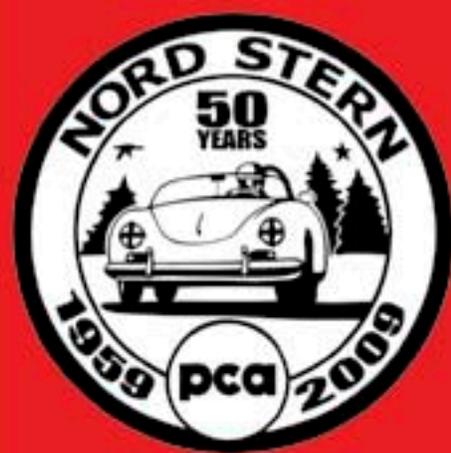


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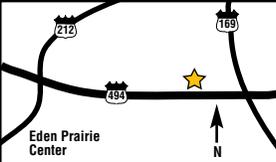
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952 949-0140, x312 or bbarker@slogic.com

### Vice-President

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

### Secretary

Dale Trippler 651 490-1485  
daletripler@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  
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### 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  
daletripler@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  
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### Shop Relations

Mark Kedrowski mark@blueearth.net

### Social

Kim Fritze 612 275-4891  
kimfritze@aol.com

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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).

I think that many of you would agree that life can be too routine, too scripted. The demands of life seem to force us into this routine. We all enjoy doing something spur-of-the-moment, but it seems there's never enough time to even think of what that might be. Well, that's where we Porsche folk have a leg-up on the rest of the world. And I seem to figure this out again every spring.

With the 930 out of storage and the desire to put some easy miles on it before taking it to the track, I hopped in and just started driving. It was an odd feeling at first. No purpose. No mission. Not even a destination. I wasn't going to work or the store. I wasn't going to pick up or drop off a kid. Any of these would have been perfectly legitimate reasons to fire up the Porsche, but I had a better reason. And that was no reason at all.

What a great feeling! To be enjoying a wonderful car on a wonderful Saturday afternoon. Listening to the sounds, smelling the smells of spring with windows down and sunroof open. It

seemed like no time and the road signs were saying Mankato. Wow, did I just drive to Mankato without a reason? Yep!

As I write this, we're just a few days away from First Fling. I guess that's a "reason" to drive again. This time to Brainerd, followed by lots of laps 'round the track and the trip home. Great times spent with great friends. What could be better?

Now that we've entered the heart of 2009 driving season, I'm really looking forward to seeing all of you at our events. We've got something for everyone - Drives, Driver Training/Driver Education, the Concours, Touring, Autocross, Club Race, Fall Color Tour, Rally, Social Events...

Whether it's one of these "reasons" or no reason at all - hop in, turn the key and enjoy!




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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		
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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			

# Welkommen . . .

## Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



### Paul & Julie Berg

St. Paul MN  
1972 914; 1990 911

### John & JJ Donofrio

St. Paul MN  
2009 997 C4S

### John & Linda Elliott

White Bear Lake MN  
1986 944T; 1976 914

### Tom & Mary Gore

Brooklyn Park MN  
1964911

### Tom & Mary Kileen

Orono MN  
2008 Boxster S

### Don McCall

St. Paul MN  
1990 911 C4

### Todd Siegwart

Excelsior 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.

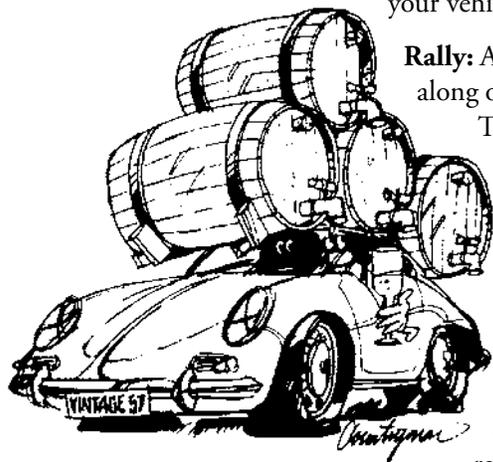
**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**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.



**D**efinitely time to think Spring . . . not that my yard exactly is all that green but at least there is now daylight when I get up in the morning and light enough to be out in the yard as late as 8:30 PM. Now that's my true test of whether we are past winter or not.

We are about to head up to First Fling and greatly looking forward to the first weekend of track stuff for 2009. It's a light turnout, perhaps indicative of the economy and perhaps a bit of a conflict with the large group which drove down to Heartland

Park for their Club Race this prior weekend. I have already seen some pics from the event - am sure many had a good time as it's always great to get back behind the wheel after one of our long, cold winters.

There will be challenges this year for everyone and we hope that members can come and enjoy as many events as they can. We certainly do have outings that are not cost prohibitive and filled with the fun and camaraderie we are so well know for.

Check the calendar and event ads as there a number of things coming up soon. Whether it's in the metro area, up at Brainerd or out and about on a tour of our countryside, there's something for everyone. Hope to see you at the 'next event!'



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

**A**fter 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)

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## Local Porsche Dealerships

**M**y nav disc player recently went out, and my 05 Cayenne MS was about 6 months beyond the 5 year in service date. Eric Vogue at Carousel Automobiles Service dept. went way above his normal call of duty to find me a deal on getting this fixed after a quote from Porsche of \$1400 to replace it. He even got the techs to bring out their secret tool and remove it for me so I could try to have it repaired (I was unsuccessful). We are lucky to have people like Eric and Ross in Service as well as Mark and Matt in Parts. These folks understand us Porsche People (which isn't easy!). It is back in the car and working perfectly for about \$500 !!! Yeah!

