club or PayPal payment  
no later than March 9th.**

**Please Note: No cars for sale at the swap and Porsche-related parts ONLY**

## Meeting Minutes . . .

*continued from page 11*

month's newsletter explaining to new members what TOTT is, how it works and what to expect. Price will increase to \$25.

Won't do TOTT at Road America.

Timing and Scoring: Ed Tripet, Chair

No report.

Track Relations: Rick LaVerdiere, Chair

Prices are going up \$1,000/day this year. BIR is adding charges for various things, like a charge for the classroom at \$100/day if we use it. We can now rent the track Sat/Sun, without having to also pay for Friday. Need to decide if we need the track on Friday during Fast Fling if there is not going to be DT in June.

Treasurer: Jeff Bluhm

No report. The Club is doing well monetarily.

Webmaster: Bret Bailey, Chair

Nothing new to report.

50<sup>th</sup> Anniversary Planning: Lee Jacobson, Chair

All agreed Roger Johnson did a marvelous job on the Holiday Dinner. Pam Viau has 50<sup>th</sup> Anniversary logos for your car window. She will be handing them out at club events throughout the year. See Pam if you want one for your car. Lee is trying to schedule something special at the main events this year, Concours, Club Race, and Awards Dinner.

New Business:

Nothing new discussed.

Meeting ended at 7:55 PM.

Respectfully submitted by Dale Trippler, Secretary  
Nord Stern Porsche Club, February 11, 2009

## From The Editor . . .

*continued from page 7*

*Minneapolis our whole lives. We are an Independent Insurance Agency with multiple Insurance Companies contracted with our office. Our insurance products include home, auto, collector car, business, life and long term care. We pride ourselves on personal service, and get this; when you call our office, a real person actually answers the phone!*

*As a life member of Nord Stern, I understand the needs of the Porsche enthusiast. Feel free to call me for a no obligation quote or just to chat about cars."*

And remember, dues were due, to keep receiving your newsletter be sure to get your check in to Steve Sherf. After this March issue ***we will not be mailing to those who neglect this payment.*** Dues help defray the printing/mailing cost of the newsletter so we do appreciate the payment!

– Enjoy, and see you at the next event.

# Day Two, or “I am not only your Advertising Rep, but a Customer!”

by Ed Vazquez

The day started out as planned; leave home, workout at club, and then visit several Nord Stern advertisers. So I pull out of the heated garage, give the Audi All Road a peppy bit of gas and hear a “bang.” Did geese fly into my engine? What are the black pieces of plastic that have fallen from the bottom of my Audi? What is the pink stuff coming out of the front of the car?

If I wasn’t a Nord Stern member, I might not know what to do BUT since I am, I know that COURTNEY’S TRUCK SERVICE is just a 2 miles away from where I live. So I pull up, just as the warning lights for the temperature goes on! Yikes. AT COURTNEY’S TRUCK SERVICE you will find everything from Porsches to the FOX 9 remote TV broadcasting truck. Mild-mannered Mike is known to many of us western suburbs Nord Stern members. He not only runs his own repair shop, but he participates in many Nord Stern and Regional Club Racing events. If you have the occasion to sit in his waiting room for a repair, you can see many trophies from regional events from tracks such as Mid America, BIR, etc. As Mike gives me a ride home, I realize that membership in our club has added benefits. We, as members, are blessed to have a great list of reputable advertisers who also share the track and social hours with us. Bottom Line, my fan blade blew up and destroyed the radiator. No waiting for weeks at Mike’s, he got the parts, made the repair and I had the Audi back that afternoon.

**Dent Kraft PDR:** The motto for this business is the bigger and harder the job, the more satisfaction they get. This business is just west of 494 and Hwy 55. Don Kavanagh worked for many years at Sears as a service writer, Don now runs this business which joined our group advertisers just last year. Besides dent repair, he is a source for the pre-cut Film protection for your car. I know several Nord Stern members have used Dent Kraft Plus and have

been very satisfied. I did learn one thing during this visit. Don told me that Dent Kraft especially likes to work on older cars. The challenge of older cars is that the metal is heavier or thicker. They specialize in these repairs! Look for a larger advertisement with us, a possible spring open house and check out his web site for any specials. If your vehicle has gotten a bump or bruise, consider Dent Kraft PDR.

**Sterling Enterprises:** I can summarize my visit with John Biesecker in one phrase. One Man, detailing One Car, One at a time. For those of you Nord Stern members who are also BMW club members, John is no stranger. As past president and having won many concours events, John knows the complexities of German paint finishes and the pride of presenting a freshly detailed Porsche to its owner. His location may be tricky to find so my advice is to call ahead so he can guide you in via west 27th Street in St Louis Park. What seems to be a dead end cul-de-sac has a road which runs back to several businesses. where John is actually located. We had a lot of things in common, but the bottom line is that Sterling and Dent Kraft PDR do work together to make your car look like new. John feels that every car that comes to him will be treated just as if it was his. For those of you who have better things to do than spend a day or two detailing your Porsche, Call John and set up a day of pampering for your prized car. There is nothing like driving down the road in a freshly detailed Porsche to see head’s turn!



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# PORSCHE PARADE 2009, Keystone, Colorado . . .

## What's It All About, Part 4

by Doug Pierce, Zone 10 Rep

Another in the group of major competitions to be held at Parade, Keystone Colorado, Parade, June 29 thru July 4, this year, is the Autocross. This is typically one of the biggest attractions at Parade and the applications to compete often exceed capacity. If you are seriously interested in participating in the Parade Autocross, definitely register for Parade (signing up for the autocross in the process, of course) in the first 3 days, March 3, 4, and 5, to maximize your chances of making the final field if the event is over subscribed. Anyone registered for Parade is eligible to compete in the Autocross, assuming the driver has a valid full drivers license and meets the general eligibility requirements outlined in the Parade Competition Rules (PCR). The full PCR's are available on-line at [www.pca.org](http://www.pca.org).

Each Parade Autocross is different, mainly because no two locations are the same. There have been HUGE Autocross venues such as the Qualcomm Stadium parking lot in San Diego allowing for complex, high speed circuits with multiple cars on course at one time. Others are small and compact providing a lower speed more technical experience. Both types have their challenges and can be fun for any type of Porsche. The Keystone Autocross will be significantly closer to the compact venue than some of the wide open spaces of past recent Parades.

The Autocross is scheduled for Parade Day 4, July 2, in combined parking lots near Keystone Village. Schedules have not yet been established, but will no doubt start early and run late in order to accommodate as many entries as possible. The day before, July 1, there will be an opportunity to walk the course in the afternoon to become familiar with the layout and formulate an attack plan.

