



NORRO STEERN

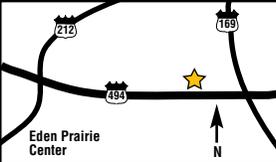
APRIL 2009



**EUROCARS**

10100 Viking Drive  
Eden Prairie, MN 55344  
952.944.5252  
Sales & Leasing

Hours:  
Monday-Thursday // 9am - 7pm  
Friday-Saturday // 9am - 5pm  
[www.ieurocars.com](http://www.ieurocars.com)



**Completely Extraordinary**      **THE Complete Garage**



**Flooring ■ Cabinets ■ StoreWall® Systems ■ Accessories**  
**Griot's® Car Care Products ■ Gladiator™ by Whirlpool®**

[www.CompleteGarage.com](http://www.CompleteGarage.com)

Northwoods Ct. Shopping Center, 250 Denmark Avenue • Eagan • (651) 686-6970  
Country Village Shopping Center, 11323 Highway 7 • Minnetonka • (952) 935-5200

# N O R D                      S T E R N



*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 Welkommen . . .
- 7 From the Editor . . .
- 8 Letters to the Editor . . .
- 9 Car Biz Board . . .
- 7 Biz Talk . . .
- 33 Tech Quiz . . .
- 35 For Sale . . .

### Features

- 8 Garage Stalls at BIR . . . Rentals Available!
- 11 Nord Stern Business Meeting . . . March 10, 2009
- 12 Car # Assignments . . . How to Request a Change
- 13 Nord Stern 2007-08 Car Number Assignments . . .
- 15 2009, Keystone, Colorado . . . Part 5
- 19 50th Anniversary Congratulation Letter
- 25 The Porsche 924 - A Different Direction

- 26 Our Nord Stern 'Stories' . . . 'The Rock'
- 27 Want a Fast Ride on the Track at BIR?
- 28 January Tech Session at AutoEdge . . .
- 28 Book Review for Porschefiles: Race to Win . . .
- 29 Saturday Morning Musings . . .
- 36 40 YEARS OF THE PORSCHE 917
- 37 '08 Concours . . . Don't miss the '09 Concours Version!

### Upcoming Events

- 10 PCA Zone 10 Calendar . . .
- 16 Nord Stern's Upcoming Annual Spring Drive!
- 18 Mark Your Calendars Now for Labor Day Picnic!
- 20 2009 Kalender . . .
- 22 Monterey Bay Porsche Club Schedules Events around Historic Automobile Races
- 24 Time to Start Thinking Rally
- 34 We are Cordially Invited to the K2K Run . . .
- 34 Dakotas Region Invites Nord Stern . . .
- 34 To The Annual EOS Lake Pepin Trek!

*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.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7<sup>th</sup> of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non-PCA members are \$24.

Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Contact the advertising manager for further retail advertising information.

Christie Boeder, Editor  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
612 845-4509 (cell) or  
editor@nordstern.org

Ad Mgr.  
Ed Vazquez, see Officer listing for  
contact details.

Jill Daneu, Staff Writer/Photog  
952 432-3486

Ron Faust, Staff Writer/Photog  
218 961-1617



### Cover:

Nord Stern member Alan Eckes sent the 959 cover shot and had this to say: *Whenever I travel I check out Porsche Dealerships. This is Herb Chambers in downtown Boston. Herb sells every model of car made and has dealerships all over Boston and the Northeast. I believe the car is a 1986 and I think there are 12 in the U.S. Bill Gates had the first one homologated for the U.S. I think they said the cost was \$100,000 for the process!*

# 2009 Officers & Committee Chairs

## Address changes

**PLUS!**

**“How to Join both PCA and Nord Stern Region of PCA”**

**Call Steve Sherf at  
952.471.1054 (hm)  
612.867.1649 (cell)  
or email:  
ssherf42@gmail.com**

Leave your name, address and both home and work phone numbers.  
Your application/s will be sent out right away!

## Address Changes:

**Name:** \_\_\_\_\_

**Old:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**New:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Send to:  
Steve Sherf  
2675 Pheasant Rd  
Excelsior, Mn. 55331**

**Reminder: Annual Dues are:  
\$20 for January to December**

**Check your mailing label  
for your expiration date!!!!  
Send Steve your address/phone  
number changes!!**

### President

Bob Barker  
14867 Boulder Pointe Road  
Eden Prairie, MN 55347  
952 949-0140, x312 or bbarker@slogic.com

### Vice-President

Kim Fritze  
2515 Countryside Drive  
Orono, MN 55356-9740  
kimfritze@aol.com or 612-275-4891

### Secretary

Dale Trippler 651 490-1485  
daletrippler@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

### 50th Anniversary

Lee Jacobsohn speed@tela.com

### Advertising

Ed Vazquez 952 934 5093  
edmn911@aol.com

### Autocross & Time Trial

Harvey Robideau 952 361 4872  
p911SC@earthlink.net

### Board of Directors

Rick LaVerdiere 651 998-1511  
ricklav968@hotmail.com

Cal Townsend 952 431-4442  
tw820@aol.com

Pam Viau 651-324-5785  
pkviau@comcast.net

### Charity Fundraiser

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

### Concours

Brian Mayer bdmayer@comcast.net

### 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

### Driver Education Registrar

Keith Fritze 612 275-4891  
nsrfritze@yahoo.com

### Driver Training

Ron McFarlane 612 269-9258

### Drives

Mike Lancial 952 929-2762  
thelancials@msn.com Road America DE

Randy Walker

rswalker@baldwin-telecom.net

### Fall Color

John & Suzanne Dixon eyerack@tcq.net

### German Car Fest

Paul Bergquist 952 937-1822  
Mercedes-Benz Club

### Historic Archivist

Kim Fritze 612-275-4891  
kimfritze@aol.com

### Insurance Chair

Michele Johnson 952.476.7445  
micheledj@earthlink.net

### Membership

Steve Sherf 952 471-1054  
ssherf42@gmail.com

### 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  
daletrippler@comcast.net  
Scott Welz 651-777-6494  
scottwelz@aol.com

### Road America DE

Dave Anderson 763 479-8231  
david@anderson.com

### Rules

Bret Bailey 952.240.4782 (cell)  
bb@bretbailey.com  
952 361 4872  
Harvey Robideau p911SC@earthlink.net

### Safety

Tom Renfer 763 479-8231  
Dave Anderson david@anderson.com  
Bob Huston

### Shop Relations

Mark Kedrowski mark@blueearth.net

### Social

Kim Fritze 612 275-4891  
kimfritze@aol.com

### Taste of the Track

Ron and Michele Johnson 952.476.7445  
micheledj@earthlink.net

### Timing and Scoring

Ed Tripet 952 471-0065  
tripet5@mchsi.com  
Scott Welz 651-777-6494  
scottwelz@aol.com

### Touring

Mike Lancial 952 929-2762  
thelancials@msn.com

Randy Walker

rswalker@baldwin-telecom.net

### Track (BIR & RA) Relations

Rick LaVerdiere 651 998-1511  
ricklav968@hotmail.com

### Webmaster

Bret Bailey 952 470-5002  
bb@bretbailey.com

### Zone 10 Rep



Doug Pierce  
19412 West 100th Street  
Lenexa, Kansas 66220  
913-897-5444 Cell  
913-780-6979 Home  
FAX: 913-780-6863  
zone10rep@yahoo.com

Addresses available upon request for chairperson/s or Board members.  
Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

Ahhh, April. Spring has actually arrived! For many of us, it's time to reacquaint ourselves with our Porsches. Time to hop in, cross your fingers, turn the key and hope to hear that familiar sound once again. It's a moment to savor, and one that will be followed by many more over the months ahead as we begin the 2009 season of driving events.

Not only am I looking forward to getting to know my Porsche again, but I'm looking forward to reconnecting with my old Porsche friends and making many new ones. I really enjoyed meeting some of our new members at the New Member Social held recently at the Motorplex. It was another well attended and very successful event put on by **Steve Sherf** with excellent help from the Sherf family. Thanks to **Steve, Julie & Jeff** for everything from the planning to the pizza. And thanks to existing members and committee chairs for coming to the event to help welcome our new members and talk about all the club has to offer.

You know it's spring when the events keep coming. After the New Member Social, it was off to our annual Swap Meet. Thanks to **Mark Kedrowski** for coordinating the event and to **Mark Bouljon** and Carousel for hosting us. Again this year we had a great turn-out, lots of parts (some of which I could even identify!) and, thanks to **Keith Jones**, a nice selection of items selling to benefit Courage Center.

And it just keeps getting more fun this month. If you're a track person then I'm sure you're looking forward to First Fling 2009 like I am. The Drivers Training School on Friday the 24<sup>th</sup>, and the Drivers Education event on the 25<sup>th</sup> and 26<sup>th</sup> are bound to be awesome and statistically, they should be snow-free! It's a great introduction to performance driving for our new members and a great way for the rest of us to get the winter cobwebs out and get

back on the track. Register soon, and register on-line where you can check out the new option we're offering this year of enclosed garage spots (on a first-come, first-served basis).

This is the time of the year that I'll never get tired of. Spring brings many things, not the least of which is the beginnings of another season of driving my Porsche. I'll be looking for each of you at events this year. If I see you in my rear-view mirror, and you're nice, I might just give you a point-by!



Higgins Insurance Agency, Inc.

**Tom Walgren**  
612-789-7231

HOME - AUTO - COLLECTOR CARS - BUSINESS - LIFE - LONG TERM CARE

2214 Central Avenue North East - Minneapolis, MN 55418  
tomw@higginsagency.com

|   |     |
|---|-----|
| Amiot Financial Group .....   | 39  |
| Anderson Motorsport Inc .....   | 14  |
| Apex SPG .....  | 31  |
| Auto Acquisition .....  | 30  |
| Auto Edge .....   | BC  |
| Bursch Travel .....   | 7   |
| <b>Car Biz Board:</b> Dent Kraft PDR, Diamond Interiors, Diversified Cryogenics, Jeppesen Imports, Performance Auto & Audio, Restoration Glass, Sterling Enterprises, Trakside Tire ..... | 9   |
| 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 . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### John & Teresa Burkhart

Rochester MN  
2005 911

### Bill Corcoran

St. Paul MN  
1973 911 T, 1989 911

### Douglas Dye

Stillwater MN  
2000 Boxster S

### Chris & Kathryn Johnson

Minneapolis MN  
2007 911

### Warner Lee

Chris Lordan  
Prior Lake MN  
1986 928

### Timothy & Kari Stolz

Excelsior MN  
1985 911

### Duane Thompson

Minneapolis MN  
2008 997

### Joseph & Patricia Yenkosky

Golden Valley MN  
1987 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.

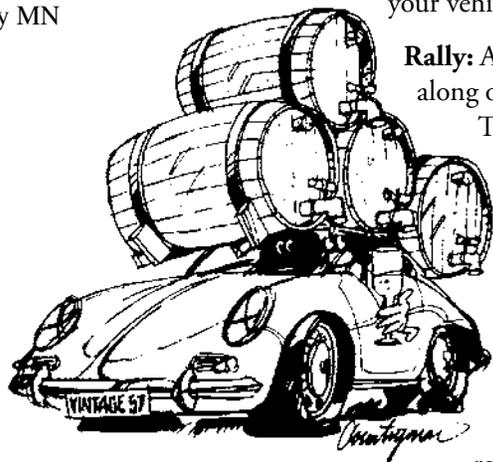
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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.



Here it is just about time for our cars to hit the pavement for the 2009 driving season. Winter is just about a memory - hopefully (I do recall last year's First Fling just as many of us do. What a year, however, I don't see that pattern occurring again, thank goodness). We are already signed up for the first driver ed event of the year and are looking forward to getting back 'on track!' And we certainly hope many members are as anxious as we are for the season to begin.

April issue is pretty full with info on our upcoming events plus continuing Porsche Parade stuff, another great Nord Stern 'story' from a long term member, Roger Grimm, out of Fargo - loved his epithany! There's also some historical info and various assorted articles coming from various assorted sources. Not too many pictures this month except the really interesting shot of the 959 spotted in Boston this past fall by Alan Eckes - yikes, that's a rare car. Thanks, Alan, for sending those in to the newsletter.

So as it's been said: gentlemen, start your engines! And gentlewomen, of course. The driving season is upon us and here's to warm, sunny days ahead in which to enjoy our driving, our scenery, our friendships and the opportunities to do so.