– Best, Marty Kaye.

**I**would also like to give kudos to Erick, Ross, Mark and Matt. The service people at Carousel always go that extra step to help. I go out of my way to purchase from them because of their service and help.

– Regards, Stephan Meydell

## Nord Stern and the 'Driver Ed' Experience and Expenses

*(Editor's Note: After a recent exchange on Clubtalk concerning the increase in DE participation fees at BIR I felt the following exchange deserved broader exposure. None of us enjoy seeing our costs go up, especially in this economy, on anything let alone one of our favorite sports but the perspective expressed here by several members raise important points all members should take heart in noting. This is a very active, very viable, very capable club offering wonderful programs and events. We are fortunate to be in this area, in my opinion. Just why is this so? Personally, I believe it's because of the members themselves, the long standing traditions and a sincere focus on continuing to incorporate high standards of putting the various needs and desires and interests of the club membership first and foremost.)*

**I**n my experience we are spoiled in Nord Stern region, in terms of all aspects of our Driver's Education experience.

Our costs have historically been low. Yes, the track has raised the rates recently but it is still a bargain compared with almost

all tracks. Daytona, for instance, charges over \$35K per day to rent the facility . . . figure out what that translates to in terms of a registration fee!

Coupled with low costs is the quality of our DE experience. We don't have too many cars on track. Our members don't believe that they are racing and crowd other drivers, if those other drivers don't want to be crowded.

Blessedly, we don't have yahoos that show up. We run on two of the better tracks in the country with Road America probably ranking in the top 5. All in all a wonderful experience.

Our drivers meetings are short, polite and respectful. Our corner workers are great. If you do something wrong, our safety people don't treat you like you are some misbehaving kid but rather work with you to figure out how you can become a better driver. We have a history of a very capable and hard working instructor corps who want to work with our members to help them increase their driving skills. All contribute to a good experience.

Frankly, the cost of registrations, long term, is not the big cost of doing DE's or club racing but that's another topic. All in all, in my personal experience, compared with other regions in PCA, we're lucky.

– Bruce Boeder

**W**ell said, Bruce!

We are lucky to run on two of the longer tracks in the country, which translates to a lot more elbow room on the track and the opportunity to better concentrate on improving one's skills.

– Keith Erickson

**B**ruce is right. Most Nord Stern participants don't realize just HOW lucky they are to be part of this group.

Since we moved from Minnesota, I've attended DE's with 10-15 other regions. Frankly, I can think of only one other PCA group that offers a similar quality of overall experience.

– Joe Rothman



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# PCA Zone 10 Calendar . . .

## 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 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, 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, 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, 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)

# 50th Anniversary 'All Porsche Show' Benefit for Courage Center. . . Special Prizes, Special Awards and Giveaways -

by Brian Mayer, Eventmaster

Finally Spring finds Minnesota! Knock on wood all of you! It's finally time to take your favorite toy out from the depths of hibernation. Coming in June is our annual benefit for Courage Center in the shape of the All Porsche Show Concours d'Elegance, Car show and Vendor Show. The event is scheduled on Sunday, June 28<sup>th</sup> from 10 am until 2 PM. The *All Porsche Show* will again have all of the features of a Concours event judging the cleanliness and originality of each car. Cars will be judged in classes based on year and model types. Are you the complete anal type, or just a little? We have three different levels of competition for the Concours. The Full Concours level includes judging every bit of the car, including exterior, trunk, engine bay and interior. There is also the Street Concours level for judging based on the exterior only and, finally, a Race Car Concours class for those who have a full-blown race car. The Concours is a great way to have your car looked at by the experts judges and learn more about your car and what you can do to take it to the next level.

The *Car Show* portion of the show provides participants a GREAT place to park with same model Porsches. This is open to any Porsche, in any condition. Just washed your car? Come to the *Car Show*! Working on a project car that is not yet finished? Come to the *Car Show*! Come and fill the lot so there will be Porsches as far as the eye can see. Plan on driving your car and spend the day with friends old and new.

The Vendor Show section of the event will feature vendors with big ties to the Porsche market. Find that right product for your car or learn about some new services.

This year is the 50<sup>th</sup> anniversary of the Nord Stern Porsche Club. Therefore we would like to make this year's *All Porsche Show and Concours* the best event possible. Our goal is to have 50 cars entered in the Concours- whether it be Full Concours, Street or Race levels. Our additional goal is 250 cars in the *Car Show* area. Remember the proceeds from this event benefit the Courage Center so come show your support and have fun, too.

Plus, at the Concours we will have special prizes, special awards and special giveaways *ONLY* available at our June Car Show. First 50 entries for the Concours will receive a signed poster by Michael Jekot, artist extraordinaire, and designer of the special Concours poster (and many past posters for this and other Nord Stern events). It is a fine piece of Porsche artwork featuring the winner from the 'best in show' at last year's *All Porsche Show*.

To make this event really shine is people. We need people to help with judging, directing parking of cars, directing people, registration and tallying of votes and points. The more people, the better chance I will keep my sanity. This is a great way to spend a

beautiful summer day looking at beautiful Porsches and visiting with friends new and old.

To get a jump start on this year's cleaning, Complete Garage and Griot's have teamed up for a car cleaning clinic. Come learn about all of the products to help your car shine. The event is on May 16<sup>th</sup> from 10 am to 2 PM at the Hopkins MN store. See [www.completegarage.com](http://www.completegarage.com) for more details.