The Keystone Autocross will provide additional technical/mechanical challenges for some. The elevation of the venue is approximately 9,300 feet above sea level. Carbureted cars and those without electronic fuel/air delivery systems will probably need to be adjusted to accommodate the thin air. The temperature may also be cool with subsequent potential loss of tire grip. The entered Porsche must pass the Parade technical inspection that checks things such as tire condition, lights and signals, brake function, seat belts, helmet (required), and similar safety related items. Inspection locations and schedules have not yet been published, but historically have not been a problem to get coordinated. The car does not need to be street legal for the Autocross event, in fact there are some heavily modified entrants that bring cars specifically setup for the rigors of competitive autocross and are nowhere close to street legal.

There are a large number of Autocross run classes to more fairly

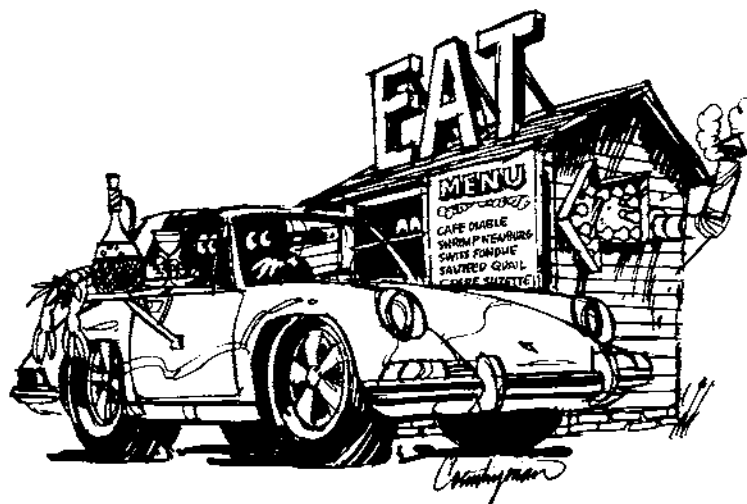
match cars of similar performance into groups of competitors. Classes range from extensively modified race cars to dead stock. The car classes and how to determine your proper class are covered thoroughly in the Parade Competition Rules as referenced earlier. Take some time and carefully review the PCR's to determine your proper class so as to avoid reclassification problems at

the event, or even disqualification if run in the wrong class. This being Parade, there are competitors who are dead serious about their sport and erroneous classification is a very bad thing. The other very important thing in Autocross is schedule. Participants

have to be prepared and staged ready to go at their appointed times, run in their appropriate time slot, and remain in the impound area after their session until released. Otherwise you risk not being able to do your runs or of disqualification. Sounds pretty severe, but with the numbers of cars involved even the slightest deviation from the approved procedures and timetable can throw things way out of whack.

Autocross can be an all-day affair or just a make-your-runs-and-go on the next activity. Watching, especially the faster classes, can be a great deal of fun too. With the Autocross course close to Parade center, there is little excuse for not competing or at least spectating. After all, you're there for the whole Parade experience and the Autocross is a major portion of it.

Don't forget, Parade Registration opens March 3. Don't be left out.



# Nord Stern's Upcoming Annual Spring Drive!



Join us for a casual spring drive on great Minnesota roads ending with dinner at Melvin's on the Lake in Spicer, MN. The drive will last about 2 1/2 hours with a rest stop about half way.

For a map of the starting location and drive maps and registration please visit  
[http://www.911t.org/09\\_spr\\_drv.htm](http://www.911t.org/09_spr_drv.htm)

**Date: Saturday, May 9th, 2009**

**Start time:** Arrive at 1:00 PM. We will be leaving the lot at 1:30 PM

\* Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.

**Start location:** City Park Main Street and Wildwood in St. Bonifacius Minnesota

**End location:** Melvin's on the Lake Spicer, MN

\*\* The event will be open to the first 40 Nord Stern club members who register by May 2nd, 2009. Contact Mike Lancial after this date to see if space is still available. The event will be open to non-Nord Stern club members if space is available. No registration will be accepted the day of the tour.

\* PLEASE help us out by registering sooner than later so we can have an accurate count of the event open/closed status. Thank you~

If you have any questions, you can contact the Eventmaster:  
Mike Lancial [thelancials@msn.com](mailto:thelancials@msn.com)



You're 21, a "Car Freak" and soon-to-be pilot. Life is good. Then you learn you are going blind. What now? Ask Mike.

Devastation, drugs and despondency. That's what. When Marion and I met Mike and his wife, Marsha, we didn't know anything about what happened to Mike all those years ago. Didn't even know he was blind. Mike touched Marsha's shoulder but, then, that's what married folks do.

It was nine years ago at Nordstern's "Fall Color Tour". It's an annual event along Lake Superior's magnificent north shore. Porches roar and scream through the countryside, few daring to take their eyes off the twisting roads.

"I could still make out the beautiful lines of your 928", Mike recalled later. He was explaining how his sight loss was gradual and finally total as it is today,



It wasn't until the second day of the Porsche event that we detected Mike's sight problems. He rarely talks about it during our years of close friendship. Instead, he enjoys his auto obsession "Mike Style". He delights in hearing and feeling the sounds of my cars as we cruise together. He knows immediately if we are in the Ferrari, the big 12-cylinder BMW, the 928 or whatever. It blows my mind.

But it's wife, Marsha, who has kept Mike's "Carmudgeonhood" alive. She did it the fun way. It began when she met Mike. She was 26; Mike 25. Both worked at the Drake Riding Stables near Milwaukee.

As Mike struggled with his vanishing vision, Marsha did more than just drive him around. She got into indoor Go Kart racing. And won! And won! And Won! Mike manned the infield, by radio urging Marsha on.

They bought Mike's favorite Porsche, a Targa. Christened it "Butzi". They drive it like hell spring, summer and fall, Comes winter, Butzi is stored in a bubble. Heaven forbid that it should suffer dents, rust or even dust,

And speaking of Heaven, Mike and Marsha have an intense belief that God is in charge of their lives. This belief was tested in recent weeks when Marsha was diagnosed with breast cancer,

Chemo treatments are over now. Mike and Marsha are happily looking forward to Butzi's coming out party.

The Kamstra "Carmudgeons" hope to join them.

Ken: thinkmk05@comcast.com



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# Book Review for Porschephiles

by Bruce Herrington, San Gabriel Valley Region, reprinted from *The Circuit*

I've always felt that any book with a Porsche on the cover can't be all bad. *Autocross Performance Handbook* by Richard Newton, published by Motorbooks, is virtually all good. Autocrossing is the safest and most exhilarating way to learn the way your car (and yourself) respond to out of the ordinary performance requirements. This book does not read like a text book, but it will teach you a great deal about how Autocross events are conducted, and how to improve the capabilities of the car and the skill of the driver.

Written for the beginning autocrosser, this book is 160, very readable, pages long. As per the name, it is in handbook format, roughly 8-1/2 x 11 inches, softbound with two blank pages for personal notes

Lavishly illustrated with 346 color photos, the armchair or novice autocrosser can be well entertained (and educated) just by reading the extensive captions of all the pictures. The experienced autocrosser will certainly be inspired by all the trick setups shown in the illustrations. But the meat is in the detailed descriptions, explanations and suggestions made in the body of the text.