Your preferred collision repair & paint center for Porsches and other fine automobiles since 1958

- Factory paint matching
- Paintless dent repair by Juergen's Dent Kraft
- I-Car & A.S.E. certified technicians
- Insurance estimates accepted
- Coordination/negotiations with insurance adjusters
- Towing Service
- Rental cars available
- Recommended by major insurance companies
- Recommended by automobile Dealers
- Free written estimates

### Collision Center

900 Florida Avenue South  
Golden Valley, MN 55426

Phone: 763.541.9727 Fax: 763.541.0371

[www.collisioncenter.com](http://www.collisioncenter.com)

## Garage Stalls at BIR . . . Rentals Available!

After much discussion, the club will rent the garages for Friday, Saturday & Sunday for our upcoming 2009 Driver Ed events of First Fling, Club Race and Last Fling. We'll only rent Saturday and Sunday for the June Fast Fling.

To keep things simple, the rentals will be for the ENTIRE event. There will be no two-day rentals (or 1 day rental) on the three-day weekends. This will allow those coming up to the track on Fridays access to the garages, even if they are only participating Saturday and Sundays.

Cost will be \$60 for Friday through Sunday. The June event will cost \$50 for Saturday and Sunday. There are 38 spots available. We hope to have the reservation option for the garages added to clubregistration.net.

Questions, call Bob Barker!



BJ Peterson  
Nord Stern Member  
[bjp@burschtravel.com](mailto:bjp@burschtravel.com)

## BURSCH TRAVEL

SPECIALIZING IN WORLDWIDE LUXURY TRAVEL

LET MY KNOWLEDGE AND EXPERTISE WORK FOR YOU IN PLANNING YOUR NEXT VACATION

Bursch Travel Crossroads Shopping Center ▪ 1201 S Broadway, Suite 76  
Rochester MN 55904 ▪ 507-281-3652 ▪ 800-243-3652 ▪ [www.burschtravel.com](http://www.burschtravel.com)



"Did you know American Express Travelers Cheques and Gift products are available at Bursch Travel?" Call today!

# Letters to the Editor . . .

## 2009 Swap Meet

**I**t was great talking to so many of you today at the Swap Meet, If I include two checks that will be mailed to me, Nord Stern raised \$912 for Courage Center this morning. That number virtually ties last year's swap meet amount of \$943. I'm very pleased and feel it's pretty amazing in this economy.

We have one Patrick Long autographed item still available. It's his Troy Lee Designs / Patrick Long Signature Hat in which he wrote a personal note under the bill.

You can view what the cap looks like at: <http://www.patricklong.com/store/>. We were asking \$50 today, let me know if you can't live without it.

In addition we picked up some large donations, that we will use in other venues:

1. Mark Dekutoski has donated a Porsche Ski tube and racks (with keys) that fit on Cayennes. Retail price is \$1400.

2. Steve Beddor donated a pair of new Garret turbo chargers modified by RUF for the CTR. The dealer in Dallas tells him they work on Porsche, Audi, etc. and that this size is very popular with kids who are tweaking their Japanese iron (Mitsubishi, Subaru, etc.)

3. Michael Johns donated a large stack of old Porsche (also Audi and Delorean) service manuals from his old Carousel days. These are the kind of manuals that mechanics would get as new cars were introduced.

I really enjoyed chatting with everyone, and learned some interesting new things; like Bob Fleming telling me about Hank attending a 356 event out East and since he drove the furthest, he received the door prize....naturally the door prize was a door from a 356, which Hank displayed proudly on his rec room wall. Or Michael Johns describing his frustrations as a young Porsche mechanic trying to get 6 carburetors timed correctly on one engine!

Thanks to Carousel for hosting the swap meet today, to everyone who donated to the Courage Center tables, and of course to everyone who shopped the tables.

– Keith Jones. Nord Stern Charity Coordinator

**M**ark and Keith, Thank you for doing such a fantastic job of putting on such a great swap meet. There was a lot of stuff for us to choose from. It is good to see we could make some money for Courage Center.

I want to thank Carousel for granting us the space.

– Best Regards, Stephan Meydell

## New Member Social

**J**ust a comment on last night's New Member Social. It was a great crowd with a lot of new members and good questions.

We got to see Roger's 50th Anniversary DVD, which was pretty awesome in itself. Nice job Steve! Somehow you seem to be able to get the crowds of new owners fired up and interested on a cold spring evening!

– Jon Beatty

**I** agree! Being a new member, I wasn't sure what to expect from my first event. I would like to thank everyone for their efforts. My wife and I felt very welcome.

I can't say that my wife is as excited about all things Porsche as I am, but I can say that she is much more excited after last night. We hope to make it to many events this year.

– Rob Allen

**I** couldn't agree more - It was great to meet a bunch of new members.

Hats off to Steve Sherf and his team (including Jeff & Julie Sherf) for a great event!

-Bob Barker

## Tech Session at Carousel Porsche

**T**hanks to everyone from Nord Stern and Carousel Porsche who put together today's tech session. A very interesting and informative session surrounded by the world's greatest cars.

– Steve Thompson

**T**oday I picked up my new company car from Carousel Porsche. Due to the economy, I wanted to reduce my lease amount substantially. I was looking at Japanese midsize SUVs or at the top end, a base Cayenne to replace my 2006 Cayenne S. My boss was also negotiating with a couple dealers outside of Minnesota.

Carousel Porsche's Darin Szabo and his sales manager Eddie, aggressively and creatively worked the lease numbers to allow me to stay in a Porsche. My last car purchase, a Porsche C4S (used, but new to me) came from Maplewood Imports and was also a very good car buying experience.

In my opinion, we are fortunate as a car club to have two Twin Cities Porsche dealers who support our club so well. I'm glad I have been able to repay a little of their support. (It's a 2009 Cayenne. I am pleasantly surprised that the 2009 6-cylinder performs almost exactly like my 2006 8 cylinder. It seems pretty close to being as quick. In Sport Mode, when you floor the gas, it's a bit louder. Nothing wrong with a loud Porsche!)

P.S. By the way, I can now blame Mark Bouljon of Carousel for four Cayennes. Two of mine and two for my co-workers. Being what I thought was a Porsche purist, I hated the idea of the Cayenne. That was until he had me drive some Carmichael Lynch ad folks out on parade laps in a Carousel dealer Cayenne S five years ago...!

– Keith Jones



### Diamond Interiors

Harry@diamond-int.com

2932 Drew Avenue North  
Robbinsdale, Minnesota 55422

HARRY UNGER  
(763) 588-9378



### Don Kavanagh

PHONE 763.559.7171 FAX 763.559.7277  
12809 INDUSTRIAL PARK BLVD. • PLYMOUTH, MN 55441-3910

Specializing in Volkswagen, Porsche and Audi

## Jeppesen Imports

Joe Jeppesen  
952.934.5511

7700 Quattro Drive  
Chanhausen, MN 55317  
redsportq@eworld3.net  
fax 952.949.9556



## Sterling Enterprises

DETAILING OF FINE AUTOMOBILES

JOHN BIESECKER  
7600 W. 27<sup>th</sup> Street Suite 238  
St. Louis Park, MN 55426  
Cell: 612.598.7920  
john.biesecker@gmail.com



**TRACKSIDE TIRE**  
Paul and Lynn Beyl  
952 593-9104

WWW.TRACKSIDETIRE.COM



- Radar Detection Systems
- Audio Rear Seat Entertainment
- iPod Integraton
- Specializing in European Marques

**KEITH REED**  
(952) 939-0804

kreedauto@comcast.net

14310 Ewing Ave. S.  
Suite 100  
Burnsville, MN 55306

Fax (952) 746-8885

Toll Free  
1-888-323-8456

E-Mail: BG@FrozenRotors.com

Websites: www.FrozenRotors.com  
www.DiversifiedCryogenics.com



**Bill Groschen**  
Office (952) 746-8880

## RESTORATION AUTO GLASS

**CALL CENTER**  
763-767-9800  
952-931-9932

**10 Locations!**  
FAX: 651-288-0091

[www.restorationautoglass.com](http://www.restorationautoglass.com)

# PCA Zone 10 Calendar . . .

## APRIL 2009

|       |   |              |
|-------|---|--------------|
| 3     | First Fast Friday, Mid America Motorplex    | Dakota       |
| 3-5   | Spring Carrera Classic DE, Gateway Int'l    | St. Louis    |
| 5     | Autocross                                   | Wichita      |
| 11    | Mosely Street Melodrama                     | Wichita      |
| 17-19 | PCA Club Race & DE at Heartland Park Topeka | Kansas City  |
| 18    | Boxster Tech Session                        | St. Louis    |
| 18    | Woodhouse Boxster/Cayman day                | Great Plains |
| 25-26 | First Fling DE at BIR                       | Nord Stern   |
| 25    | Gymkhana & Gummy Bear Rally                 | Great Plains |
| 25    | Tech Session                                | Central Iowa |
| 26    | Autocross                                   | Wichita      |

## MAY 2009

|       |  |              |
|-------|--|--------------|
| 2     | Spring Tour to Josephine's, Godfrey, IL          | St. Louis    |
| 2     | Spring Drive – St. Donatus, IA                   | Central Iowa |
| 2     | Sonic Show 'N Shine                              | Great Plains |
| 3     | Maplewood Autofair – Concours                    | Nord Stern   |
| 9     | Pella Tulip Parade                               | Schönesland  |
| 9     | 2009 Spring Drive to Melvin's on the Lake Spicer | Nord Stern   |
| 9     | Tour to Clarksville                              | St. Louis    |
| 15-17 | Ozark Weekend Getaway                            | Kansas City  |
| 16-17 | Car Show, Fargo, ND                              | Dakota       |
| 16    | Inter-Marque Spring Kick-off Location            | Nord Stern   |
| 17    | 5th annual poker run                             | St. Louis    |
| 22    | Wicked @ the Orpheum Theater                     | Great Plains |
| 30-31 | DE at MPH, Hastings, NE                          | Great Plains |

## JUNE 2009

|        |   |             |
|--------|---|-------------|
| 7      | European Auto Show, Plaza Frontenac                         | St. Louis   |
| 10     | Outing to the T-Bones<br>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      |
| 28     | All Porsche Show & Concours,<br>Central Park, Roseville, MN | Nord Stern  |
| 29-7/4 | 2009 Porsche Parade, Keystone Colorado                      |             |

## JULY 2009

|        |                                     |              |
|--------|-------------------------------------|--------------|
| 12     | Fast Eddie's tour                   | St. Louis    |
| 25     | Tour of St. Louis                   | St. Louis    |
| 25     | Afternoon Drive to Hill Top Stables | Central Iowa |
| 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 restaurant | Kansas City |

|       |   |              |
|-------|---|--------------|
| 22    | Summer Tour   | Schönesland  |
| 27-30 | Run for the Hills 7 Multi-Region Event,<br>Keystone, SD | Dakota       |
| 29    | PCA Picnic  | St. Louis    |
| 30    | Sertoma – Iowa City Airport                             | Central Iowa |

## SEPTEMBER 2009

|       |                                      |              |
|-------|--------------------------------------|--------------|
| 6     | Salisbury Automobile Classic         | Schönesland  |
| 7     | 6th Annual Rochester BBQ & Picnic    | Nord Stern   |
| 12    | Shrimp Boil                          | Kansas City  |
| 12    | Progressive Picnic                   | Schönesland  |
| 12    | Afternoon Drive – south central Iowa | Central Iowa |
| 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,<br>Dayton, OH |              |
| 3     | Fall Color Tour   | St. Louis    |
| 9-11  | Fallfast DE at Heartland Park Topeka                    | Kansas City  |
| 11    | Autocross   | Wichita      |
| 11    | Fall Leaf Tour  | Central Iowa |
| 17-18 | Fall Carrera Classic DE, Gateway Int'l                  | 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      |

For detailed information about listed events, see the respective Region's website or the PCA National website at [www.pca.org](http://www.pca.org).

Central Iowa Region: [www.ciapca.org](http://www.ciapca.org)

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

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

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

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

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

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

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

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

Wichita Region: [www.pca.org/wic](http://www.pca.org/wic)

# Nord Stern Business Meeting . . . March 10, 2009

**P**resident Bob Barker opened the meeting at 7:07 PM. The following topics were presented and discussed:

**Advertising:** Ed Vazquez, Chair

New advertiser, Lon Tusler, has been added. Trying to visit each of our advertisers and have a short write up in the newsletter providing some additional visibility. Potential for 1 or 2 more new advertisers soon.

**Autocross/Time Trials:** Harvey Robideau, Chair

May 24th will be this year's only autocross event. We will once again be partnering with the Corvette club and the Met Council. The event will be at Dakota county Tech Center again.

**BIR Relations:** Rick LaVerdiere, Chair

No report. Costs at BIR have risen to over \$25,000 for a weekend.

**Charity Fundraiser:** Keith Jones

Preparing for the swap meet and looking for items for the Courage Center table at the event.

**Club Race and Dealer Relations:** Roger Johnson, Chair

Contacted the BMW club to see if they might be interested in "subletting" a run group. May contact other groups to see if others might be interested in participating as well.