Information and registration forms will be available soon on [www.nordstern.org](http://www.nordstern.org) website. Even if you cannot attend the event, do send donations in to support the great services provided by the Courage Center. Cost is only \$25 per car for the Concours and \$20 per car for Car Show entrants. This is the 50<sup>th</sup> year of Nord Stern; let's continue make it a banner year of activities and events!

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of spit & polish

Concours d'Elegance • Car Show • Vendor Show

NORD  
STERN  
All Porsche Show

Sunday  
June 28th  
10am - 2pm  
Central Park  
Roseville  
Minnesota

# 12 Hours of Sebring . . . March 2009 . . . The Events

by Jim Miller

Sebring International Raceway is nestled among the orange groves and cattle ranches of central Florida, it is the oldest permanent road racing track in North America, evolving from a World War II air base.



Every year on the third Saturday of March, the raceway hosts thousands of race fans from around the world to witness the historic 12-hour classic. Every racing legend one can imagine has competed at Sebring . . . Mario Andretti, A.J. Foyt, Dan Gurney, Stirling Moss, Juan Manuel Fangio, Phil Hill, Bobby Rahal, Derek Bell, and Hans Stuck to name a few. Among automobile marques are Ferrari, Porsche, Jaguar, Audi, Ford, Chevrolet, Maserati, Aston Martin and Nissan.



While best known internationally for the 12 hour race, the famous Sebring track is active 365 days a year with automotive testing, club events, racing schools, corporate events and other activities. The 12 Hours of Sebring has been called America's Last Great Race Party and I can substantiate that as a fact, not hearsay. As a 12-hour race it is definitely an endurance event for the drivers, cars, but mostly the fans. There really are two stories here – the race and the fans.

Photo Above: Bobby Rahal, above right: Patrick Long and Jim Miller, photos by Jim Miller

## The Race

### Prototype 1

By now most race fans know that Audi won the race with its new R15 beating a Peugeot 908 by 22.279 seconds which made for a very exciting race for all of the 12 hours. Audi and Peugeot swapped the lead 23 times and set a record for distance covered (1,417 miles) and average speed (117.986 mph).

A group of us watched the “24 Hours to Truth” on ESPN at The Chicanes (a restaurant/bar in Sebring) the night before the race. Sitting at the next table was the Audi team including Allan McNish, Tom Kristensen, and Renaldo Capello. These guys “hassled” each other as much that night as on screen in the



documentary. But on race day it was all serious. The experienced and talented Audi squad of Kristensen, Capello, and McNish sparred all day with the similarly talented Peugeot squad of Sarrazin, Bourdais, and Montagny. The race was nothing short of spectacular. From 10:30 Saturday morning, the four diesels swapped leads 23 times playing leap frog at the head of the race. First a Peugeot, then an Audi sprinting away, then Peugeot again, sometimes they did it alone, other times in pairs pairs, frequently one would have half-a-lap lead, then the gaps closed and with less than 10 seconds between the four of them. It certainly grabbed my attention and that of the serious race fans in attendance. But that's what racing should be – close with outcome not certain until the final moments – isn't it? By the way, the race had only three cautions over the 1400+ miles and 12 hours!

In the end, it was the “immortal” Highlander, Allan McNish (as Tom Kristensen calls him), who confronted and dispatched the last of his opponents, the astutely skillful Frenchman, Franck Montagny. While Montagny has proven himself a talented driver, McNish demonstrated his mastery of night driving as he worked his way around the track, lap after lap, looking ahead, weaving his way through the slower GT cars, planning each pass, seemingly never hesitating, yet also never risking his machine or any other,



appearing effortless.

As a prelude to Le Mans in just about 90 days, Sebring indicates that Audi has the engineering, production, and team management skills to be the favored marque. But only by a hair. The Audi-Peugeot meeting at Le Mans will be a nail-biter.

### Prototype 2

Only three cars showed up for P2 and Adrian Fernandez' Lowe's-sponsored team crushed Dyson Racing's two Mazdas. While Dyson is a top tier team with the skill and talent to run a competitive team, Mazda is just not a competitive car, the first car was gone before the half-way point and the other was gone around dark. So Fernandez took P2. This class is a lot different without the Porsche RS Spydors.

### GT 1

This is really a non-class with only two cars, both factory Corvettes, and running only in preparation for Le Mans in June. After that Corvette will compete in GT2. So the only significant thing about the Corvette victory is that is marked the 100<sup>th</sup> victory



for Danish racer Jon Magnussen! With GM in bailout mode, the factory effort could be called Team USA with our tax dollars at work.

### GT 1

As with P1, the GT2 class was exciting racing. The field included Ferrari, Ford, Panoz, Corvette, BMW, Viper, Aston Martin, and Porsche. It was a Ferrari show with Risi Competizione

capturing the win and second place in class. Panoz was third. Although five Porsches were entered, the two Vici Racing Porsches were scratched. This was a big disappointment to all as Hans Stuck (plus Johannes Stuck and Nicky Pastorelli) was scheduled to drive. I talked to Hans on Friday and he was optimistic that he would be on the track on Saturday. We saw one of the cars in practice sessions, but none appeared at race time. Seems like the sponsorship money and resources to field the cars was not there. A check in the paddock found they had packed up and moved on Friday night.

I can't remember the last time an ALMS race had so few Porsche entries and none of those made to the podium. Flying Lizards and Farnbacher Loles looked strong in practice and qualifying, but they just couldn't stay up front get to the podium.