The author, an ASE-certified Master Technician and a self-confessed autocross addict, talks in a reader friendly fashion about the what (and particularly the why) of car preparation and driving techniques. The fact that he owns a '73 911 makes it all the more fitting for PCAers to have this book in their libraries.

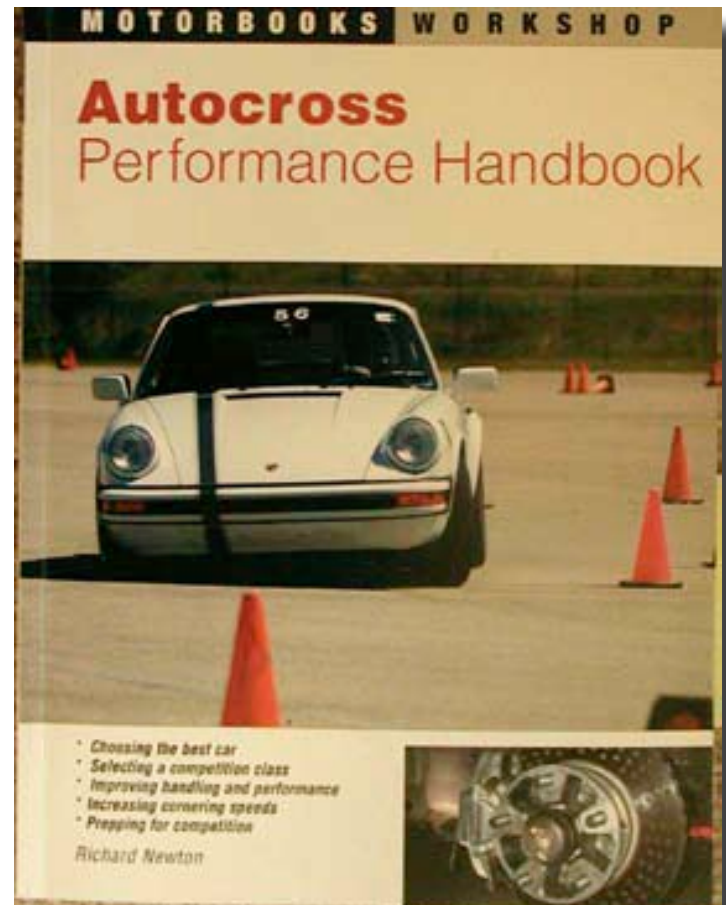
A feel for the thoroughness with which the author presents his material is seen in the section headings of the Tuning and Modification Chapter: tires, tire pressures, wheels, alignment; sway bars, shocking facts, chassis braces, brakes, exhaust, interior, and quick hints. The value of the presentation comes from the way he points out differences between autocross application and pure racing set-ups, and how he describes the effect on street use of any particular autocross enhancement to a dual purpose automobile. Throughout the book, theory is presented in terms of real-world practicality.

This reviewer is not necessarily in complete agreement with the author's recommendations regarding front anti-roll (sway) bar or alignment settings as applied to Porsches. However, there can be no argument with his harping on the importance of keeping complete notes of various changes and the need to test, test, test the effects of any changes made.

Oriented toward the general enthusiast reader, it presents SCCA Car Classification information in detail, and also includes PCA and BMW Club classifications. Numerous quotes from autocrossers, presenting their personal experiences and observations, are included in the text to supplement the author's exposition of various topics. Shots of competitors on the track with captions analyzing the car's handling, positioning, and driver's actions are very instructive.

*Autocross Performance Handbook* is available for \$29.95 through [www.Motorbooks.com](http://www.Motorbooks.com) or 800-826-6600. It is part of the Motorbooks Workshop series

which includes such titles as *Corvette Performance Projects*, *The Ultimate Garage*, *How to Tune and Modify Engine Management Systems* and the *Performance Welding Handbook*.



# 2009 Kalender . . .

<i>March</i>	<i>2009</i>	<i>June</i>	<i>2009</i>
<b>10 NS Business Meeting</b> Ramada Mall of America Airport 2300 East American Boulevard, Bloomington.		<b>12-14 BIR Fast Fling Driver Ed</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com	
<b>12 New Member Social (see page 12)</b> Motorplex Minneapolis 8200 Audubon Rd. Time: TBA Eventmaster: Steve Sherf, ssherf42@gmail.com		<b>13 BIR: "Taste of the Track"</b> Saturday 1:00 PM Cost: \$25 per person, closed toe shoes/long pants required, helmets are available Pre-registration encouraged, contact Michele/Ron Johnson at micheledj@earthlink.net for info	
<b>14 Swap Meet at Carousel Porsche - See Pg. 13</b> 8:00 AM to 12:00 PM (set up at 7:00 AM) Tables \$20 per seller - Reservation due 3/9 Eventmaster: Mark Kedrowski, mark@blueearth.net		<b>28 All Porsche Show and Concours</b> 10:00 am to 2:00 PM Central Park in Roseville Eventmaster: Brian Mayer Watch Your Nord Stern for further Details!	
<i>April</i>	<i>2009</i>		
<b>14 NS Business Meeting</b> Ramada Mall of America Airport 2300 East American Boulevard, Bloomington. <a href="http://www.ramadamo.com/contact_us.htm">http://www.ramadamo.com/contact_us.htm</a> . 6:30 Social, 7:00 Business Meeting		<b>13 German Carfest 2009</b> 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	
<b>24 BIR First Fling Driver Training</b> Details TBA Eventmaster: Jon Beatty, e-mail at jon@minnetonkasoftware.com			
<b>25-26 BIR First Fling Driver Education</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com		<b>July</b>	<b>2009</b>
<b>25 BIR: "Taste of the Track"</b> Saturday 1:00 PM Cost: \$25 per person, closed toe shoes/long pants required, helmets are available Pre-registration encouraged, contact Michele/Ron Johnson at micheledj@earthlink.net for info		<b>16-19 2009 Kohler International Challenge</b> Road America, Elkhart Lake, WI.	
		<b>31- Aug 2 BIR Club Race and Driver Ed</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com	
<i>May</i>	<i>2009</i>		
<b>3 Maplewood Imports AutoFair</b> Maplewood Imports - See page 17 10 AM to 1 PM Eventmaster: George Andeweg, 651-483-2681		<b>August</b>	<b>2009</b>
<b>9 NS Annual Spring Drive</b> Details TBA per Eventmaster		<b>10 Driver Ed at Road America</b>	
<b>16 Inter-Marque Spring Kick-Off Location</b> New Location: Details TBA Info: Phyllis Galberth (deegalberth@yahoo.com)		<b>-11 Details TBA</b>	
<b>12 NS Business Meeting</b> Ramada Mall of America Airport 2300 East American Boulevard, Bloomington. <a href="http://www.ramadamo.com/contact_us.htm">http://www.ramadamo.com/contact_us.htm</a> . 6:30 Social, 7:00 Business Meeting		<b>September</b>	<b>2009</b>
		<b>7 6th Annual Rochester BBQ and Picnic</b> Details: TBA, watch your Nord Stern,	
		<b>18-20 BIR Fast Fling Driver Ed</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com	
		<b>19 BIR: "Taste of the Track"</b> Saturday 1:00 PM Cost: \$25 per person, closed toe shoes/long pants required, helmets are available Pre-registration encouraged, contact Michele/Ron Johnson at micheledj@earthlink.net for info	
		<b>25-27 Annual North Shore Fall Color Tour!</b> Mark Your Calendars Now for next year! BluFin Bay in Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net	



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Interlachen's dining room was spectacular - blinking ice cubes and all!