**Concours:** Brian Mayer, Chair

Working with Lee to have a photographer there for the 50th. Will award certificates at the event, but trophies will be given out at the awards banquet in November. Poster has been designed. Requests for volunteers will go out soon.

**Driver's Education:** Andrew Busche, Chair

BIR DE costs are locked in for the year and are up on the website. Event masters are in place for First and Fast Fling and some possibilities for Last Fling. Costs have also been finalized for the Road America DE and will be up on the website shortly. Advertising and communication with other regions to promote the event is underway.

**Driver's Ed Registration:** Kim Fritze, Chair

9 people are registered so far for the First Fling. Some people seem to be holding off on registering because of weather concerns. We will also have the ability to rent stalls in the garages this year: up to 30 will be available. Kim will try to set up the reservation of these on the registration web site as part of the event registration process.

**Driver's Training:** Ron McFarland, Chairs

No report.

**Drives:** Mike Lancial and Randy Walker, Co-Chairs

Spring drive will be on May 9th. 23 of the 40 slots remain open. A summer drive has been planned for July 25th. The drive will

begin at Point Douglas and end at a winery in Wisc. Details will appear in the next newsletter.

**Fall Color Tour:** John Dixon, Chair

No report.

**Historic Archivist:** Kim Fritze

No report.

**Insurance:** Michele Johnson, Chair

Verifying coverages for First Fling.

**Membership:** Steve Sherf, Chair

400 primary members currently, down by about 35 from last year. Down primarily due to non-renewals. New member orientation on March 12 at the Motorplex. Will be showing Roger's video, chairs will talk briefly about their events and will be handing out 50th Anniversary booklets. About 45 people have RSVP'd, mostly new members.

**Met Council:** Bob Kosky, Chair

No report.

**Newsletter:** Christie Boeder, Chair

No report.

**Rally:** Dale Trippler and Scott Welz, Co-Chairs

The date for the rally has been set for Saturday, August 22. The rally route will start at Maplewood Imports and tour the area northeast of the cities ending at a member's house for a picnic/barbecue. Announcements will begin appearing in the April, May, June and July newsletters. Aiming for 15-20 cars this year.

**Road America:** Dave Anderson, Chair

Aug. 10-11 dates and other details have been set.

**Rules:** Bret Bailey, Chair

No report.

**Safety:** Dave Anderson, Chair

No report.

**Shop Relations:** Mark Kedrowski, Chair

No report.

**Social:** Kim Fritze, Chair

No report.

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

Although it isn't practical to have registration for TOTT on clubregistration.net, we will provide reminders when someone's registration is confirmed as well as other e-mail notifications to try to get a better idea of how many participants there will be at a given event.

**Timing and Scoring:** Ed Triplet, Chair

No report.

*Continued on page 27*

# Car # Assignments . . . How to Request a Change

With the 2009 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers are returned to the pool for re-allocation based on the policies and procedures listed below.

Please help to keep this data set up to date. If you have an existing number, please review the attached list for accuracy. If a number is assigned to you that you are no longer using, please let the Registrar know.

## PLEASE SUBMIT ALL REQUESTS TO THE REGISTRAR

### PROCEDURES TO OBTAIN AND MAINTAIN A CAR NUMBER ASSIGNED TO A DRIVER

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- New drivers will automatically be assigned a 3-digit number when they register for their first event. This number can be exchanged for an unused number the next year following the normal allocation process.
- Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been in the Club.
- Drivers will be notified of their number assignment by email or phone shortly after all requests have been processed.

### QUESTIONS ABOUT CAR NUMBERS AND THEIR ASSIGNMENTS SHOULD BE DIRECTED TO THE DRIVER ED REGISTRAR:

Keith/Kim Fritze  
 Phone: 612-275-4891  
 Email: registrar@nordstern.org (nsrfritze@yahoo.com)

### CAR NUMBER CHANGE REQUEST FORM

Requests for new numbers for the upcoming season should be postmarked no later than April 15<sup>th</sup>. If you are sharing your car, you need to fill out a form for each driver. Please select three (3) numbers, listing them by preference. See Page 12 for current listing of car number assignments.

| Send Requests to:  | Current #       | Choice #1 | Choice #2 | Choice #3 |
|--|-----------------|-----------|-----------|-----------|
| Kim Fritze<br>Attn: Nord Stern<br>Registrar<br>2515 Countryside Drive<br>Long Lake, MN 55356 | Driver Name:    |           |           |           |
|  | Phone Number:   |           |           |           |
|  | E-Mail Address: |           |           |           |

# Nord Stern 2007-08 Car Number Assignments . . .

|          |          |    |             |          |    |            |           |     |           |           |     |
|----------|----------|----|-------------|----------|----|------------|-----------|-----|-----------|-----------|-----|
| Skweres  | Mark     | 0  | Benson      | Kendall  | 48 | Rogers     | Henry     | 96  | Olson     | Michelle  | 152 |
| Binek    | Paul     | 1  | Hoke        | Michael  | 49 | Dvorak     | Chris     | 97  | Johnson   | Tom       | 153 |
| Johnson  | Roger    | 2  | Johnson     | Terry    | 50 | Summers    | Nick      | 98  | Smillie   | Brian     | 154 |
| Gregory  | Sean     | 2  | Jacobsohn   | Lee      | 51 | Lano       | Brad      | 99  | Elsing    | Rodney    | 155 |
| Boeder   | Bruce    | 3  | Olson       | Paul     | 52 | Walker     | Tim       | 100 | Washburn  | Steve     | 156 |
| White    | Phil     | 4  | Kostron     | Dwane    | 53 | Meyer      | Rick      | 101 | Teteris   | Mark      | 157 |
| Reeder   | Guy      | 5  | Lunde       | Bob      | 54 | Holm       | Chris     | 102 | George    | Peter     | 158 |
| Draper   | Justin   | 6  | Johnson     | Bob      | 55 | Erickson   | Keith     | 103 | Crumb     | Betty Ann | 159 |
| Galey    | Dave     | 7  | Henneberger | Roy      | 56 | Anderson   | David     | 104 | Chrisson  | Tyler     | 160 |
| Fleming  | Bob      | 8  | Kostron     | Damian   | 56 | Bowers     | Michael   | 105 | Polk      | Rick      | 160 |
| Lewis    | Ronald   | 9  | Davis       | Ryan     | 57 | Leslie     | Jim       | 106 | Swanson   | Tony      | 162 |
| Moe      | Rick     | 10 | Benson      | Jim      | 58 | Clay       | Susanne   | 107 | Doyle     | Nathan    | 163 |
| Seubert  | Jim      | 11 | Crumb       | Kim      | 59 | Softing    | Jeffery   | 108 | Pilhofer  | Wendy     | 164 |
| Miller   | Don      | 12 | Wheatley    | Sean     | 60 | Robertson  | Scott     | 109 | Viau      | Bob Jr    | 164 |
| Smith    | Chip     | 13 | Garske      | Steve    | 61 | Hanson     | Brian     | 110 | Potts     | Jim       | 165 |
| VeLure   | John     | 14 | Draper      | Ron      | 62 | Sundet     | David     | 111 | Renwick   | Eleanor   | 166 |
| Kittock  | Mark     | 15 | Luehmann    | Jay      | 63 | Newman     | Ray       | 112 | Porter    | Betsey    | 167 |
| Arhart   | Jim      | 16 | Viau        | Pam      | 64 | Roberts    | David     | 113 | Bogema    | Bruce     | 168 |
| Beatty   | Jon      | 17 | Tripet      | Shawn    | 65 | Fraguada   | Luis, Sr. | 114 | Osgood    | Rodney    | 169 |
| Miller   | Jim      | 18 | Holton      | James    | 66 | Gale       | Brian     | 115 | Eng       | David     | 170 |
| Viau     | Robert   | 19 | Porter      | Charles  | 67 | Guettler   | Greg      | 116 | Sabers    | Steve     | 171 |
| Dvorak   | Chris    | 20 | Carlsson    | Hakan    | 68 | Argosy     | Doug      | 117 | Sabers    | Candace   | 173 |
| Pfister  | Joel     | 21 | Washburn    | Steve    | 69 | Hanson     | Andrea    | 118 | Hoel      | David     | 175 |
| McGlynn  | Tom      | 22 | Nelson      | Dale     | 70 | Bruce      | Jim       | 119 | Sabers    | Mike      | 176 |
| Roberts  | Dave     | 23 | Wen         | Jonathan | 71 | Joseph     | John      | 121 | Michals   | Mark      | 177 |
| Steen    | David    | 24 | Weisel      | David    | 72 | Smith      | Ron       | 123 | Michals   | Rob       | 178 |
| Rothman  | Joe      | 25 | Sawinski    | Clint    | 73 | Kuhne      | Scott     | 124 | Wilmes    | Peter     | 179 |
| Mayer    | Scott    | 26 | Perl        | John II  | 74 | Adams      | Greg      | 125 | Clark     | Garfield  | 180 |
| Meintsma | Kirk     | 27 | Davis       | Stephen  | 75 | Mayer      | Kelly     | 126 | Olson     | Arden     | 181 |
| Meintsma | Richard  | 28 | VeLure      | Jill     | 76 | Harralson  | Bill      | 127 | Marlow    | Ken       | 182 |
| Lee      | Victor   | 29 | Michals     | Steve    | 77 | Sundet     | Mike      | 128 | Wood      | Denise    | 182 |
| Johnson  | Vaughn   | 30 | Carlsson    | Magnus   | 78 | Lee        | Susan     | 129 | Fresh     | Brad      | 184 |
| Boeder   | Christie | 31 | Ready       | Chuck    | 79 | Jones      | Keith     | 130 | Doyle     | Dennis    | 185 |
| Smith    | Nancy    | 32 | Ostrander   | Gregg    | 80 | Courtney   | Mike      | 131 | Gruebele  | Keith     | 185 |
| Kosky    | Robert   | 33 | Miller      | Barbara  | 81 | Gjerdingen | Scott     | 132 | Vickery   | Teresa    | 186 |
| Cousins  | John     | 34 | Bailey      | Bret     | 82 | Cirillo    | Susan     | 135 | Gette     | David     | 187 |
| Cirillo  | Nick     | 35 | Fresh       | Gregory  | 83 | Anderson   | Keith     | 136 | Carideo   | Tony      | 188 |
| Barker   | Bob      | 36 | Robertson   | Scott    | 84 | Kemp       | Steve     | 137 | Meier     | John      | 189 |
| Greene   | Jerry    | 37 | Townsend    | Cal      | 85 | Hall       | Loran     | 138 | Schmid    | Andrew    | 190 |
| Anderson | Cliff    | 38 | Pfister     | Joel     | 86 | Hall       | Sam       | 139 | Tanler    | Richard   | 191 |
| Selner   | Michael  | 39 | Knox        | David    | 87 | Fraguada   | Luis, Jr. | 141 | Lawrence  | Jeffrey   | 193 |
| Tokheim  | Daniel   | 40 | LaVerdiere  | Rick     | 88 | Sherf      | David     | 142 | Johnson   | Ron       | 195 |
| Votel    | William  | 41 | Breakey     | Jim      | 89 | Houston    | Bob       | 143 | Anderst   | Margo     | 197 |
| Sherf    | Steve    | 42 | Kelly       | Patrick  | 90 | Wisniewski | Rob       | 144 | Summers   | Nick      | 198 |
| Rebane   | John     | 43 | Ingraham    | Dave     | 91 | Corson     | Richard   | 145 | Tanler    | Richard   | 199 |
| Tripet   | Edward   | 44 | Wood        | James    | 92 | Viau       | Bob, Jr.  | 146 | Reader    | Nathan    | 200 |
| Yee      | Gary     | 45 | Anderst     | Scott    | 93 | Olson      | Linda     | 149 | Meyer     | AJ        | 201 |
| Viau     | Robert   | 46 | Bryant      | Jim      | 94 | Lysaker    | Glenn     | 150 | Dekutoski | Mark      | 202 |
| Faust    | Ron      | 47 | Weber       | Chris J. | 95 | Knettel    | Todd      | 151 |           |           |     |