It has been half a century since we have seen such a dismal beginning.

But the last hour really held my attention. The #45 Porsche of Flying Lizards was in 4th place and challenging the third place Panoz. It looked like Marc Lieb had the faster car. With a little patience and some luck he could pull off the pass to take over third place and hold it to the end. He almost made the pass, coming out of turn 17 with less than 30 minutes to go, but it was not to be. Some will argue that Ian James in the Panoz did not leave room for Lieb to finish the pass. Others will argue the track out point is narrower than it appears as the wall closes in on the track.



Photos Above right: Pre-Race scenes, above right: Racing, right: Race Fan! photos by Jim Miller

Continued on page 14

Thus, James had no choice but to straighten out and clip Leib thus causing him to spin into the wall. The incident was nearly identical to a Porsche-Ferrari incident in 2007 where Porsche was on the other side of the discussion. Regardless, it was a “racing incident” and Porsche was shut out of a podium finish for the first time in memory.

### The Fans

Reports are that attendance at this year’s race was down about 10%. I can’t verify this since no attendance numbers are published. However, in roaming the infield most people I talked to said attendance was down. But, you could fool me. There wasn’t much unoccupied space around the track, cars cruised the lanes endlessly, and the beer flowed unendingly. I met lawyers, doctors, mechanics, members from every car club one can imagine

(Porsche, BMW, Audi, and Corvette were the most prominent). RVs were the vehicle of choice to park at the race. But pictures can present the environment better than I describe it.

Scenes of Fans at 12 Hours of Sebring  
photos by Jim Miller



**P**resident Bob Barker opened the meeting at 7:00 PM.

The following topics were presented and discussed:

**Advertising:** Ed Vazquez, Chair

A new advertiser, Findcars.com by Steve Mulholland in Rochester has been added.

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

May 24<sup>th</sup> 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. Need to ask Board about ordering more trophies for future Autocross events.

**BIR Relations:** Rick LaVerdiere, Chair

No report.

**Charity Fundraiser:** Keith Jones

Over \$900 was raised at the swap meet for the Courage Center. There was a lengthy discussion regarding how to increase attendance at Concours and the Club Race event. A number of possible options were discussed to show the club's commitment to providing community support during these events.

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

The Audi Club will be running one group of DE during our annual Club Race and DE Event. There was a discussion of ordering T-shirts for the Club Races with the 50<sup>th</sup> Anniversary logo and the Spyder to Spyder theme.

for a short period of time to get to know each other and have a bit of fun. Also invited are other members of the PCA National Staff including our National President, Kurt Gibson (a Zone 10 member), Zone Reps, and dignitaries as their schedules allow. Always a good time.

To enjoy the Porsche Parade, especially your first one, don't try to do too much. There are far more activities available than any individual will have time to do. The current master schedule I have is 9 single spaced pages. Some of the activities listed are behind the scenes meetings and work details, but most are not. However, there has been a bit of breathing room inserted into the schedule so you can have some time on your own to meet old (or new) friends, eat on your own at a restaurant of your choice, or just R&R.

Above all, have fun. Take in as much as you comfortably can and don't worry about what you missed. There's always next year.....in St. Charles, Illinois, again easy travel distance from many places in PCA Zone 10.

I'm looking forward to seeing you in Keystone.

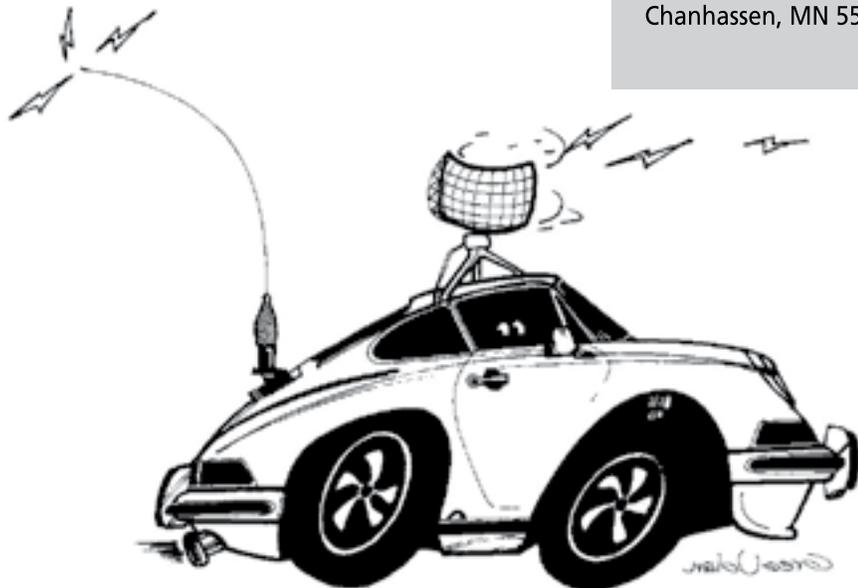
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**CONTACT INFO:** Randy - 715-684-2572 cell - 715-441-6084

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.

# Porsche Parade 2009, Keystone, CO – What's It All About Part 6 . . .

by Doug Pierce, Zone 10 Rep

The 54th Porsche Parade, Keystone, Colorado is getting close, June 29 thru July 4. Registration remains open, with space available, until June 15, so there is still a fair amount of time left to sign-up.