Pat Kelly, Steve Washburn and Pam Viau with speaker Patrick Long - wonder what they are talking about??!!



Taking over the new gavel for 2009 is Bob Barker



Rick Moe and Jim Arhart



One of many tables filled with members with lots of club history: L to R: Kathy Johnson, Teresa Vickery, Joel Pfister, waiter, John Dixon, Geoff Boeder Bruce Boeder, Craig Alexander (one of the original club members) Cid Holton, Craig's wife Phyllis - a FUN TIME!



Deb Johnson greets George Andeweg with Craig Alexander



The tables were quite festive - It was party time!



Above, Chris D'orale and Bill Berard, Below: Patrick Long and Emma Smith



Kim Fritze with Jo Craven and Dale Trippler



Reminder me, what did I order? And we can all attest to how good the dinner was!



Back, Roy Henneberger and Mark Bouljon of Carousel, right



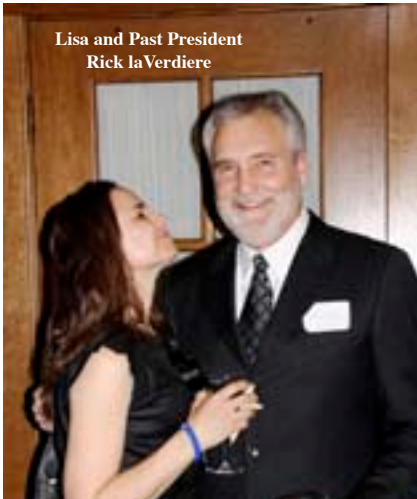
What a night Roger Johnson orchestrated; braves all around!



Smiles were definitely in style: L to R: Cid Holton, Christie Boeder, Teresa Vickery and escort Jim Holton



Lisa and Past President  
Rick laVerdiere



A table of members congratulating an the  
Award of Excellence presentation



Emcee Roger  
Johnson - leads the  
evenings festivities  
and activities



Pam Viau and Hank  
Godfredson - past  
presidents having a  
great time



A surprised and appreciative  
Bruce Boeder, left, receiving  
the inaugural 'Award of  
Excellence' from Board  
member Rick laVerdiere



Cocktail Hour Fun



Bob Kosky, center, chats  
with Pam Viau right and  
Keith Fritze



Julie and Mike  
Courtney



Board membes Rick LaVerdiere  
and Chip Smith explaining  
the new Award of Excellence



Cid and Jim Holton catch up with Jim  
Miller and Ron Smith



Julie Courtney And  
Lynn Beyl



Bill Groschen, left with Jim and Bobbi  
Miller who joined us from their retirement  
home in Nevada



Our guys, all dressed up! L to R: Rick  
LaVerdiere, Keith Fritze and Keith Jones



Bob Fleming greets  
Sharon Binek



Left Rick Moe and Hank  
Godfredson chat while  
Corey Johnson, right,  
listens in







Lynn and Paul Beyl of Trackside Tire



Susanne Dixon



Roger facilitated a great exchange of driving and drivers - Spyder to Spyder - between Tom Countryman who raced in the 1960s and Patrick Long, current professional Porsche driver



Right, Kim Fritze with Deb Johnson and Elizabeth Johnson get registration up and running



Patrick Long was a fabulous speaker as he told his stories of the beginnings of his racing ambitions through to today with the opportunities he enjoys with Porsche.



Dave Weisel, Craig Alexander and Ron Smith - looking at Craig's spyder model



Rapt attention is paid to the events of the evening



Deb Johnson, Elizabeth Johnson with Emma and Michele Smith greet arrivals and help find name tags for one and all



Above, one of the two sheet cakes made especially for the evening with our 50th Anniversary Logo. Below, another full table of Nord Stern and special guests enjoys the night.







Jim Miller - the bar was hopping!



Bruce Boeder and Joel Pfister enjoying the night's fun



Bret Bailey and Laura Catania



Porsche Driver Patrick Long and Michele Smith



Rick LaVerdiere and 2008 President Pam Viau



Guests arrive and mingle including, Left, Tom Countryman who spoke on his early days of local Porsche



A few of the very special items on display: L to R: Craig Alexander's gorgeous model of his 550 Spyder, the Region of the Year Trophy and Charter Letter



presents the special award to Bruce Boeder



Lee Jacobsohn, Nancy Smith, Dave Weisel and Ron Smith



Standing by his table filled with Nord Sterners is Andy Busche



Nord Stern's gorgeous Kim Fritze, our social chair and superb organizer!

Keith Fritze at his table of notables: Lisa LaVerdiere, Kim Fritze, Zone 10 Rep Doug Pierce, Betty Jo & Leonard Turner, Sharon and 2009 President Bob Barker



# Our Nord Stern 'Stories' . . . My "Taste of the Track"

By Dale Trippler, Member since 2004

*I joined Nord Stern in September 2004 after buying a used 2000 Boxster from Maplewood Imports (MI). My mission was to find out as much as I could about Porsches, to find other Porsche owners to talk with and to go touring with them on sunny days. I noticed in the newsletter I received from MI there was a weekend of racing at Brainerd International Raceway.*

When I arrived at BIR, cars were already running on the track. I drove right into the Paddock area and parked my Boxster next to cars that were obviously there to be driven on the track. I asked someone if it was OK to park there and he said "Sure, no problem." I walked around getting a feel for where things were, and then sat in the grandstands to watch the cars flying around the track. It looked like a lot of fun, so I decided to make a nuisance of myself.

Everyone I talked with was very cordial and answered my questions without making me feel stupid. Then, someone asked me if I wanted to try "Taste of the Track" and ride in one of the racecars.

Pam Viau signed me up while she located a car and driver. She also located a helmet and waiver and I paid my \$20. Pam pointed me to a 968 driven by Rick LaVerdiere. Rick asked me if I had ever been in a racecar or driven on a high-speed track. I said, "no". He then helped strap me into his car and we were off to the grid area. He told me to tell him IMMEDIATELY if I felt sick. I assured him I would let him know if that became a problem. The starter waved us on and my first run on the track was about to begin. I had no idea what to expect, but what I experienced greatly surpassed my expectations. Rick drove the first couple of laps slowly, around 100 MPH. Rick asked me if I was getting sick before each corner for the first two laps.