|           |          |     |             |          |     |              |           |     |            |          |     |
|-----------|----------|-----|-------------|----------|-----|--------------|-----------|-----|------------|----------|-----|
| Beeman    | Gary     | 209 | Roth        | Joe      | 321 | Hazelwood    | Frank     | 671 | Perl       | John II  | 874 |
| Brewer    | Michael  | 210 | Roth        | Terry    | 322 | Brennan      | Karen     | 689 | Carlsson   | Magnus   | 875 |
| Roberts   | David    | 210 | Zachary     | Louis    | 325 | Meyer        | Jess      | 690 | Lepisto    | Antti    |     |
| Vickery   | Teresa   | 211 | Anderson    | Keith    | 326 | Bowers       | James     | 705 |            | & Paul   | 876 |
| Lilja     | Phil     | 212 | Anderson    | Susan    | 327 | Kittock      | Pat       | 706 | LaVerdiere | Mike     | 881 |
| Warford   | John     | 214 | Macaluso    | Michael  | 330 | Neid         | Mark      | 707 | Wisniewski | Rob      | 882 |
| Richey    | Kent     | 215 | Turkbass    | Jay      | 333 | Wolff        | Ken       | 709 | Walsh      | Bryan    | 883 |
| Hedeem    | Jason    | 218 | Mortenson   | Tim      | 331 | McCarthy     | John      | 710 | Townsend   | Cal      | 885 |
| Viau      | Pam      | 219 | Hancock     | Phil     | 356 | Doering      | Gordon    | 711 | Barclift   | Adolf    | 886 |
| Scovanner | Doug     | 221 | Johnson     | Michele  | 395 | Meacham      | Kris      | 712 | Barclift   | Jill     | 887 |
| Bridgeman | Todd     | 222 | Kelly       | Patrick  | 400 | Pikula       | Eric      | 713 | Turkbass   | Jay      | 888 |
| Bahner    | James    | 223 | Kelly       | Suruchi  | 401 | Bridgeman    | Todd      | 714 | Smith      | Greg     | 892 |
| Tusler    | Lon      | 224 | Boeder      | Geoffrey | 403 | Doering      | Associate | 717 | Benedict   | Jack     | 893 |
| Hoegland  | Cory     | 225 | ????        | Mike     | 410 | Schumacher   | Mark      | 719 | Hagen      | Jeffrey  | 894 |
| Kostron   | Donovan  | 226 | Fraguada    | Vilmarie | 411 | Meacham      | Kris      | 720 | Johnson    | Kyle     | 897 |
| Scovanner | Mary     | 227 | Adams       | Nate     | 412 | Marple       | Dave      | 721 | Johnson    | Tom      | 898 |
| Knox      | David    | 234 | Weiss       | Kevin    | 414 | Kuhne        | Jessica   | 724 | Puffer     | Jacob    | 900 |
| O'Brien   | James    | 240 | Jenny       | Eric     | 416 | Meacham      | Kris      | 727 | Clay       | Patrick  | 907 |
| Lewis     | Brian    | 241 | Olson       | Paul     | 417 | Piper        | Bob       | 738 | Termin     | Paul     | 908 |
| Schaal    | David    | 244 | Albrecht    | Mark     | 419 | Coin         | Tasso     | 741 | Vazquez    | Edmund   | 911 |
| Kaye      | Marty    | 249 | Sherf       | Jeff     | 421 | Siegler II   | Michael   | 744 | Shimek     | John     | 912 |
| Tripet    | Ed       | 250 | Kirvida     | Ryan     | 427 | Knettel      | Janine    | 751 | Shimek     | Pat      | 913 |
| Rothman   | Michelle | 251 | Jacobberger | Fred     | 438 | Powless      | Steve     | 756 | Meyers     | Bruce    | 914 |
| Houghton  | Todd     | 253 | Schultz     | John     | 441 | Garske       | Jeff      | 761 | Beatty     | Nick     | 917 |
| Searls    | Mark     | 254 | Penzel      | Rolf     | 444 | Macfarlane   | Ron       | 766 | Reigstad   | Bart     | 919 |
| Sogge     | Phillip  | 255 | Grossman    | Ken      | 447 | Walsh        | Bryan     | 767 | Joseph     | Gerald   | 921 |
| Drake     | Marsha   | 256 | Steinbaugh  | Doug     | 450 | Newport      | Billy     | 771 | Knoll      | Brent    | 922 |
| Schwabel  | Mark     | 257 | Steinbaugh  | Linda    | 451 | Doering      | Gordon    | 772 | Allington  | Jill     | 923 |
| Dodson    | Darryll  | 259 | Steinbaugh  | Jennifer | 452 | Godfredson   | Joel      | 774 | Fischer    | Ken      | 926 |
| Schwartz  | Jesse    | 260 | Powless     | Steve    | 456 | Vasilakes    | Lloyd     | 776 | Galey      | Elliot   | 927 |
| Kelly     | Tom      | 262 | Olson       | Paul H.  | 469 | Tourtillotte | James     | 777 | DeLong     | Sarah    | 930 |
| Greene    | Jerry    | 263 | Mack        | Charles  | 471 | Wright       | Harlan    | 778 | Anderst    | Margo    | 931 |
| Johnson   | Jeff     | 267 | Faust       | Jon      | 472 | Wood         | James     | 782 | Burton     | David    | 933 |
| Parsons   | David    | 269 | Samari      | Cyrus    | 474 | Connors      | Tim       | 784 | Chadwick   | Randy    | 944 |
| Hazelwood | Ed       | 271 | Michals     | Brent    | 477 | Currie       | Max       | 788 | Rempfer    | Tom      | 945 |
| Tripet    | Shawn    | 275 | Hoke        | Mathew   | 491 | Summers      | Nick      | 789 | Read       | Mark     | 951 |
| Robideau  | Harvey   | 277 | Fritze      | Keith    | 492 | Schaal       | David     | 806 | Velure     | John     | 968 |
| Pladson   | Mark     | 285 | Fritze      | Kim      | 493 | Merriman     | Ben &     |     | Pierce     | Jack     | 986 |
| Gale      | Brian    | 286 | Muldowney   | Daniel   | 511 |              | Alane     | 808 | Plumb      | Joe      | 991 |
| Chadwick  | Randall  | 287 | Magel       | Richard  | 512 | Warford      | John      | 814 | Berard     | Bill     | 993 |
| Johnson   | Michelle | 295 | Clay        | Pat      | 529 | Bailey       | Becky     | 821 | Butler     | Bob      | 996 |
| Harding   | Mark     | 297 | Morcomb     | Dom      | 555 | Puffer       | Pete      | 824 | Pena       | Fernando | 997 |
| Groschen  | William  | 300 | Erickson    | Don      | 621 | Hanson       | Steven    | 830 | Erickson   | Keith    | 999 |
| Bailey    | Becky    | 302 | Doyle       | Nathan   | 631 | Rempfer      | Tommy     | 845 |            |          |     |
| Ivey      | Shannon  | 303 | Skweres     | Mark     | 632 | Busche       | Andrew    | 850 |            |          |     |
| Brabec    | Mark     | 306 | Adams       | Greg     | 633 | Johnson      | Chris     | 851 |            |          |     |
| Beaumont  | Curtis   | 308 | Albrecht    | Mark     | 634 | Macaluso     | Michael   | 852 |            |          |     |
| Sorenson  | Dave     | 311 | Gault       | Dara     | 635 | Cleppe       | Mark      | 853 |            |          |     |
| Kelly     | Kevin    | 312 | Doyle       | Dennis   | 638 | Dekutoski    | Mark      | 855 |            |          |     |
| Alpeter   | Steve    | 313 | Harralson   | Bill     | 639 | Dekutoski    | Michael   | 856 |            |          |     |
| Hubbell   | Kelly    | 315 | Newport     | Billy    | 640 | Hayden       | Steve     | 858 |            |          |     |
| Hubbell   | Platt    | 316 | Polk        | Rick     | 661 | Larson       | Glen      | 865 |            |          |     |
| Holm      | Chris    | 317 | Beers       | Richard  | 666 | Kardashian   | Chris     | 870 |            |          |     |

Last in the group of major competitions to be held at Parade, Keystone Colorado, Parade, June 29 thru July 4, this year, is the Technical and Historical Quiz. This is just what it sounds like, a written test of an individual's knowledge of things Porsche, both technical and historical.

There are separate, and different, tests for men's and women's divisions. The quiz is typically broken into several categories in each division covering the many models and eras of Porsche vehicles. Categories covering 356, early 911 (to 1997), mid 911/930 (1978-1989), late 911 (964 & 993), 911 (996 & 997) & Boxster & Cayman, 914, 924/944/968, 928, and Cayenne are typically offered to appeal to various segments of Porsche owners.

This year's test will be comprised of 50 general questions that will be the same for all participants. 25 additional questions will be targeted to a specific Porsche vehicle category to test your in-depth knowledge concerning the cars in your selected category. In addition, there will be 7 tiebreaker questions for everyone to be used in settling any tie scores that may occur. Tiebreaker questions will not be included in the overall test score. If you are interested in what kind of questions are asked, take a look at last year's Charlotte Parade Quiz, including the answers, at <http://www.paradecharlotte.org/results.html>. Scroll down about half way to the Tech Quiz Results heading and click on the Answers zip file download link.

Quiz questions will be either multiple choice or true/false. Questions will be compiled from various sources and typically checked for accuracy and fairness by members of the PCA Technical Committee. Resources used to formulate questions are listed on the Parade website at <http://www.porscheparade2009.com/TechQuiz.aspx> for those who want to do a bit of light reading prior to the exam. In addition, there are typically a few questions concerning current events surrounding Parade and it's various national sponsors. So pay attention to what's going on around you while at Parade. The answers are there.

The Quiz will be held Friday, July 3, at the Keystone

Conference Center in the Longs Peak Ballroom. Arrive at the Longs Peak Ballroom Foyer around 7:30am to pick up your test materials and get your seat prior to the start of the Quiz. The Technical and Historical Quiz is a popular event and will get crowded at

check-in, so plan accordingly. No one is allowed into the ballroom after the start of the Quiz.

The Technical and Historical Quiz is tough, but fun and informative. I would suggest that you take a crack at it if for no other reason that to include it in your overall Parade experience.



**Anderson**  
MOTORSPORT Inc.  
Specializing in Audi Service and Tuning

Your source for: MICHELIN • BBS • NOKIAN • PAGID • H&R

**952-937-8639**  
[www.andersonmotorsport.com](http://www.andersonmotorsport.com)  
7700 Quattro Drive  
Chanhassen, MN 55317

**EVENTMASTERS:** Randy Walker and Mike Lancial

**CONTACT INFO:** Randy - 715-684-2572 cell - 715-441-6084

Mike - 952-929-2762

email: [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net) [thelancials@msn.com](mailto:thelancials@msn.com)



## Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. The drive will last about 4 hours with 2 rest stops, one of which will be at the Eau Galle Cheese Factory near Durand. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, we will line up our cars for a mini Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: <http://www.vinointhevalley.com>

### Event Information

- Date: Saturday July 25th 2009.
- Start Location: Point Douglas Park, Prescott WI.
- End Location: Vino in the Valley.
- Time: Arrive by 12 noon, we will leave the lot at 12:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 50 Nord Stern club members who register by July 20th, 2009.
- 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 as early as possible.

**R**eminder, Remember that all Nord Stern Members get 10% off on all part's order from Carousel and Maplewood. So, if you need some parts, don't forget to ask for this discount on quality factory parts. Make sure you mention to Mark at Carousel, and Howie at Maplewood that you are a Nord Stern member. Maplewood and Carousel are our two largest sponsors so do make sure that you mention your membership when you visit the dealership for any visit.

Welcome to our newest advertiser, **Structured Networks Solutions**. Lon Tusler has been a member as long as I can remember. Based on my personal knowledge of Lon, I wouldn't hesitate to inquire about his services. Lon has always been a very nice guy who is quick to help. Lon, as many of know is also a past Rally event organizer. Those of you who go to B.I.R. events know Lon so think of him (and other fellow members and advertisers) when you need some service or merchandise. Lon's advertising says it all "*Structured Network Solutions is a leading, nationwide provider of structured cabling systems, project and implementation management for voice, data, audio, and video networks. From cooper and fiber optic premise solutions to telecommunications connectivity to the installation of data networks*".

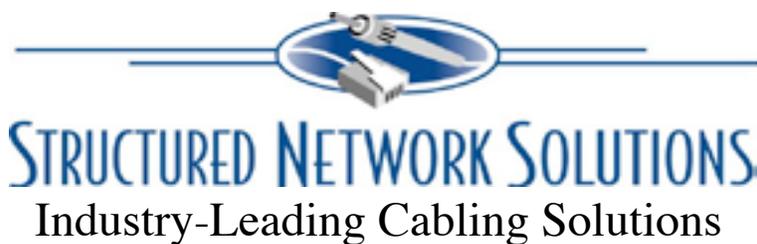
Lon, my only question is this "Does this mean my princess phone is obsolete"? Honestly, when I think of how communications have grown and how FAST it continues to evolve, it is essential you consult a professional to make sure your communications needs meet not only today but tomorrow's needs.