To get your Parade experience in gear, the first thing you'll want to do Monday the 29th is go to Parade Check-In at the Conference Center and get your name tag, packet(s), tickets, wrist bands and other materials that you will need throughout the week for the activities in which you have decided to participate. Just a word of advice, look through the materials you are given thoroughly as most questions you may have throughout the week are answered there. The most up-to-date schedule of activities is provided in your materials obtained at Check-In. Check-In is scheduled to open at 8:00am and remain open all day until 5:00pm. Know your Registration entry number that you should have gotten by email when you registered. If you don't know it, you can look it up on an Entrant List located at the door as you will check-in at a station according to your entry number. Of course, one of the first things you will do is sign the PCA waiver(s) so members should have their PCA membership card and number, along with a driver's license with them. It is also advisable to have everyone in your party - member, family member(s), associate member(s), and anyone else you have requested a name tag for - all together at registration. It makes it easier on everybody if everyone comes in as a group. In addition, if you want to be seated with your friends at the larger banquets, you should all get to Registration at basically the same time as banquet seating is individually selected

on a first-come first-served basis. At registration you will have the opportunity to review your activities for the week, and make modifications/additions, within limits. If you have not volunteered to assist in an activity at Parade, now is a good time to do so if you are so inclined.

The Parade runs on volunteers. Actually, the whole PCA organization from the National President through the newest member is run by volunteers with few exceptions. Parade would either be prohibitively expensive, or not happen at all, without the tremendous amount of help at the event from member volunteers. So, if you have a bit of free time, talk to the folks at the volunteer table (themselves volunteers) to see if there is a slot that you can fill. By volunteering, you are invited to the Volunteer Party on Saturday the 4th. A large number of door prizes are given out to the volunteers at the Party ranging from very simple, but nice, to extravagant, like a complete set of new tires. The Party is worth attending, but you have to pull some volunteer duty to be invited.

Speaking of parties, as PCA Zone 10 Representative, I will again be hosting a Zone 10 Party at Parade, probably right before the Welcome Party. I have gotten a detailed list of all Parade attendees from Zone 10 (68 at last count) and will be contacting you directly by email with details concerning date, time, and place for our Zone 10 Party this year. A notice will also be posted in the Parade Hospitality Suite as a fall-back position. This Party gives all us members from Zone 10 a chance to get together

*Continued on page 15*



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# Nord Stern Business Meeting . . . April 14, 2009

*Submitted by Dale Trippler, Treasurer*

**P**resident Bob Barker opened the meeting at 7:00 PM.

The following topics were presented and discussed:

**Advertising:** Ed Vazquez, Chair

A new advertiser, Findcars.com by Steve Mulholland in Rochester has been added.

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

May 24<sup>th</sup> 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. Need to ask Board about ordering more trophies for future Autocross events.

**BIR Relations:** Rick LaVerdiere, Chair

No report.

**Charity Fundraiser:** Keith Jones

Over \$900 was raised at the swap meet for the Courage Center. There was a lengthy discussion regarding how to increase attendance at Concours and the Club Race event. A number of possible options were discussed to show the club's commitment to providing community support during these events.

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

The Audi Club will be running one group of DE during our annual Club Race and DE Event. There was a discussion of ordering T-shirts for the Club Races with the 50<sup>th</sup> Anniversary logo and the Spyder to Spyder theme.

**Concours:** Brian Mayer, Chair

Mike Jekot designed a Concours poster again this year. It is at the Printers now. Volunteers are needed. Contact Brian to volunteer. Looking for a sponsor for T-shirts again this year to offset costs.

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

No report.

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

Only 57 people are registered for DE so far for the First Fling. Notices will be sent out to remind club members to sign up for DE for Fast Fling.

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

DT is full with 44 registered for Fast Fling.

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

The spring drive on May 9<sup>th</sup> is full and a few are on a waiting list. A summer drive has been planned for July 25<sup>th</sup>. 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

Nothing to report.

**Insurance:** Michele Johnson, Chair

Nothing to report.

**Membership:** Steve Sherf, Chair

About 70 new and current members attended the New Member Orientation on March 12 at the Motorplex. New members seemed to be more interested in non-racing club events. New members appreciated some current members staying after the main event ended so they could meet and visit with them.

**Met Council:** Bob Kosky, Chair

Met Council looks like they are going to be very successful this year. Their events are selling out quickly.

**Newsletter:** Christie Boeder, Chair

In the middle of putting together the May issue.

**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 May, June and July newsletters. Aiming for 15-20 cars this year.

**Road America:** Dave Anderson, Chair

No report.

**Rules:** Bret Bailey, Chair

No changes this year.

**Safety:** Dave Anderson, Chair

No report.

**Shop Relations:** Mark Kedrowski, Chair

No report.