Rick must have finally felt that I could be trusted not to barf all over his car's interior because on the third lap, he pushed the car way beyond anything I thought a car could do. He was now going into Turn 1 at 120 MPH. I couldn't believe we would stay on the track. Coming into Turn 3, Rick hit the brakes so hard that I was very glad I was belted into my seat or I thought I would have flown through the windshield. That is when I realized I was actually experiencing what being in a racecar was like. It was phenomenal!

When we exited the track, Rick suggested that I experience the track in a 911, as it has a rear-mounted engine, which provides a totally different ride.. He introduced me to Chip Smith, who strapped me into #13. Chip also asked me to tell him whether I was going to be sick or if I didn't feel comfortable with the speeds. Before we left the Paddock, I noticed that Chip's speedometer was turned about 90 degrees to the left. He told me he only needs to see the needle when it is at the speed he wants to drive (or something like that). I noticed that meant he was looking at 140-150 MPH.

OK, I thought, this could be interesting!

Sure enough, after one lap in which I assured Chip that I wasn't going to be come sick, Chip opened up the throttle and started driving the way he would if he was alone in the car. Going down the straight between Turn 10 and 1, the car accelerated more than anything I had ever experienced in my life. WOW, I thought we might get over 120. 130, then 140 quickly replaced that thought. But then a strange thing happened. I looked up from the speedometer to see Turn 1 coming up **REALLY** fast. OK Chip, you can start braking now. Chip, the brake! I looked at the dial one more time and it was at 145. We were going into Turn 1 and Chip was on the accelerator, not the brake. My thoughts focused on my last will and testament. Had I told my family how much I loved them?

Somehow, we made it though Turn 1. I thought I could relax except that Chip didn't let up on the accelerator much going through Turn 2. Actually, that was a piece of cake compared to Turn 3. We were flying down the straight coming into Turn 3. Just when I was wondering which tree we would fly into, Chip hit the brakes. The forward thrust of my body against the seat belts caused the air in my lungs to get pushed out. I had no idea a car could brake that hard and that quickly. We went from 100 MPH to about 40 in a heartbeat. That must be what hitting a wall is like, I thought.

The rest of the run was much the same, flying down the straights and through the corners. Chip and the Laws of Physics continued to test each other. I was hoping Chip would win the contest and he did. After we left the track, I thanked Chip for the ride. I immediately headed for the Men's room to see whether I needed to change my underwear. Happy to see I was OK, I then found Rick and Pam and also thanked them,

I signed up for Driver's Training that fall, wanting to learn how to drive my Porsche like Chip and Rick. I was totally hooked. High speed driving isn't for everyone, but if you think it is something you would enjoy, come up to BIR and experience the Taste of the Track for yourself. You won't ever forget it!

*Editor's Note: We will work on including as many 'member stories' as we can gather this year to help commemorate our 50th anniversary year. There are so many fun and interesting stories out there and we want to hear from you!!! Don't be shy, give us a shout, an email, a letter, your ramblings as we share our experiences as Nord Stern members. Jill Daneu and I are here to facilitate the story collecting so give us a call!*



# Want a Fast Ride on the Track at BIR?

by Michele Johnson

**H**ave you wondered what it would be like to be on the track but are not quite ready to take your own car out there? Nord Stern offers you an opportunity to experience a *Taste of the Track* three times this year.

*Taste of the Track* events are held in conjunction with the regular Driver's Education sessions scheduled at Brainerd International Raceway. The dates for *Taste of the Track* in 2009 will be April 25, June 13 and September 19. Participants attend a meeting where they learn what to expect on the track and about important safety information. They then take a ride on the track with a Nord Stern instructor in his/her car. The track session will be "hot" – at speed and very similar to the experience the Driver's Education participants have at each event. Prior to going on the track, the instructor will talk to his/her passenger and adjusts the session based upon the individual's comfort level. A note of caution – this is a very different experience from the touring speeds of parade laps – if you are not interested in a fast ride, you do not want to sign up for *Taste of the Track*.

*Taste of the Track* is a great method of exploring what it is like to be on the track and gaining insights into what a driver must do to handle the car at high speeds. It is also an excellent way to find out if you are ready to take your own car out for a Drivers Training session. Additionally, *Taste of the Track* can be used to introduce family, spouses or friends to what you do as a driver.

About our instructors – Nord Stern instructors have been screened and trained to ensure they are skilled at not only driving their own cars, but at helping others develop the skills to control a car on the track. The instructors, like Nord Stern overall, are very focused on doing things in a safety conscious manner and have a

proven record of skill. You can be confident you will be in great hands during *Taste of the Track*.

Please note a few requirements for *Taste of the Track* – all participants must be over 18 years of age. Each person must complete a registration form, pay the \$25 registration fee and wear appropriate attire including an approved helmet, close-toed shoes and long pants (no shorts or Capri pants). Please arrange for a helmet prior to the event as each person needs to provide their own – many people borrow one from a friend so they do not have to buy one themselves.

If you are interested in experiencing *Taste of the Track*, please register prior to the event via the link on the Nord Stern website [www.clubregistration.net](http://www.clubregistration.net). If you have a specific instructor, you would prefer to ride with, please note his or her name. To the extent possible, your request will be accommodated. Space permitting, additional registrations will be permitted at the track.

You can contact Ron or Michele Johnson for more information about *Taste of the Track*. (insert info – Christie – what is normally included in an article? Phone, email? Home is 952-476-7445, my email is [michelej@earthlink.net](mailto:michelej@earthlink.net). Ron's is [porschebreathe@earthlink.net](mailto:porschebreathe@earthlink.net))

So, try it this season – but be forewarned...you may become caught up in the fever of racing like the rest of us! It is a catchy "disease". Case in point: When Bret Bailey attended a BIR event as a guest in 2000, he was given a *Taste of the Track* by one of the instructors. As he climbed out of the car, he pulled off his helmet and said, "I am getting a Porsche to do this!" He bought a Porsche before the next event and is now an instructor and one of many Club Racers in our region.

Larry Skoglund at the  
State Fair Autocross in 1975  
in his 356 Carrera 2  
with removable hard top,  
roll bar, and full face helmet.