Motorplex Minneapolis is really Auto Motorplex in Chanhassen. I was very impressed by my initial visit during our New Members meeting. Where was this place 15 years ago when I had 5 cars for my three-car garage? For those of you in that situation TODAY, you should call up Bruno Silikowski and make a appointment to visit this great facility. Those of you who attended the new members meeting in the new clubhouse got a chance to not only visit the clubhouse but also tour some of the owner's garage,

Do you who remember the words at the beginning of each Star Trek episode? "Space -the Final Frontier" is sorely needed by some of us at some time around the house. If you are tired of finding a tricycle next to your Porsche's door, or find that your Porsche Boxster is boxed in by boxes, may I suggest that you visit Auto Motorplex in Chanhassen. Some people who like to fish invest in a cabin up north; maybe a garage in Chanhassen makes more sense for your hobbies? It is truly the Space and Place to enjoy your Passion !

Well, I better get back to cleaning out the garage and getting ready to fire up car # 911. Talk to you next month.

Ed Vazquez, Nord Stern Advertising.



Structured Network Solutions, Inc. is a leading, nationwide provider of structured cabling systems, project and implementation management for voice, data, audio, and video networks. From copper and fiber optic premise solutions to telecommunications connectivity to the installation of data networks.

**Lon Tusler**  
632 Mendelssohn Avenue North  
Golden Valley, MN 55427

**lon@snsabling.com**  
763-545-1116  
www.snsabling.com

# Mark Your Calendars Now for Labor Day Picnic!

It's never too early to start planning to attend the..



6th Annual Rochester Labor Day



## PORSCHE PICNIC

Monday September 7, 2009 1:00 to 5:00

Contact Jeff Boehm at [jbandbj@chartermi.net](mailto:jbandbj@chartermi.net) or

507-261-9407 for details



# MotorPlex Minneapolis



**Is your baby warm and cozy this winter?**

[www.automotorplex.com](http://www.automotorplex.com)

8200 Audubon Road Chanhassen

612-850-8398

# 50th Anniversary Congratulation Letter

submitted by Bob Barker



PORSCHE

Dr. Ing. h.c. F. Porsche Aktiengesellschaft, Postfach 1109, D-71631 Ludwigsburg  
Porsche Club of America, Nord Stern Region  
c/o Mr. Robert Barker  
14867 Boulder Pointe Rd  
55347 Eden Prairie, MN  
USA

Dr. Ing. h.c. F. Porsche  
Aktiengesellschaft  
Porschestraße 15-19  
D - 71634 Ludwigsburg  
Tel. +49 (0) 7 11 / 9 11 - 7 89 68  
Telefax +49 (0) 7 11 / 9 11 - 7 89 89  
Email paul.gregor@porsche.de

Your title is:

Your reference:

Our reference:

Date:

PG

09.03.2009

## 50th Anniversary - PCA Nord Stern Region

Dear Mr. Robert Barker,  
Dear Porsche friends,  
Ladies and Gentlemen,

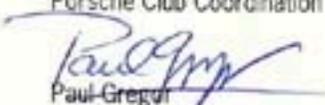
The 50<sup>th</sup> anniversary of the PCA Nord Stern Region is a very remarkable event in deed! This bears witness to the fact that a large number of very involved Presidents, as well as yourself, were able to keep members active and entertained with many captivating events over the years. This also added a lot to the permanent growth of the Nord Stern Region. Honored as being the "Best PCA Region" and your regular events such as the Third Thursday Social are indicators of an active and successful community of Porsche enthusiasts.

On the occasion of your 50<sup>th</sup> anniversary, the Porsche Club Coordination would like to take this opportunity to thank not only the members, but also the Club management, for constantly spreading and preserving the worldwide ideas of Porsche Clubs. Through this you have added so much to the high reputation of the name and the Porsche marque.

In closing we wish you success and continued development in the years to come.

With our best regards,

Dr. Ing. h.c. F. Porsche  
Aktiengesellschaft  
Porsche Club Coordination

  
Paul Gregor

F.3.2004/27 11

Dr. Ing. h.c. F. Porsche Aktiengesellschaft  
Heidelberger Platz  
Registered at: Stuttgart Regional Court HRB Nr. 722263

Supervisory Board Chairman:  
Dr. Wolfgang Porsche

Chair:  
Dr. Ing. Alois Ruppberg, Chairman  
Hilge P. Müller, Vice Chairman  
Klaus Bräutigam, Managing Director  
Thomas Uitz, Michael Woll

# 2009 Kalender . . .

## April

**14 NS Business Meeting**  
 Ramada Mall of America Airport  
 2300 East American Boulevard, Bloomington.  
[http://www.ramadamo.com/contact\\_us.htm](http://www.ramadamo.com/contact_us.htm).  
 6:30 Social, 7:00 Business Meeting

**24 BIR First Fling Driver Training**  
 Details TBA  
 Eventmaster: Jon Beatty, e-mail at  
[jon@minnetonkasoftware.com](mailto:jon@minnetonkasoftware.com)

**25-26 BIR First Fling Driver Education**  
 Details TBA  
 Eventmasters: Ron Johnson, [porschebreat@earthlink.net](mailto:porschebreat@earthlink.net)  
 and Mark Kedrowski, [mark@blueearth.net](mailto:mark@blueearth.net)

**25 BIR: "Taste of the Track"**  
 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](mailto:micheledj@earthlink.net) for info

## May

**3 Maplewood Imports AutoFair**  
 Maplewood Imports - See page 17  
 10 AM to 1 PM  
 Eventmaster: George Andeweg, 651-483-2681

**9 NS Annual Spring Drive**  
 Details TBA per Eventmaster

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

**12 NS Business Meeting**  
 Ramada Mall of America Airport  
 2300 East American Boulevard, Bloomington.  
[http://www.ramadamo.com/contact\\_us.htm](http://www.ramadamo.com/contact_us.htm).  
 6:30 Social, 7:00 Business Meeting

## June

**13-14 BIR Fast Fling Driver Ed**  
 Details TBA  
 Driver Ed Chair: Andrew Busche, 612 824-3547  
[andrew.busche@watsonwyatt.com](mailto:andrew.busche@watsonwyatt.com)

**13 BIR: "Taste of the Track"**  
 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](mailto:micheledj@earthlink.net) for info

2009 28

**All Porsche Show and Concours**  
 10:00 am to 2:00 PM  
 Central Park in Roseville  
 Eventmaster: Brian Mayer  
 Watch Your Nord Stern for further Details!

**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](mailto: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](mailto:andrew.busche@watsonwyatt.com)

## August

**10 Driver Ed at Road America**

-11 Details TBA

**22 Nord Stern Rally**  
 Starting at Maplewood Imports - 3-4 hour route in the  
 northeastern part of the 7 county area  
 Eventmasters: Dale Trippler and Scott Welz

## September

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

**18-20 BIR Fast Fling Driver Ed**  
 Details TBA  
 Eventmasters: Lon Tusler, [lon@snsabling.com](mailto:lon@snsabling.com)  
 Glen Larson, [bigdadglen@earthlink.net](mailto:bigdadglen@earthlink.net)

**19 BIR: "Taste of the Track"**  
 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](mailto:micheledj@earthlink.net) for info

**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](mailto:eyerack@tcq.net)

2009

2009

2009

2009

# COURTNEY TRUCK SERVICE

Family owned for  
over 24 years

*Service for Your Trucks, SUV's & Trailers*

- Scheduled Maintenance to Major Repairs
- Four Wheel Drive, Foreign, Domestic, Gas or Diesel
- Alignments: 2 & AWD vehicles up to 1 ton in weight
- Hitches , Brake Controllers & Fuel Tanks
- MN DOT inspections
- Red Line. Oil Dealer



14205 62nd Street West  
Eden Prairie, MN 55348

**952-934-0931**

Hours: M-F 7:30 to 5:30

**CTS**  
*Quality service at a fair price*



Towing available



COURTNEY TRUCK SERVICE

## NOW OR NEVER

The fed has spoken...so put the pedal to the metal and don't miss out!

**30 year fixed 4.5%**

Lower your mortgage rate and save thousands today!!  
Special discounts available to Nord Stern members only  
Call Bill Berard NOW @ 952-921-4955 ext.1



Serving Nord Stern members since 1993  
7101 York Ave.  
Edina, MN 55435  
billb@mmamortgage.com

# Monterey Bay Porsche Club Schedules Events around Historic Automobile Races

*courtesy Jill Beck, PCA National Newsletter Editor*

**M**onterey, CA, Feb 25, 2009 – The Porsche Club of America - Monterey Bay Region (MBR) is organizing the Porsche Corral parking and other club activities surrounding the Monterey Historic Automobile Races at Mazda Raceway Laguna Seca, August 14-16, 2009. Porsche is the featured marque at the Historic races. MBR is organizing the following events to occur during the week leading up to the Historic Races:

- Monday, 8/10 – MBR “Heritage Avenue Exhibit,” at the Carmel-by-the-Sea Concours on the Avenue, where Porsche & Ferrari will be featured
- Thursday, 8/13 – Driving tour showcasing Monterey County and post-tour reception at the Poppy Hills Golf Course in Pebble Beach
- Friday, 8/14 – Welcome Party at the historic Carmel Mission
- Saturday & Sunday, 8/15 & 8/16 – Corral parking, hospitality area, catered lunches and a Parade Lap at the Monterey Historic Automobile Races - Mazda Raceway Laguna Seca
- Monday, 8/17 – Driver’s Education Day at Mazda Raceway Laguna Seca

MBR’s event registration will be through [www.motorsportsreg.com](http://www.motorsportsreg.com) and will open in the near future. Registrants will need a free user name/password on that site and elect to “join” the PCA - Monterey Bay club. Future email announcements of MBR event details will be sent through [motorsportsreg.com](http://www.motorsportsreg.com) and made available on the MBR website: <http://mby.pca.org>. Some events have space limitations. Participation in the Heritage Avenue Exhibit and acceptance in the Driver’s Education Day will be by MBR organizing committees. New this year, MBR’s registration fees will be discounted through May 31, 2009.

Registration for the Heritage Avenue Exhibit will occur separately. Concours on the Avenue information is available from Motor Club Events, LLC, through their website: <http://www.motorclubevents.com>.

Monterey Historic Automobile Races tickets must be purchased separately from Mazda Raceway Laguna Seca through their ticket ordering website: <http://www.mazdaraceway.com/pages/tix-historic09> or by calling 1-800-327-SECA.

Lodging information and assistance services can be found on the Mazda Raceway Laguna Seca website: [http://www.mazdaraceway.com/pages/hotels\\_restaurants](http://www.mazdaraceway.com/pages/hotels_restaurants).

Links:

<http://mby.pca.org> (MBR official website)

<http://www.motorsportreg.com> (MBR event registration)

<http://www.motorclubevents.com> (Concours on the Avenue website)

<http://www.mazdaraceway.com/pages/tix-historic09> (Historic races ticket order page)

[http://www.mazdaraceway.com/pages/hotels\\_restaurants](http://www.mazdaraceway.com/pages/hotels_restaurants) (Lodging information & services)



Porsche Club of America – Monterey Bay Region Contacts:

Ginger Mutoza, Historic Races Event Coordinator George Von Gehr, President

[mbrpcaregistrar@yahoo.com](mailto:mbrpcaregistrar@yahoo.com) 831-596-4041 [georgevg@mindspring.com](mailto:georgevg@mindspring.com) 650-888-1848

About PCA-MBR: Porsche Club of America was founded in 1955 to serve the needs and interest of Porsche owners. It is the largest independent single marque club in the world. PCA has 139 chartered regions within the club throughout the US and Canada. The Monterey Bay Region is based in Monterey and San Benito Counties, with many members residing in the Monterey Bay Area, including Santa Cruz. Several members also volunteer for the Sports Car Racing Association of the Monterey Peninsula (SCRAMP), operator of Mazda Raceway Laguna Seca.

**2009  
SPRING  
KICK-OFF  
COMO PARK**

Hosted by:

**InterMarque Council**  
*Vintage Foreign Motorcars of the Upper Midwest*

Event Co-Chairs: Phyllis Galberth and Aaron Courteau

**Event Sponsors:**

Minnesota Austin Healey Club :: Premier Sponsor ::  
Citroen Car Club of Minnesota  
Jaguar Club of Minnesota  
Lotus Owners of the North  
Lotus Eaters  
Metropolitans from Minnesota  
Minnesota MG Group  
Minnesota MG T Register  
Minnesota Triumphs  
Transportation Artists and Authors Guild  
Vintage Sports Car Racing



**SATURDAY  
MAY 16 2009  
9:00AM - 2:00PM**

**MOTORCAR PLACEMENT STARTS 8:00 A.M.**

**COMO PARK PICNIC HILL  
AND PAVILION PARKING LOTS  
1360 LEXINGTON PARKWAY N  
ST. PAUL MINNESOTA**

**The Motorcar Exhibition:**

Open to all VINTAGE FOREIGN motorcars, motorcycles, scooters vintage racers **1984 and older**. Exhibitors are requested to PLEASE pre-register for the Motorcar Exhibition by e-mail to, Phyllis Galberth: [deegalberth@yahoo.com](mailto:deegalberth@yahoo.com) **BEFORE May 8, 2009**

**Exhibitors Social Gathering:**

Please bring your own PICNIC and enjoy a spring afternoon with vintage foreign motoring enthusiasts on Como Park Picnic Hill.