*Continued on page 15*

# 2009 Kalender . . .

<i>May</i>	<i>2009</i>	<i>July</i>	<i>2009</i>
<b>3</b>	<b>Maplewood Imports AutoFair</b> Maplewood Imports - See page 17 10 AM to 1 PM Eventmaster: George Andeweg, 651-483-2681	<b>29-</b>	
<b>9</b>	<b>NS Annual Spring Drive</b> Details TBA per Eventmaster SOLD OUT!!!	<b>4</b>	<b>Porsche Parade at Keystone, CO</b> See www.pca.org for details and info!
<b>16</b>	<b>Inter-Marque Spring Kick-Off Location</b> New Location: Details TBA Info: Phyllis Galberth (deegalberth@yahoo.com)	<b>16-19</b>	<b>2009 Kohler International Challenge</b> Road America, Elkhart Lake, WI.
<b>16</b>	<b>Griot's Garage Car Care Tech Session</b> The Complete Garage; Hopkins Store - Hwy 7 and Hopkins Crossroads, 952-935-5200 10 AM to 2 PM http://www.completegarage.com	<b>26</b>	<b>Summer Drive</b> Start: Noon See page 16 for Details Eventmasters: Randy Walker and Mike Lancial e-mail: rswalker@baldwin-telecom.net or thelancials@msn.com
<b>12</b>	<b>NS Business Meeting</b> Ramada Mall of America Airport 2300 East American Boulevard, Bloomington. http://www.ramadamo.com/contact_us.htm. 6:30 Social, 7:00 Business Meeting	<b>31-</b>	
<b>24</b>	<b>AutoCross</b> Dakota County Tech College Eventmaster: Harvey Robideau	<b>Aug 2</b>	<b>BIR Club Race and Driver Ed</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com
<i>June</i>	<i>2009</i>	<i>August</i>	<i>2009</i>
<b>13-14</b>	<b>BIR Fast Fling Driver Ed</b> Details TBA Driver Ed Chair: Andrew Busche, 612 824-3547 andrew.busche@watsonwyatt.com	<b>10</b>	<b>Driver Ed at Road America</b>
<b>13</b>	<b>BIR: "Taste of the Track"</b> Saturday 1:00 PM Cost: \$25 per person, closed toe shoes/long pants required, helmets are available Pre-registration encouraged, contact Michele/Ron Johnson at micheledj@earthlink.net for info	<b>-11</b>	Details TBA
<b>28</b>	<b>All Porsche Show and Concours</b> 10:00 am to 2:00 PM Central Park in Roseville Eventmaster: Brian Mayer Watch Your Nord Stern for further Details!	<b>22</b>	<b>Nord Stern Rally</b> Starting at Maplewood Imports - 2 hour route in the northeastern part of the 7 county area Eventmasters: Dale Trippler and Scott Welz
<b>13</b>	<b>German Carfest 2009</b> 8:00 am to 2:00 PM Veteran's Park, 1801 E. Co. Rd. 101, Shakopee All German cars are welcome! Hosted by the Minnesota Mercedes-Benz Club. Info: Paul Bergquist 952-937-1822 pbassocinc@aol.com	<i>September</i>	<i>2009</i>
		<b>7</b>	<b>6th Annual Rochester BBQ and Picnic</b> Details: TBA, watch your Nord Stern,
		<b>18-20</b>	<b>BIR Last Fling Driver Ed</b> Details TBA Eventmasters: Lon Tusler, lon@snsabling.com Glen Larson, bigdadglen@earthlink.net
		<b>19</b>	<b>BIR: "Taste of the Track"</b> Saturday 1:00 PM Cost: \$25 per person, closed toe shoes/long pants required, helmets are available Pre-registration encouraged, contact Michele/Ron Johnson at micheledj@earthlink.net for info
		<b>25-27</b>	<b>Annual North Shore Fall Color Tour!</b> Mark Your Calendars Now for next year! BluFin Bay in Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net

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# What is a Rally?

by Dale Tripler and Scott Welz, Rallymasters

If you don't know what a Rally is, this article will give you an overview of what this Rally is all about. We hope you will join us for the day and enjoy a nice drive and a picnic lunch afterwards visiting with the other Rally teams. The date has been set for Saturday, August 22nd.

Basically, our Rally will involve following a series of easy instructions, answering a few simple questions, and hopefully, having a good time doing it. We will gather at Maplewood Imports, which will be the starting point for the Rally. MI will be serving rolls and coffee. We encourage you to come as early as you like to see all the cars they have on display, and maybe find something Porsche related you absolutely need.

Pre-registration is required. We will be limiting the Rally to 15-20 cars. Registration forms will be provided in future Nord Stern newsletters. Or you may pre-register by e-mailing me. I will send you a registration form, which you can fill out and return to me. Also, I can send you a Rally instruction manual if you like via e-mail. We are trying to keep costs low, so using e-mail saves printing and postage costs. There will be a small entry fee to cover expenses.

We haven't set the starting time yet, but we do need everyone to arrive at least 30 minutes prior to the starting time to register, sign the insurance waiver, pay your registration fee, and get your instructions. It is also a good time to visit with the other Rally teams, enjoy some rolls and coffee, and check out all things Porsche at MI.

Ten minutes prior to the start each team, consisting of a driver and a navigator, will be given their instruction booklet. Everything you need to get from the start to the finish will be spelled out for you in the instruction booklet. You won't need any maps and using a navigational system is prohibited. Simply read the instructions and follow along as you drive. There will be a series of questions included with the instructions. They will test your knowledge of Porsche and Nord Stern, but will be very general in nature. For example, you won't need to know the number of bolts you need for a 911L head gasket, but you should know the model number of the earliest Porsches.

The Rally will be entirely on paved roads in the northeastern metro area. We are putting together an interesting route, which will take between 1.5-2 hours to complete. The route will end at a

member's house where we will be having an outdoor BBQ. More details will be provided later.

Hopefully everyone will find the Rally 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 an outdoor lunch and social gathering of club members.

Hope you can join us, the more the merrier. If so, please let me know by sending me an e-mail. My e-mail address is [daletrippler@comcastnet](mailto:daletrippler@comcastnet).

Look for additional Rally information in future newsletters. Also, we will be sending out e-mail updates to anyone who expresses an interest in participating in the Rally. If you have any questions, you can contact me at [daletrippler@comcastnet](mailto:daletrippler@comcastnet).