Photo by  
Bruce Erickson





## WHAT'S UP?

### SEPTEMBER

13 Autocross  
State Fairgrounds

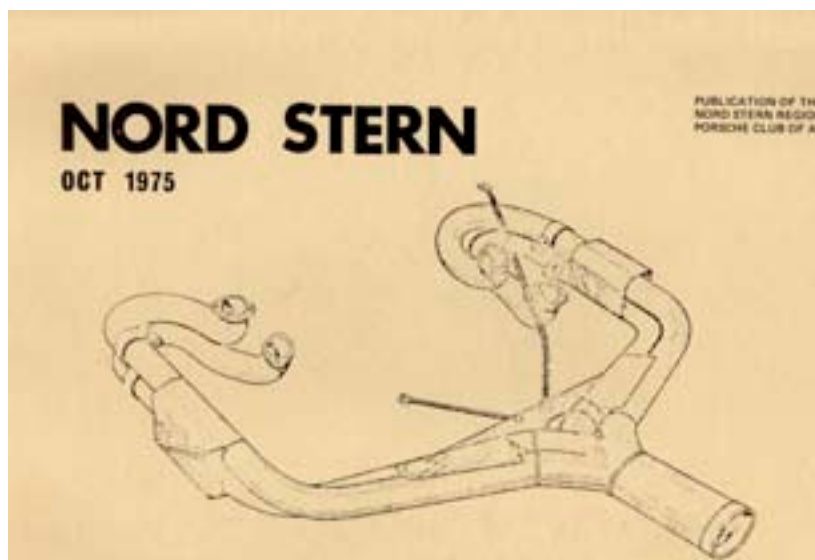
18 Executive Council  
Bob Wagner's

20-21 PCA Autocross  
Elkhart Lake, Wisc.

26 Dinner Meeting  
Afton House

### OCTOBER

11 Rally - Tour  
Schell's Brewery



## Scans of Old . . . Newsletter Views

*courtesy Ron Faust*

Above, Top: State Fair Autocross: Even by 1975 there was no shortage of 4 bangers at Nord Stern speed events.  
Photos by Bruce Erickson

Right, scan showing part of Francis Hunt's three page article on the road trip and the 1975 Parade.

Above, below: The October 1975 cover is no 356 stock exhaust; surely some Nord Stern member can identify this almost 50 year old part. (editor's note: I am taking guesses, let me know what this is!!!!)

Several members are preparing for the national concours; they had decided to enter that event AFTER their arrival in Seattle and the cross country drive. (editor's note: oh, how we miss those days of a more informal and relaxed atmosphere!)





# 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?*

## September, 1975

- Editor **Larry Skoglund** has been appointed to the PCA Parade Competition Rules Committee. He also writes that it costs roughly \$100 per month to publish the newsletter. (editor’s note: this has gone up a tad since then!)
- **Annie Skoglund** gives her perspective on driving a (4 cam) 356 to the Parade in Seattle in some “haunting” questions. She says she was allowed to pack two things—her jeans and contacts . . .
- If the car burns oil or drips it, why doesn’t a storage place come standard—one large enough for a case?
- Why do helmets never fit anywhere, except on your lap?
- Are jacks always made to weigh more than the car OR so flimsy that the handle bends in your hand.
- The State Fair Ground’s half-mile oval track is used for the September autocross.
- **Francis Hunt** writes a wonderful three-page report on the ten-Porsche caravan to the Seattle Parade. Three others were said to have made cameo appearances, just driving in for the beer drinking. *“As I eased out of the driveway, all I could hear were those strange (and many) 4 cam engine noises and I wondered if all those pieces really would stay together. Oil drips are known as ‘seeps’ if less than a quart a day drips out on a 4 cam.”* Apparently he and **Skoglund** were talked into entering the Concourse just a day or two before it was held. **Warren Sorenson** took 7<sup>th</sup> Overall Award at his first Parade. The caravan collected at least three speeding tickets and one warning (but the tickets were cheaper back then).

## October, 1975

- Long-time Nord Sterners **Jim & Sandy Tourtillotte** are listed in the New Members column
- After commenting on attrition of a couple of engines due to missed shifts over the last BIR weekend, Editor **Skoglund** advises: *“Speed shifting a Porsche is unnecessary, difficult and occasionally very expensive. . . . get a handle on the right technique or your banker will get a handle on you.”*

- A concours was held on the Saturday morning of the Labor Day weekend sprints at BIR. *“**Chip Alexander** picked out an excellent site on the pine dotted lawn of the Paul Bunyan.”* I don’t know when the ‘pine dotted lawn’ was clear cut, but the Paul Bunyan Inn and a better known Paul Bunyanland became bowling/ shopping area in the early ‘90’s.
- A one day BIR event is scheduled for October 18<sup>th</sup>! Entry fee is \$12; \$6 for a 2<sup>nd</sup> driver. (editor’s note: we think that was REALLY cheap when we look back at other costs in that decade - Boeder was working for the city during the summer for \$7 per hour (cushy Union job!) and think of the daily cost of BIR in 2009 is \$6,000 per day! Wow.)
- A pre-election bio says writer-wrencher-racer **Larry Skoglund** drives a ’64 Carrera 2 and has owned a ’62 Carrera 2, ’57 Carrera Speedster, and a ’60 Roadster. Far out.

## November-December, 1975

- In a discussion of how to find parts, Editor **Skoglund** mentions the 356 Registry, a one year old club concerned solely with the early automobiles.
- In an article on the Seattle Parade, **Steve Coleman** touts the upcoming 1976 Parade *“Aside from the rare opportunity to go to a Parade right in your backyard, we see the Madden’s-BIR-Gull Lake locations as the best Parade set-up in history.”*
- Chocked full of information, the issue contains one member’s detailed two paged evaluation of the new 912 model, a two page tech article on how to do a 914 tune-up, and a two page discussion on how to choose a basic set of hand tools.
- The Market (also two pages) lists one member’s sale of a 1960 engine, a 1953 Cabriolet parts car, an engineless 1957 coupe, a 1958 Cabriolet parts car, a 1959 hardtop parts car. He says his wife is nagging (for some reason)!

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# New Museum in Stuttgart-Zuffenhausen Opens to the Public

**S**TUTTGART, GERMANY/ATLANTA – January 22, 2009 – One of the greatest and most spectacular building projects in the history of Dr. Ing. h.c. F. Porsche AG was completed in December 2008: the new Porsche Museum in Stuttgart-Zuffenhausen. Located directly in the very heart of this unique sports car company so rich in tradition, the Museum serves to present the fascinating thrill and diversity of the Porsche brand to visitors from all over the world.

More than 80 cars are on display in the 5,600 square meters (60,250 square feet) Exhibition Area styled and designed futuristically by the Viennese architects Delugan Meissl, ranging from the legendary wheel hub motor of the Lohner-Porsche, the world's first hybrid automobile built as far back as in 1900, all the way to the latest generation of the Porsche 911.

No less than 170 architects from all over Europe applied for the project before the architects of the Delugan Meissl office won the tender in February 2005. Construction work at Porsche - platz in Zuffenhausen started just half a year later and in November 2007 the body of the Exhibition Building was lowered on to three concrete cores, the first exhibits moving into the Exhibition Area not even one year later. On December 8, 2008, finally, the Museum was handed over to Porsche exactly on time.

Porsche expects more than 200,000 visitors to the Museum each year, so-called Theme Islands and numerous small exhibits seeking to present the “Porsche Idea” in all its complexity.

Apart from the exhibition itself, the historical archives and the “transparent” workshop for historical cars, the Museum offers a wide range of catering services complete with a coffee bar, a bistro and an exclusive restaurant, as well as generous conference areas finished mainly in white, the fundamental color of the Museum.