**Special Attractions:**

Local motoring club displays, artists and authors Exhibit from the Transportation Artists and Authors Guild, special photo opportunities for the exhibitors and more.....In addition there are terrific activities / sights in Como Park ( Zoo, Conservatory, Hamm Memorial Waterfalls).

# Time to Start Thinking Rally

by Dale Trippler

Even though there is still snow on the ground, it isn't too early to start thinking about doing the Gimmick Rally. In June you can enjoy a weekend of track time during Fast Fling, then show your car off to the judges and collect prizes and praises at the Concours/Car Show. At the end of July the Club Races at BIR are always an event you won't want to miss. Then for two days in early August you might want to venture over to Road America for two days of track time. The season ends in September with Last Fling followed by the Fall Color Tour.

Sandwiched in between all of that fun will be the Gimmick Rally. Since the Club Races were moved up one weekend from their usual spot in early August, we are planning to hold the Gimmick Rally in mid-August. The date has been set for Saturday, August 22nd. Be sure to mark your calendar so you don't miss it.

The Gimmick Rally will be on the roads in northeastern metro area. We will put together an interesting route, which will take about an hour and a half to drive. The route will end at a members house where we will be having an outdoor picnic.

This will be my second rally as Rally Master, with Scott Welz helping me. So hopefully it will be enjoyable and cover some interesting roads and scenery. The focus this year will be on having a pleasant drive in the country, capped off with a fun social gathering of club members dinning together outside surrounded by beautiful Porsches soaking up the warmth on a sunny August afternoon. Hope you can join us, the more the merrier.

Keep watching each month in the newsletter for more details and information on the Gimmick Rally. If you have any questions, you can contact me at [daletrippler@comcast.net](mailto:daletrippler@comcast.net).



## MAPLEWOOD IMPORTS

**Open House**



Classic Car Show,  
Food, Refreshments,  
Awards, Door Prizes!

**Auto Fair  
2009**

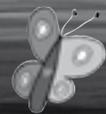


Bring Your Porsche,  
Mercedes or Audi  
classic to display  
on our lot.

**May 3, 10 am -1pm**



All proceeds benefit  
the Children's Cancer  
Research Fund. Join us!  
2780 Hwy 61 N, Maplewood, MN  
651-483-2681



# The Porsche 924 - A Different Direction

*Dean Lewellen, Going Places, Arizona Region PCA*

It has been said that the first production Porsche, the Model 356, grew out of the bold inspiration and enthusiasm for sports cars by Ferry Porsche, aided by the design studies based on prewar and postwar Volkswagens by Erwin Komenda and Karl Rabe. The Model 356, first produced in 1948, was a groundbreaking, pathfinder design concept which is as timeless today, as seen in the current Model 996, as it was fifty-four years ago in Gmund, Austria. When the Model 924 arrived on the European motoring public scene in early 1976 and in the United States in June of 1976, it was clear that a new and radically different direction had been taken by the Porsche design staff in Zuffenhausen, Germany. The Model 924 grew out of perspiration instead of inspiration and was an austere, sales and marketing department driven design solution utilizing Volkswagen and Audi components instead of tapping the enthusiasm for and dedication to the pure performance sports car niche Porsche had worked so hard to create during the Company's first thirty years.

To be more fair to the business side of Porsche, the marketing reports defined the need for a less costly, entry level Porsche which would capture more market share than the Model 914 had been able to establish. The VW-Porsche business agreement that fostered the Model 914 was still in force and the Porsche and VW employees who staffed the VW-Porsche Vertriebsgesellschaft (VG) would be the catalyst group to define the requirements, approve the designs and manage the production, sales and marketing of the Model 924, which had the internal project/contract number of EA425. Erich Filius of Porsche and Klaus Schneider of VW jointly headed the VG and were responsible for establishment of the basic parameters of the new car--more interior space, maximum use possible of low-cost, high-volume VW based components, and, a design that unified with other Porsche product offerings. The unified design meant that the new car was to have technical similarities with and family resemblance to the more expensive, purely Porsche sports car being developed to replace the Model 911. This was the early 1970s, folks, and the replacement car we are talking about was the Model 928 which arrived in 1978. It never did replace the Model 911 as the top flagship of the Porsche fleet and 928 production ceased in 1995, but that's another story.

As the design solidified around the two main drivers--use of VW based components and unification with the 928-to-be configuration--several design options fell by the wayside. No front wheel drive layout like the Audi 100 or VW Rabbit, no rear/mid engine layout like the 911 or 914, the Porsche people would not agree to a live rear axle design, and, only water-cooled engines met the unification criteria. The engine choice was slam-dunked by the low-cost, high-volume requirement and was the VW built EA831 engine used in the Audi 100, VW LT van, and later in

the American Motors Gremlin--no kidding! The transmission/clutch location went through all three possible combinations for placement with the result being a rear mounted transaxle gearbox with the clutch assembly mounted in the traditional location in the flywheel bellhousing. This arrangement provided for a large polar moment of inertia for the car about its lateral axis, which is what makes the 924-944-968 configurations so incredibly stable in corners. The location of the transmission at the rear meant that the drive shaft mounting, support and control was very important since the drive shaft turned at engine speed instead of gearbox output shaft speed. Many hours of trials and testing was done on a BMW 2002 "test mule" equipped with an Audi engine (front) and transmission (rear) trying out several candidates for the drive shaft design of choice. The final design was a hollow shaft (read torque tube) mounted solidly between the bell housings on the back of the engine and the front of the transaxle. The actual drive shaft, 20 mm in diameter and sixty-seven inches long, was mounted inside this tube on four ball bearing supports mounted in concentric rubber rings on the shaft and tube. Splined connections mated the drive shaft to the clutch and the transaxle at each end.

Suspension components were also found in VW and Audi factory parts bins. The rear trailing arm suspension was lifted directly from the VW Super Beetle. The half shafts connecting the transaxle drive to the rear wheels were from the VW Type 181 utility vehicle known in the United States as "The Thing". The front MacPherson strut suspension was cobbled from Super Beetle front coil struts linked to Rabbit/Scirocco lower wishbones. The rack and pinion steering gear from the Rabbit/Scirocco was employed with a slight modification in the steering ratio and kinks added to the steering column for crash protection. VW front shocks and Boge rear shocks were also specified. Optional Porsche designed anti-roll bars were a rare 924 unique suspension feature. The braking system selected was from the VW K70 sedan and was a front disc/rear drum setup which was a ten year step backward in time for a Porsche braking system. The EA425 (924) was fitted with fourteen-inch, stamped steel wheels with a rim width of 5 1/2 inches. Truly this was parts bin engineering at its best, if you were a marketer, or, at its worst, if you were an engineer.

A member of the Porsche styling team, Harm Lagaay, is credited with the overall styling theme of the 924. The hidden headlights, inclined engine and tradition of no grill gave the car the popular wedge shape rising to the large rear window/hatch at the rear. As with the mechanical components, the body and interior parts were selected from existing VW stock wherever possible--Golf/Rabbit heating and ventilation system and door latches from the Scirocco. The Lagaay team was able to provide

*Continued on page 31*

# Our Nord Stern 'Stories' . . . 'The Rock'

by Roger Grimm, member since 1994

I bought my Sand Beige 1968 911 coupe in 1991. A woman who wrote financing for the dealership drove the trade-in home for lunch. Her husband, who worked with my wife, Carol, saw the car and told Carol about the car that afternoon. And in one of her rare lapses of reason, Carol told me about it.

Growing up with a 1967 Corvair, I thought it would be an interesting comparison and went out to test drive the '68. When I drove it home, my neighbor shouted that it was a "keeper" (this coming from a man who had an all-original burgundy '65 Corvette convertible tucked away in his garage), and my wife thought it was cute and in one of her colors. So with that blessing, I bought the '68 coupe—my greatest impulse purchase ever.

There was no organized Porsche group in Fargo, but we still had a lot of fun. Then in 1994, I discovered PCA and Nord Stern. There was something scheduled for that September in Brainerd. Carol and I had been regulars at Donnybrooke (BIR will always be Donnybrooke for me) for the Can-Am and Trans Am races in their heyday, so we thought it would be fun to go down for the day and see the track again. Like a "newbie," I politely stayed in the background and watched from afar.

Fast-forward a half-dozen years. The Last Fling in 2000 fell on the same weekend as the North Shore Fall Color Tour. I always wanted to take in the FCT, but I thought that it was a very long drive for a 30+ year old car (newbie, remember?). So when Ron Johnson organized a second color tour the following weekend—Little Falls to Walker—I thought I could take a chance on the shorter tour..

Have I mentioned I'm not a morning person? By the time Carol and I got going that Saturday, I realized I wasn't going to make Little Falls in time, so I called Ron and gave him the crossing road where I would meet up with the group. So there we were, me standing by the car on a side road, waving as the caravan went by. I got in and off we went to join the group.

We accelerated...and accelerated...and... I heard some nervous laughter next to me; the kind some people make when they realize they're about to die. I reminded Carol that we were in the middle of Minnesota, had no idea exactly where the group was headed and probably needed to keep them in sight. In the back of my mind I'm thinking "I'm on a color tour with a group of track junkies in their tweaked track cars. I'm going to blow my car up." (Still a newbie.) It took a little while to get into the groove. Winding through the corners, hearing the exhausts bark in front of me as one-by-one, the cars in the caravan downshifted for

the corners. And surprise, surprise, the '68 seemed to be holding together. Until...

Out from under the car in front of me it came: "The Rock." To this day, I don't know if anyone else actually hit it, and I suppose I have Elmer Langren to thank for lowering the car some 30 years ago. But when I saw it, all I had time to do was hold on to the wheel and . . . BAM!

My first thought was "Now I really am going to blow this thing up." I watched the gauges—no oil warning light came on. By the time we got to Ron Johnson's lake home, everyone was talking about the rock, but I was already down on my knees looking for oil leaks. Other than a good-sized scrape and slight dent in the front pan (you can still see it, 8 years later) everything appeared to be OK.

Later, after a nice dinner, Carol and I left the group to drive home. And I had an epiphany.

I had, for the first time, driven the car "as it was meant to be driven." And it didn't blow up. In fact, it was running better than it had ever run. I had read tongue-in-cheek comments about the "Porsche tune-up" but wasn't sure what to think. Now, every Spring, when I take the car out, I take the long way home from work and get out into the countryside to blow out the cobwebs.

As for my fear of going on an adventure in a now 40-year-old car, around the time of the last Rennsport, I jokingly told Carol I should take some time off and drive the '68 to Daytona. Her reply—"why don't you?"

Well, maybe I'll try the Parade in Chicago first...

*Editor's note: Oh yes, Roger, you should and I will be definitely looking for you there (we are driving out to Keystone this year albeit the 'P' car we will drive is a 'tad' newer but you can bet there will be 40 to 50-year-old Porsche driven to the Parade; there are every year!*



# 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*.

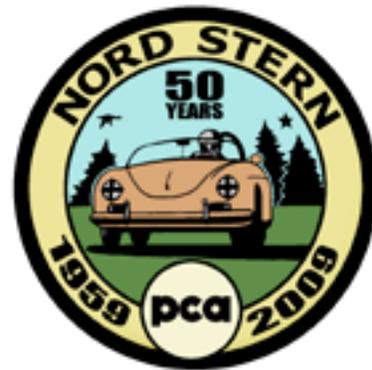
Please note a few requirements for *Taste of the Track* – all participants must be over 18 years of age. Each person must complete a registration form, pay the \$25 registration fee and wear appropriate attire including an approved helmet, close-toed shoes and long pants (no shorts or Capri pants). Please 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 [porschebreat@earthlink.net](mailto:porschebreat@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.



## Business Meeting . . .

*continued from page 11*

**Treasurer:** Jeff Bluhm

About where we would expect to be at this time of year.

**Webmaster:** Bret Bailey, Chair

No report.

**50th Anniversary Planning:** Lee Jacobson, Chair

Lining up photographers to be at the Concours and possibly the Club Race. He is hoping to get pictures of each driver with their car and provide them with a copy of the picture with the 50th logo on the picture.

**New Business:**

No new business.

Meeting ended at 8:07 PM.

Respectfully submitted by Scott Welz,  
for Dale Trippler, Secretary  
Nord Stern Porsche Club

# January Tech Session at AutoEdge. . .

courtesy Mark Kedrowski, Tech Session Chair

The topic was “How to Take a Current Model Porsche to the Next Level” and involved describing and showing an analysis of Gary Yee’s Cayman F class club race car.