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COMO PARK**

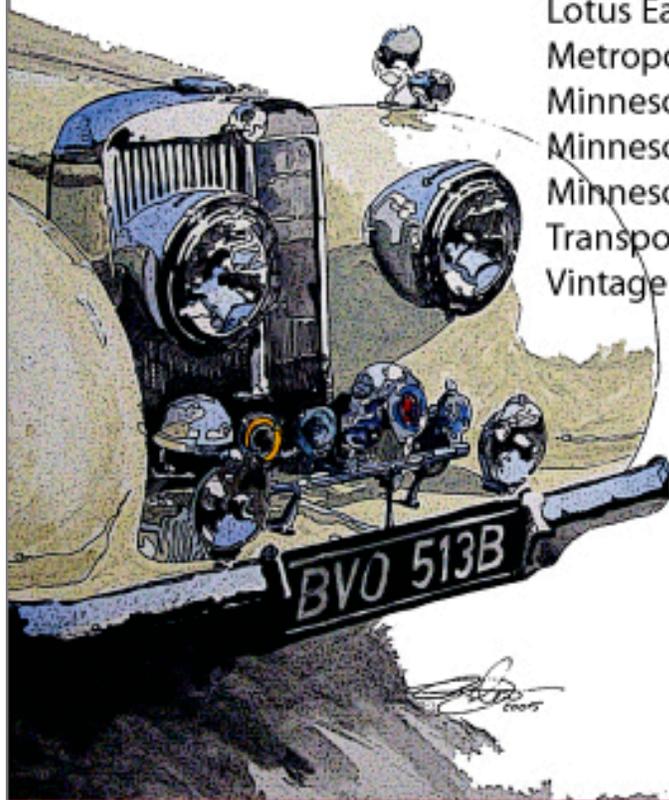
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Vintage Sports Car Racing



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**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**

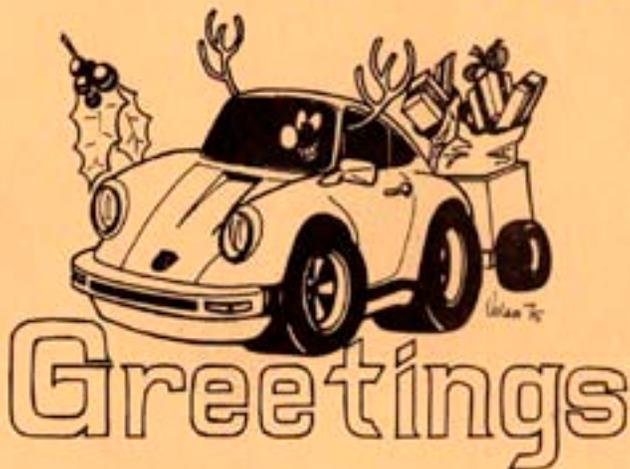
**Exhibitors Social Gathering:**

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).

# NORD STERN nov. - dec. '76



## 'Scanning the Past'

*courtesy Ron Faust*

Left, Scan of December 1976 cover: This one is signed and dated from the year before

Below, hand lettered and drawn Invitation fAd for Christmas party at the Guthrie: who says these car guys don't have class?!



Don Kravig's chopped top coupe

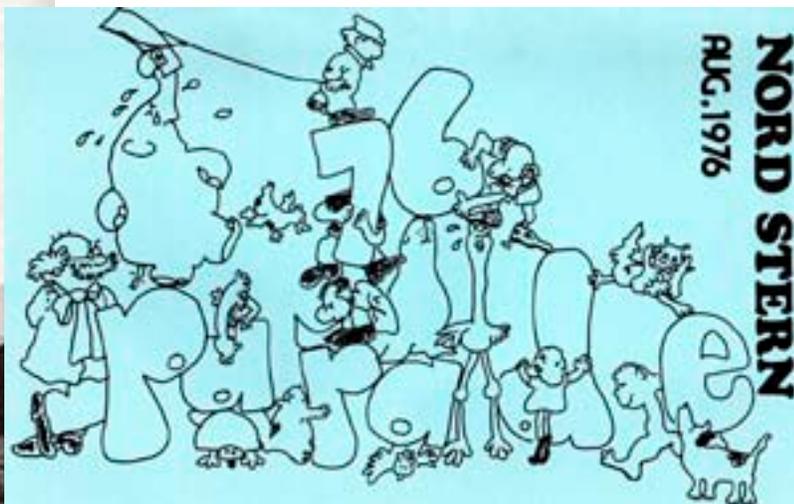


Hal Shaw's RCR



Bob Tibbetson's RCR

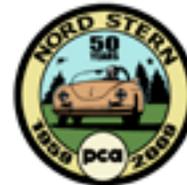
The above photos and the one to the right were taken at Aspen raceways on 3 July



Above, August '76 cover: In the midst of Parade preparations, Nord Stern's anonymous artist still had time to do a cover in her/his unique style.