The new Porsche Museum is also available as an event location for other purposes, for example for conferences, film screenings or concerts, quite independently of the usual exhibition activities.

The new building at Porscheplatz is located at a very important place in the history of German automobile production, since this is where the Porsche Design Office moved to from downtown Stuttgart to Plant 1 in Zuffenhausen back in 1938. In the same year the forerunners of the VW Beetle saw the light of day precisely here at this location, followed by the Type 64 Porsche as the ancestor of all Porsche sports cars, the legendary Berlin-Rome car, in 1939.

Sports cars proudly bearing the now world-famous Porsche logo have been built here in Zuffenhausen ever since 1950.

## The exhibition concept

The actual Exhibition Area is made up of a daring steel structure resting on just three concrete cores and appearing to hover in space, covering a span of up to 60 meters or almost 200 feet. Inside the Museum Porsche's historical cars and some 200

additional exhibits are grouped together in a carefully planned and highly attractive arrangement.

The visitor is guided through the Museum by the history of Porsche products, conveying the Porsche Idea through characteristic features such as “fast”, “light”, “clever”, “powerful”, “intense” and “consistent.”

Proceeding from precisely this fundamental philosophy, Porsche to this date has created trendsetting technical solutions for elementary challenges in automobile production. Just how consistently and convincingly the Porsche Idea has been conveyed into reality also follows from the development projects carried out by Porsche on behalf of other companies, Porsche Engineering, the subsidiary responsible for such projects, taking on a firm place in the Museum through selected examples of its work.

The exhibition concept of the new Porsche Museum was developed by the specialists of the Stuttgart HG Merz architects' office in cooperation with Professor Gottfried Korff, a specialist on museology at Tübingen University not far from Stuttgart.

Through their concept the creators of the Museum seek “to present issues of great significance to the Company and, at the same time, to document the long history of Porsche in its products.”

Indeed, this interaction of product history, the arrangement of specific themes and the Porsche Idea provides a perfect trinity of highlights borne out, for example, by the Porsche 356 America Roadster built in the early '50s. Weighing less than 600 kg or 1,323 lb in road trim, this is indeed the ideal testimony to the concept of lightweight engineering. At the same time the Targa Florio theme underlines Porsche's outstanding achievements again in lightweight engineering, combined with the success of Porsche's extra-light racing cars also highlighted by the plastic body of the Porsche 908 race car.

In addition to all this, the interactive mediatheque, micro-cinemas and mobile audio-guides offer the visitor supplementary in-depth information.

From the exhibition straight to the road: the “Museum on Wheels”



*Continued on page 36*



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# Tech Quiz . . .

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

1. The oil capacity for the 1981 Porsche 928 is:

- a. 7.9 quarts
- b. 10.2 quarts
- c. 6.0 quarts
- d. None of the above

Up-Fixin # 6, page 120 (or Panorama 6/81)-

2. In 1992, as an early 1993 model, a 928 GTS was introduced in the U.S., with a 5.4-liter engine and 600 hp.

True or False

Up-Fixin # 10, page 239 (or Panorama 12/95)

3. The 1985 928 included an additional warning lamp in the instrument cluster to advise the driver that the \_\_\_\_\_ was below safety levels.

- a. Oil level
- b. Radiator fluid
- c. Cog/timing belt tension
- d. None of the above

Up-Fixin # 7, page 254 (or Panorama 1/85)

4. The 1981 Porsche 928 model included a "competition package." Which of the following items was included?

- a. Front and rear spoilers
- b. Forged alloy wheels
- c. Sport shocks
- d. All of the above

Up-Fixin # 6, page 119 (or Panorama 6/81)

5. ABS brakes were standard on a Porsche with the 1986 928 model series.

True or False

Up-Fixin # 8, pages 158-159 (or Panorama 7/89)

6. According to Panorama, the 1988 928S-4 with its eight cylinder, 32 valve, five-liter engine, was not the fastest production Porsche built for the U.S. in that year's model line-up.

True or False

Up-Fixin # 8, page 240 (or Panorama 11/87)

7. In what year did Porsche change the 928 transmission design to the Borg-Warner cone-type synchronizers?

- a. 1977
- b. 1996
- c. 1985
- d. None of the above

Up-Fixin # 8, page 50 (or Panorama 3/89)

8. The added power for the 928S dictated better:

- a. Lights
- b. Instruments
- c. Paint
- d. Brakes

Excellence, Vol. 2, page 925

9. In the 1978 model year the Porsche 928 could boast of having been awarded the coveted "Car of the Year" trophy.

True or False

Excellence, Vol. 2, page 926

10. The body shell of the 928 was enclosed at the rear by a large color-matched plastic moulding. Getting a good color match with these moldings was easy.

True or False

Excellence, Vol. 2, page 929

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

## **We are Cordially Invited to the K2K Run . . . Upcoming Event Hosted by Dakotas Region**

### **The K2K Run!**

The Dakotas Region will host a Keystone to Keystone (K2K) run this year,  
in honor of Porsche Parade 2009!

Join us as we meet and enjoy the scenery and drives in the Keystone, SD area  
on June 26th and 27th.

We will leave for a night in Laramie, WY on June 28th, with a following day departure  
to arrive at Keystone, CO on June 29th, the opening day of Parade.

A block of rooms have been reserved at K Bar S Lodge in Keystone, SD for June 26th  
and 27th; however, they will be released to the public on May 25th.

There are no fees, but registration is necessary.

See website for more information. (Dakotas Region: <http://www.dak.pca.org>)



## **Dakotas Region Invites Nord Stern . . . To The Annual EOS Lake Pepin Trek! RVBOWWOW 5! September 18-19, 2009**

Join the Dakotas Region, PCA as we travel and visit our Nord Stern friends in southern  
Minnesota and western Wisconsin for our annual Lake Pepin (Mississippi River) trek –  
RVBOWWOW 5: the EOS tour (end of summer)!

We will arrive in Lake City, MN on September 18th and do a fun drive in the region on  
Saturday the 19th, followed by lunch at the Trempealeau Hotel  
(Trempealeau, Wisconsin), home of the world famous WalnutBurger!

We will return to Lake City via the quaint little towns of the east coast of Lake Pepin,  
through Red Wing, MN and back to Lake City.

See the registration form online – no fees, just a headcount!

Dakotas Region: <http://www.dak.pca.org>

## 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 10<sup>th</sup> 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.

## Region of The Year Trophy

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In addition to all this, the interactive mediatheque, micro-cinemas and mobile audio-guides offer the visitor supplementary in-depth information.