Always popular in the dead of winter are the series of tech sessions organized for members and friends and the first of the 2009 was held at AutoEdge in Maplewood and as Mark says: the Nord Stern tech session yesterday was well attended, interesting, and informative! Gary’s car looks fantastic and fast. Pictures are worth a thousand words: Check out the the car at <http://homepage.mac.com/markkedrowski/CaymanRaceCar/>.



# Book Review for Porschephiles: Race to Win . . .

by Bruce Herrington, San Gabriel Valley Region

*Race to Win: How to Become a Complete Champion Driver,* by Derek Daly.

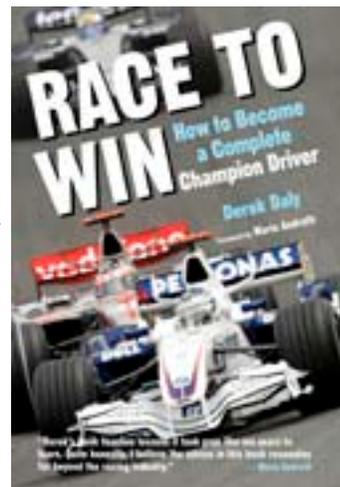
Many will recognize the author’s name from his years of motorsports broadcasting. Others will know that he got into broadcasting after years as a driver in World Sports Cars, Indy cars and Formula One. Never a champion at the highest levels (though he has lead Formula One events and finished as high as third in Indy Car events), he won many championships in a variety of cars, in the lower formulae.

Derek Daly’s years as a driver, followed by years as a careful, inside observer, have given him unique qualifications for writing a text book for a racing driver. “The frame of reference and expertise needed to clearly articulate the required ingredients to succeed as a racing driver” as Mario Andretti says in his forward. Mario also says that “I was particularly impressed with his Champion’s

Pyramid, which has six qualities that a driver needs to possess (and balance) to succeed.”

More pertinent for the casual reader is the observation that “I think the most fascinating aspect of the book is the number of anecdotes that Derek uses... Real drivers and countless scenarios to make his points...”

Though intended to be a guide book for achieving a successful racing career, for the dedicated Formula 1, NASCAR or Indy/CART spectator, this



book is indispensable for the gossip it provides about the top drivers, their personalities and how they got to where they are. One anecdote of particular interest to this reviewer was of the author’s very first Indy Car drive, which happened in a car owned by Zone 8’s Herb & Rose Wysard.

This book is not another of that genre that tells you how to take corners faster. Instead, it is directed on how to have a more successful career as a racer, professional or amateur. Derek discusses the often overlooked importance to a driver of good social skills, with a number of very interesting examples from his own life (Cue the Beatles “A little help from my friends”). His level of detail is such that



he discusses the differences in optimum race team organization, depending on the style different drivers use to go fast.

Most readers of this review will probably not have aspirations of becoming a race winner, but the book is still a good read for the insight it provides into success in any endeavor. The concept of The Champion's Pyramid, well articulated in this book, is universal. The six ingredients necessary to success are as necessary for a politician, CEO, manager, musician, salesman, or athlete.

Good as it is at fulfilling the promise of the sub-title, this book is appealing for two other, separate audiences – the motorsports spectator, and the careerist interested in personal development as a champion in any chosen field. This book is available in bookstores or through <http://www.motorbooks.com>.

Photos: Left, author with his 911 T Targa, right Bruce with friends.



## Saturday Morning Musings . . .

by Keith Jones

Good Saturday morning to everyone, I found this while waiting in an airport glancing through 24 Hour of LeMans trivia...

In the 1970 race at 21h20, after being passed by a 3.0 Alfa Romeo T33/3, the motor of the Matra refuses to start due to a gripped segmentation.

What the heck is 'a gripped segmentation'? I figured the engine would not run because it was either:

- Tired of having the \*beep\* ran out of it for 21h 20mins
- Humiliated because it was passed by a Alfa Romero
- 'A gripped segmentation' is some fancy French term for "too bad for you".

Either way I get a chuckle out of the phrase the motor "refused to start". As if it had a choice.

My last thought on this subject; if it blows apart it's called "segmented segmentation"

Also here's an interesting tidbit I found on "McQueen online"

### The film that bankrupted McQueen.

As a motor racing enthusiast (he could have turned pro on the motor car circuit), Steve had long been dreaming of and planning to make the 'ultimate' car racing film. That movie was Le Mans. Steve's movie production company (Solar Productions) had made it's first film (Bullitt) in the late 60's, and it was a huge success. This put Steve in a position to make Le Mans. Solar got funding

from CBS's movie wing Cinema Centre to the tune of 6 million dollars, and Steve was to be paid 750 thousand plus a percentage of the profits. They hired many of the BEST motor car racers in the world, and due to the success of Bullitt Steve also had virtually TOTAL control of the film.

Unfortunately problems plagued the film from very early on in filming (in France). The director (John Sturges) wanted the film to be a love story, with the Le Mans race as the 'background', but Steve wanted it to be more 'race' focused. Also, a lot of the footage Sturges shot of the real Le Mans race turned out to be unusable, so big budget problems suddenly arose, as it was obvious the film was going to run over the planned cost. The script was also still unfinished. Steve's Solar vice president (Robert Relyea) had a panic attack during filming in front of one of the financiers (Cinema Centre) employees, who rushed back to the USA and told his bosses that the production was in big trouble.

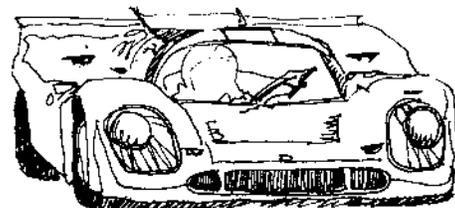
Cinema Centre swooped in on the production (they had not been involved in the filming process up till this point), and took over completely. They shut the production down for two weeks (even giving Robert Redford a call to see if he would replace McQueen). Cinema Centre considered shutting down the film completely, but eventually struck a deal with Steve in which he gave up his salary, his percentage of profits, and his control of the film, in order to 'get it finished'. Not long after this Sturges quit (due to his differences with Steve). They brought in a 'television' director to replace him. The film got finished 2 months later than planned and 1.5 million over budget. One driver lost a leg during production, and Steve was nearly killed twice.

After Le Mans was released in the US, Steve went bankrupt, his main Solar partners left the company, and Solar as a 'real' production company had folded. Also, his marriage to Neile was collapsing.

Le Mans did make money (19 million at the Box Office), but Steve never saw a cent.

In 'Steve McQueen: Portrait of an American Rebel', Marshall Terrill quotes Steve's comments to a reporter at the time: "It was a blood bath, that picture. It was the most dangerous thing I've ever done. I'm lucky I'm still alive".

*Editor's Note: Keith, I am so, so, so glad you travel enough to give you the time to locate such interesting info and trivia on such favorite subjects as Steve McQueen, Porsche racing, race car drivers and so much more! I doubt Susan likes that you are gone as much as you are, but we sure are the beneficiaries of your internet 'wanderings!' Thanks!*



# AUTO ACQUISITIONS USA



**SALES AND SOURCING OF FINE  
PRE-OWNED AUDI VEHICLES •**

- Indoor Showroom •
- Custom Acquisitions •
- Needs Analysis •
- On-Site Delivery •
- 3,500 Repeat Clients

**“QUALITY, EXPERTISE & VALUE”** We take pride in stocking and locating high quality pre-owned Audi cars for our customers. Join the thousands of satisfied customers who have bought their Audi cars from us. **CALL US TODAY FOR YOUR NEXT AUDI PURCHASE!**



[www.AutoACU.com](http://www.AutoACU.com)

Phone: 612-325-5885

## *Auto Body Beautiful*

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



*Simply the Best!*  
**Sears**  
Imported Autos



1915 Xenium Ln. N. Plymouth, MN 55441 952.512.6565

the three large main instrument dials in front of the driver which housed the speedometer in the center, very un-Porsche-like, a fuel and water temperature gauge on the left, and, the tachometer on the right which had the red line portion of the tach in the upper quadrant of the gauge. Some early and on-going controversy has existed over the steering wheel shape which is somewhat eccentric when centered to provide more clearance with the driver's legs. The problem comes when the wheel is turned ninety degrees or more during cornering in that this nice clearance becomes real interference between steering wheel, hand and legs of the unsuspecting driver.

History of the EA425/924 project contains a story about the dark days of the project which began in the fall of 1973 when the VG agreement between Porsche and Volkswagen was mutually dissolved. Since Volkswagen had put up most of the \$50 million spent on development up to that point, they claimed the rights to the yet unborn sports car as a Volkswagen future product, much to the chagrin and disappointment of the Porsche now ex-partners. Well, the oil crisis of 1974 took a bitter toll on VW's vision of the future and the waves of red ink swirling on their balance sheets swept most of the VW management team from their seats on the sinking ship. Porsche properly procrastinated and in early 1975, the new Managing Director of VW met with Porsche leadership and reached an accord which would see the 924 built in a VW factory in Neckarsulm, which was on the block for closure and was located twenty-seven miles north of Stuttgart. It was a win-win solution. Porsche would own the design, the tooling built so far and be the responsible manufacturer of the Model 924. Volkswagen employees would build the car, order and/or supply the parts, keeping their jobs after all.

The Model 924 was first offered for sale in the USA in July of 1976 as a 1977 model at a base price of \$9395. The Audi four-cylinder engine was rated at 95 SAE HP @ 5500 rpm. This engine produced 110 HP in European tune. The four-speed manual transaxle provided for an overall weight distribution of 48-52 per cent front to rear which made for well balanced handling. A five-speed gearbox was made available in 1979 and a turbocharged engine producing 143 HP was offered in 1980. Things were really getting better fast, making getting fast better. A special "Turbo" Sports Package was offered which included 16" wheels, heavy duty stabilizer bars and shocks all around, and, vented four-wheel disc brakes--now we're talking Porsche!

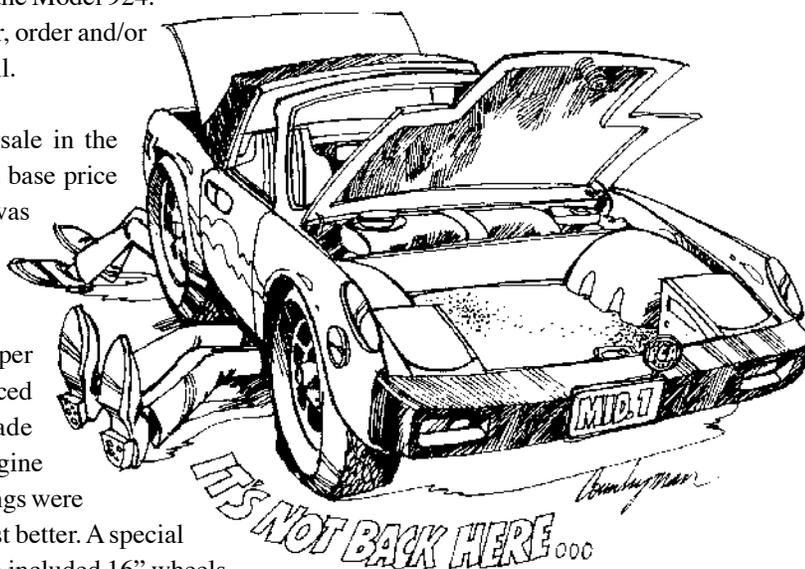
Production of the original Model 924 ceased in 1982 as the ten years of knowledge and experience gained allowed for a

controlled evolution to the Model 944 series of water-cooled Porsches. However in 1987, the Model 924 was reintroduced as the "924S" which was really a 924 body and chassis with the 944 engine and running gear. These cars are rare and special making excellent candidates for the "944 Spec" class in local Valley of the Sun racing venues.

As with the Model 914 program, the Model 924 project provided many priceless experiences and lessons learned about joint-venture partnerships for the people of Porsche. They also got to put into practice the knowledge and capabilities they had acquired through contracted development work with and for other vehicle manufacturers by designing, building and testing their very own automobile powered by a water-cooled engine. The Model 924 today is a fast fading icon of the Porsche marque, but its technology lives on and improves in the evolutionary lineage of models such as the 944 and 968 editions of these water-cooled wonders.

#### References:

Ludvigson, Karl, Porsche *Excellence Was Expected*, 1977  
James, Drayton, Editor, *The Porsche Family Tree*, Published by PCA, 1995





# Chateau St. Croix Winery



**WORLD CLASS WINES** FROM THE **ROLLING HILLS**  
OF THE **ST. CROIX RIVER VALLEY.**

[WWW.CHATEAUSTCROIX.COM](http://WWW.CHATEAUSTCROIX.COM)

Chateau St. Croix Winery, 1998A State Road 87 St. Croix Falls, WI 54024

I have spent half of my 38 year career  
repairing Porsches that someone else  
just fixed.....

Why don't we just cut out the middle man?

Nurburging, Inc.

4213 Steiner Street

Saint Bonifacius, MN 55375

952-446-8185

By appointment only

[nurburg@citlink.net](mailto:nurburg@citlink.net)

<http://www.dasring.com>

# Tech Quiz . . .

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

1. The Boxster's rear suspension is mounted on a transverse aluminum subframe that doubles as reinforcement for:

- a. The roof
- b. The rear end
- c. The rear wheels
- d. None of the above

Porsche Boxster, page 87

2. The Boxster S' drive to the rear wheels is via:

- a. Torsion bars
- b. Torque tube
- c. Double universal joint shafts
- d. Electric motors

Boxster S, page 157

3. The Cd value (coefficient of drag) for a Boxster S is:

- a. 0.25
- b. 0.35
- c. 0.40
- d. 0.32

Boxster S, page 157

4. The center air intake of the C4S (1996) wears a spoiler-like trim tab used to fine-tune the aerodynamic balance of the car.

True or False

Panorama 1/02, page 9

5. The Porsche GT2 has a 64-liter fuel tank and full size spare wheel and tire.

True or False

Panorama 4/01, page 9

6. The 911 Turbo and 2002/2003 996's with Tiptronic S have how many computer maps that memorize your driving style?

- a. 1,050
- b. 725
- c. 250
- d. None of the above

Panorama 4/02, page 5

7. The Porsche 911 Carrera (1996) was available in Europe and the U.S. with an optional factory installed sport suspension listed as option code:

- a. M051
- b. P 996 Sport
- c. Z51
- d. M030

Panorama 4/02, page 52

8. The Boxster's optional hardtop is made of aluminum.  
True or False

Excellence Was Expected, Vol. 3, page 1362

9. What is the name of the company in Finland that assembles Boxsters?

- a. Giugiaro
- b. Valmet
- c. Pininfarina
- d. Karmann

Excellence, Vol. 3, page 1363

10. A recognition mark of the Boxster S introduced as a year 2000 model was:

- a. Headlights like the 911
- b. Roof mounted antenna
- c. Additional central air opening for a third radiator to cool the engine
- d. Airbags

Excellence, Vol. 3, page 1365



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

## **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](mailto:editor@nordstern.org).

### 1991 Porsche 911 Carrera 2 Cab

Guards Red, Saddle w/ Black piping. Interior, Black Top w/ cover. Sealed motor, new flywheel, new clutch, new half shafts and boots, within 15,000 miles. Good rubber, 5 speed G50, 92,xxx K mi. Stored all winters. Contact Jack Brock at 612-987-6437. \$22,000. The perfect Spring, Summer, Fall touring vehicle.

## Region of The Year Trophy

on display at Carousel Porsche!



## RAYMOND AUTO BODY

*Satisfaction & Integrity Since 1949*

**Collision Specialists**

*Where quality  
isn't an accident  
it just starts with one.*

**651-488-0588**

Located  
near the  
Fairgrounds

*Three Generations of the  
Slomkowski Family*

1075 Pierce Butler Road - St. Paul, MN 55104



# APEX SPG.com

Safety & Performance Gear

**Save 5% during 2008**

You qualify for SPONSORSHIP when you place Apex SPG stickers or windshield banners on your vehicle. "CALL FOR DETAILS"



SA Helmets & HANS



Shoes  
and Gloves



Harnesses



Brake Pads



Radio Systems



BBS Wheels



Seats



Suits

We provide the products that you  
need for your track day.

Helmets, Suits, Shoes, Gloves, HANS, Nomex Underwear, Seats, Harnesses, Camber Gauges, and Chassis Scales. Radius Maintenance Items such as Brake Pads, Rotors, Timing Belts, Hoses, Water Pumps, Motor Mounts

**Call us at 651-735-7400 or visit our  
Store at 7500 Hudson Blvd. Suite 180 Oakdale MN, 55128**

# 40 YEARS OF THE PORSCHE 917

*courtesy Jill Beck, PCA National Newsletter Editor*

The car described as the “Greatest Racing Car in History” celebrates its 40th birthday

**A**t Atlanta - March 9, 2008 - Forty years ago on March 13, 1969 at the Geneva International Motor Show, today’s Dr. Ing. h.c. F. Porsche unveiled a car that, even by today’s standards, is underestimated when it is described as the “super sports car”: The Porsche 917. It became a legend as one of the fastest and most successful racing cars of all time.

Porsche fired the starting shot for Project 917 in June 1968, after the international motor sports authority or FIA had announced a class of “homologated sports cars” with up to five liters cubic capacity and a minimum weight of 800 kilograms. Under the supervision of Ferdinand Piëch, the stipulated 25 units of the new racing car model were completed by April 1969 so that the 917 could begin its racing career in the same year. After it initially dropped out of its first three races due to technical problems, the 917 success story began in August 1969 at a 1,000-kilometer race at the Österreichring with a victory by Jo Siffert and Kurt Ahrens.

The engine configuration of the 917 was just as unusual as its different car body versions: Behind the driver’s seat extended an air-cooled, twelve-cylinder engine with horizontal cylinders, whose crankshaft designated it as a 180-degree V engine. The 520 HP engine had an initial cubic capacity of 4.5 liters. The tubular frame was made of aluminum, the car body out of glass fiber reinforced synthetics. Porsche engineers developed different car body models to best meet the different demands of different racetracks. The so-called short-tail model was designed for heavily twisting roads in which a high contact pressure was necessary for fast cornering. The long-tail model was designed for fast racetracks and a high final velocity. Then came the open 917 Spyderys, which were used in the CanAm and Interseries races.

At the end of the 1970 race season, Porsche confirmed its superiority with the 917 and 908/03 models, winning the Racing Series World Championship [Markenweltmeisterschaft] in nine out of ten possible victories. This series of victories began in Daytona and continued in Brands Hatch, Monza, Spa, on the Nürburgring racetrack, at the Targa Florio, in Le Mans, Watkins Glen and the Österreichring. However, the season’s high point was the long-desired overall win of the Le Mans 24-hour endurance race, a trophy that Hans Herrmann and Richard Attwood brought home to Zuffenhausen on June 14, 1970. Their 917 short-tail model painted in the Porsche Salzburg colors of red and white with the start number 23 not only successfully defied its competitors but also the heavy rainfall.

As in the previous year, the 1971 season was dominated by the 917 model so that the Racing Series World Championship [Markenweltmeisterschaft] went to Porsche again with eight out of ten race victories. And once again, a Porsche 917 was victorious at the Le Mans 24-Hour race – this time with Gijs van Lennep and Dr. Helmut Marko, who set a world record with an average speed of 222 km/h and 5,335 kilometers driven, a record that still stands today. One special feature of their 917 short-tail model, visually characterized by its “shark fin”, was the tubular frame made of magnesium. A 917 long-tail coupe model set a further record in 1971: On the Mulsanne straight stretch, which is part of the route in the Le Mans 24-Hour race, the sports car with the start number 21 recorded the highest speed of 387 kilometers per hour. Another Le Mans racecar achieved major recognition: The Porsche 917/20 was a mix between the short-tail and the long-tail models and was notable for its broad proportions. Although the pink colored racecar, nicknamed “the Pig”, dropped out halfway through the race, its unusual paint color made it one of the most famous Porsche models ever.

When the European FIA regulation for the “five-liter sports car” expired at the end of the 1971 season, Porsche decided to enter the Canadian American Challenge Cup (CanAm). In June 1972, the private Penske race team in motor sports used the turbo-charged Porsche 917/10 Spyder for the first time. With a performance of up to 1,000 HP, the Porsche Spyder dominated the race series and won for Porsche the CanAM championship



with victories in Road Atlanta, Mid Ohio, Elkhart Lake, Laguna Seca and Riverside. In the following year, the 1,200 HP 917/30 Spyder had its racing premiere. The superiority of the monster car driven by Mark Donohue was so obvious that the regulations of the CanAM series had to be changed in the end in order to exclude the 917/30 from competing further in the 1974 season. Typical for Porsche: The technologies for increasing performance developed for these races were successfully transferred to the on-road sports car. That's how the 911 Turbo, with its side-exhaust turbocharger, began its career in 1974 and has been, since this time, a synonym for the performance capacity of the Porsche sports car.

To date, the reputation of the 917 is legendary. Therefore, 50 international motor sports experts from the famous British trade magazine "Motor Sport" nominated the 917 as the "greatest racing car in history". All in all, Porsche built 65 units of the 917: 44 sports cars as short-tail and long-tail coupés, two PA Spyders as well as 19 sports cars as CanAm and Interseries Spyders with up to 1,400 HP turbo engines. Seven of the most important 917 models – among them the Le Mans victory cars from 1970 and 1971 and the 917/30 Spyder – are currently on exhibit in the new Porsche Museum in Stuttgart-Zuffenhausen.



'08 Concours . . .  
Don't miss the '09  
Concours Version!  
*photos by Brian Mayer*



Our annual Nord Stern Concours is always great fun for all, even those showing their cars...great location, great weather (we always hope), wonderful cars to see and learn about, vendors galore, great camaraderie - everything a car club is all about. And remember, for the 'not so serious' there is the opportunity to just 'show and park' that's just as enjoyable. Watch for more details.

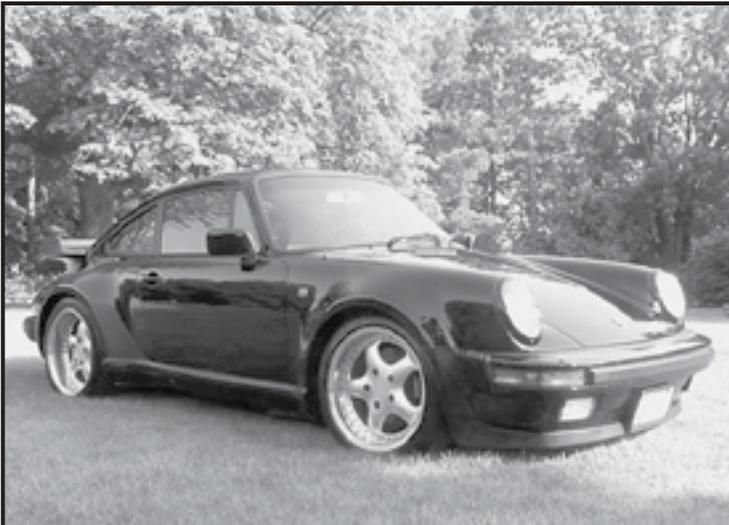
# FLATSIX

P O R S C H E   S P E C I A L I S T

- Complete service and repair
- Race and rally preparation
- Engine and transmission rebuilding
- Mechanical restoration
- Performance modifications
- Pre-purchase inspection and consultation

flat6.com  
952.884.2060

9010 Pillsbury Avenue South  
Bloomington MN 55420



Like caring for his 20 year old Turbo, John and his team can help maintain and improve the performance of your financial success. Amiot Financial Group provides:

- **Investment Management**
- **CPA Firm – Taxes – Accounting**
- **Mortgage Loans & Services**

For more information, contact John.



AMIOT FINANCIAL GROUP

**952.888.7509**

John V. Heath, President  
john@amiotfinancial.com



Starter



Steering Rack



Strut



Water Pump

## **A Porsche. The sum of its genuine parts.**

Genuine Porsche parts are built to the same standards and endure the same rigorous testing as Porsche vehicles. It's no wonder they're the driving force behind the most exhilarating vehicle on the road. Carousel Porsche and Maplewood Imports - where to buy Genuine Porsche Parts.

### **Genuine Porsche Parts**

#### **Carousel Porsche**

763-744-9191  
9191 Wayzata Boulevard  
Minneapolis, MN 55426  
carouselautomobiles.com

#### **Maplewood Imports**

651-483-2681  
2780 North Highway 61  
Maplewood, MN 55109  
maplewoodimports.com



**PORSCHE**

NORD STERN P.C.A.  
c/o Christie Boeder  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
ADDRESS SERVICE REQUESTED

PRSRT STD  
U.S. POSTAGE **PAID**  
BURNSVILLE, MN  
Permit No. 156

**Auto**  
  
**Edge**

**Looking for a shop you  
can trust to  
fix your daily driver.**

The same shop that you  
trust to service your  
prize possession  
can keep  
your other  
Vehicles  
in top  
shape



**Shopping for that special car lover  
Check with us for Gift Certificates**

**Hours: M-F 7:30 am—6:00 pm**  
**www.auto-edge.com**  
**Email: autoedge@auto-edge.com**

**(651) 777-6924**