## **From the exhibition straight to the road: the “Museum on Wheels”**

Porsche cars do not grow old. Instead, they become classics still suited in every respect for road use. Indeed, this is one of the secrets behind the success of the brand, which is also why the exhibits proudly presented in the Porsche Museum are always

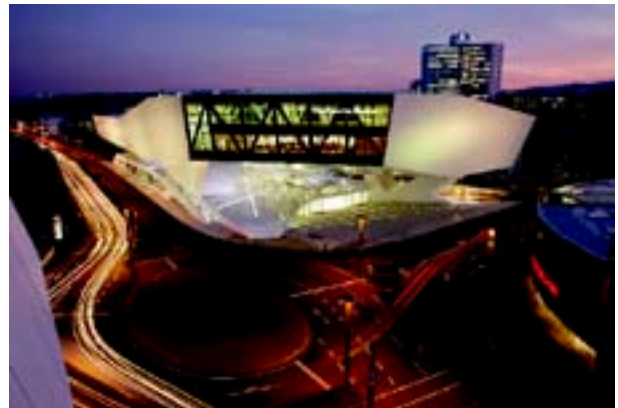


on the move, nearly all of the vehicles exhibited being entered regularly in historical races and drive events as Porsche's “Museum on Wheels”.

In 2009, for example, the 550 A Spyder will be making an appearance in the Italian Mille Miglia and the 356 Carrera Abarth GTL will be entering the Classic Adelaide in Australia. So instead of a conventional, static exhibition, the visitor is able to enjoy a constantly changing succession of cars with rarities re-arranged time and again.

## **Unique: the “transparent” Museum Workshop and the Porsche Archives**

Porsche lives out its history – and customers live out Porsche's history too. To ensure the highest level of care and maintenance for the brand's historical cars, Porsche has established a special Museum Workshop where private customers are also able to have their classic cars restored. The visitor, in turn, has the opportunity to watch Porsche's master mechanics and specialists working on all kinds of classic Porsches. For before the visitor even enters the exhibition, he will pass by the glass partition to the Museum Workshop, enjoying a truly unique experience of transparency



offered the world over in this way only by the new Porsche Museum.

The historical Porsche Archives with all its treasures has also moved to the new Museum and is partly in sight through glass walls from the lobby. After registering in advance, specialists and enthusiasts are able to visit the archives for their research on the history of Porsche.

The Porsche Museum experience: the Catering and Event Area

Apart from the Museum shop, the coffee bar and the bistro, the new Porsche Museum offers two further highlights – the exclusive Christophorus Restaurant and a special Event Area. Visitors reach the restaurant through a separate entrance and may therefore enjoy all the culinary delights and amenities also after the Museum's opening hours.

Looking out of the guest area, visitors enjoy a truly symbolic view, admiring not only the cars in the Exhibition Area but also Porscheplatz and the Porsche Plant itself to be seen clearly through the glass facade.

This interaction of past and future clearly underlines the pledge of the Company to its roots. The third floor offers ample space for events of all kinds and size, providing an ideal setting for meetings, seminars, conferences, lectures, concerts and film presentations.



This area is indeed highly flexible in its use, mobile partitions serving to adjust the Event Area to the number of guests.

The Event Level moves on directly to a generous roof terrace. This spectacular location out in the open is reserved for special highlights such as car launches or particular presentations benefiting from the large dimensions and impressive space available.

### **Spectacular architecture: the “hovering” Museum**

Ingenious ideas, fascinating technology and legendary cars certainly deserve an appropriate setting offered in perfection by the architecture of Porsche’s new Museum. And one thing is for sure: the building designed by Delugan Meissl is a genuine eye-catcher. Resting on just three V-shaped pillars, the dominant main body of the Museum appears to hover high above the



ground like a monolith. This is the venue of the actual Exhibition, the Christophorus Restaurant and the Event Area with its roof terrace.

The basic building structure beneath the monolith houses the Lobby, the Museum Workshop and the Archives, the bistro and coffee bar as well as the Museum shop. The two bodies of the building are connected by a partly glazed, dynamically angled stairwell and a lift. A double-level underground garage with some 260 parking spaces, finally, offers visitors appropriate convenience in parking their car.

The monolith and the basic building structure stand out from every perspective through their polygonous, avant garde shapes as well as their various structures and window areas differing consistently in their geometry. The glazed front side of the Museum measuring 23 meters or 75 feet in height and proudly presenting the name “Porsche” faces to the north, proudly welcoming visitors and passers-by driving into town in their car. Hence, the architects have succeeded on the one hand in creating an absolutely outstanding highlight ranking unique in its environment and, on the other hand, in generating a well-balanced overall impression.

“The new Porsche Museum creates a unique experience in space appropriately reflecting the self-confident attitude and the supreme standard of the Company through its architecture and at the same time bearing out all of Porsche’s dynamic character. Knowledge, credibility and a determined stance are just as much part of the Museum’s philosophy as courage, enthusiasm, power

and independence. Every idea is seen as an opportunity to openly accept new challenges, to venture forward to the very limit, and at the same time to remain faithful to oneself. All this is to be reflected by this Museum”.

This is how the architects at Delugan Meissl express their dedication to the new Porsche Museum in Stuttgart. For it was this office from Vienna which in early 2005 won the architects’ contest for the development and construction of the new Porsche Museum in all its glory.

### **Welcoming the visitor as a true guest: generosity is seductive**

The Porsche Museum welcomes the visitor with a generous gesture, the monolith opening up between the lower level and the street level to the generous height of 10 meters or almost 33 feet to enhance the broad open space of the area in front of the Museum. Having passed through the main entrance, the visitor will come to the Lobby leading on to the bistro “New Porsche Museum • Traveling in Time” through the History of Porsche 5 and coffee bar as well as the Museum shop, the cloakroom and cash registers. The rising design of the roof on the basic building structure provides ample space opposite the entrance for a second floor where the reading hall of the Archives is clearly in sight.

Moving up an escalator, the visitor enters the Exhibition Area in the upper part of the building covering an area of approximately 5,600 square meters or 53,800 square feet. Now he can decide whether to start his tour of the Museum in chronological order with the history of the Company prior to 1948 or whether he would like to move on directly to the main exhibition area a few steps higher, following the likewise chronological presentation of the Company’s history after 1948.

### **About Porsche Cars North America, Inc.**

*Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., is the exclusive importer of Porsche sports cars and sport utility vehicles for the United States. It is a wholly owned, indirect subsidiary of Dr. Ing.h.c. F. Porsche AG. PCNA employs approximately 180 people who provide Porsche vehicles, parts, service, marketing and training for its 201 dealers. The dealers, in turn, provide Porsche owners with best-in-class service. Throughout its 60-year history, Porsche has developed numerous technologies that have advanced vehicle performance, improved safety and spurred environmental innovations within the automotive industry. The company continues to celebrate its heritage by adding to its long list of motorsports victories dating back to its first 24 Hours of Le Mans class win in 1951. Today, with more than 28,000 victories, Porsche is recognized as the world’s most successful marque in sports car racing. PCNA, which imports the iconic 911 series, the Boxster and Cayman sports cars and Cayenne sport utility vehicles for the U.S., strives to maintain a standard of excellence, commitment and distinction synonymous with its brand.*

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