Left, Aspen 76: A few snapshots from the backpacking/track expedition

# Where We Were – Where We Are – 50 Year of Nord Stern!



“Readers will note breaks in the series of Nord Stern newsletters reviewed. If anyone can find the issues below, the Editor and I would love to get our hot little hands on them:

July 1976, October 1976, Jan 1977-Feb 1977

June 1977-August 1977, Dec 1977-Feb 1988

June 1978, July 1978, Dec 1978

## JUNE, 1976

- Larry Skoglund has become President (but continues as newsletter editor); John Bierbaum is Vice President
- Dennis & Eunice Guentzel are welcomed as new members.
- An article on Carreras tells about the 1954 Carrera Panamerica race in which Hans Herman placed third overall in a Spyder with a 1498 cc engine, but then goes on to expand upon the 4-cam 356 Carreras:
  - \* 1955...introduced as 1500 GS Carrera in coupe, cabriolet and Speedster form
  - \* 1958...new 1600 4-cam engine
  - \* 1960...and 1961 only competition versions made, one with an Abarth body
  - \* 1961 until 1963...150 touring 356B/2000 GS Carrera 2's produced with a 1666 cc engine, dual overhead cams and dual ignition, developing 130 hp at 6200 rpm. 0-62 time was 9 seconds!

## AUGUST, 1976

- The anonymous artwork on the cover is devoted to the '76 Parade; the contents of this issue frequently mention frenetic last minute preparations.
- President Larry Skoglund describes a trip in which five Nord Stern Porsches went on a Colorado backpacking/track trip. At an autocross at Aspen Speedway 4 RSR's and Peter Greg's 1975 IMSA car showed up as well.
- A fall colors tour/camping trip is planned to Bayfield and the Apostle Islands
- Phil Saari is listed as a new member, with his 1960 Convertible D.
- A full page discusses adjustment of the front-to-rear proportioning valve on a 914; the accompanying diagram is a work of art.

## SEPTEMBER, 1976

- The Parade has happened; Nord Stern exhales. Everyone pitched in and it was apparently perfect.
- A beautiful hand written letter from a Rocky Mountain Region PCA'er is reprinted as received; it extols the Nord Stern Parade and tells how the Colorado region has been inspired to bid for a 1979 parade in Aspen. Beautiful handwriting is so vintage!
- The Last Fling at BIR is October 9/10; cost is \$25!
- A \$3000 reward is offered for help finding a stolen 1976 Turbo. The full page of details even lists an FBI “Special

Agent” working this case.

- Frank Hunt says of the parade: “*It was casual, relaxed and emphasized fast driving.*” Nord Sterners, these are your roots; not much has changed in the last 33 years.
- He goes on to explain, “*I think the tone of the Parade may have been set for many people that first day. We saw people drive down to Tech all tired and nervous about being hassled. As the ace, semi-sober Tech team swung into action, you could see them relax. Plainly, there would be no hassle from this group.*”
- Frank compared the concours site to Pebble Beach at Monterrey ( I really love Gull Lake too). He said the retired race cars included the only remaining Bergspyder, a 917, a 906, three 904's, and a 4-cam speedster. Of course 4 active 4-cams from Nord Stern joined that group.
- At the Autocross he lost count of the number of spin-outs at Turn 10, including one guy in a (must have been new) Turbo who managed to cross the finish line backwards, still spinning. Apparently there were no bent cars or broken people.
- At the awards dinner Bill Yates was quoted “*You guys should give lessons, I've never seen an autocross run better.*” Repeat: not much changes in Nord Stern.
- A 2 ½ page Marketplace looks like Fantasyland:
  - \* '70 911 gearbox...\$350
  - \* '70 911T engine...\$550
  - \* '74 911 front calipers...\$25 each
  - \* '66 911 cylinder heads...\$125/6
  - \* '57 coupe less engine, restorable...\$650
  - \* '73 914-2.0, yellow with 27,000 miles...\$5,500
  - \* '57 coupe, with just about all new 356 A engine...make offer
  - \* Nomex underwear bottoms, used once...\$5 (funny!!!!)

## NOVEMBER-DECEMBER, 1976

- 87 attended the general membership meeting; there are 170 members.
- Editor Larry Skoglund says the newsletter will have new editors in January, although they hadn't been found yet! He said it's a lot of fun. (Right, Christie?)
- A final report says the Parade broke even, but the Nord Stern made money on the goodie store.
- Club members are grouping to put in a bulk order for metric nuts, bolts, washers and screws.
- Karrousel Racing advertises a Christmas sale: fiberglass whale tail spoilers for \$175; duck tail spoilers are \$75.
- In the Marketplace this month:
  - Bob Cox is parting out a '65 356 Cabriolet
  - A '64 SC Cabriolet, blue with maroon interior, everything in good working order...\$3495
  - '74 914-2.0...best offer over \$4000

# before



My '67 'S as it appeared at last winters Tech Session, minus all four fenders and ready for the sandblast gun. The after picture was taken this fall at the SCCA Drivers School at BIR. Thanks to a lot of last minute help from Al, Bob Lambert & Charlie Lloyd the car made it. Sam's parts department was indispensable. (you should never park your 911 on the street!) Jack Zimmer of Karroussel Racing is helping to sponsor the car & was a tremendous asset. Thanks to you all.

# after

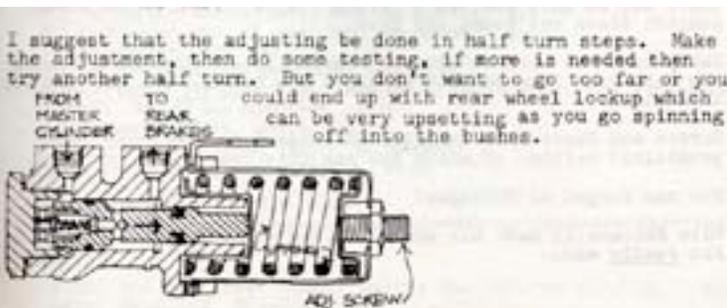


**NORD STERN**  
**Sept. '76**

Above, The Sept '76 cover: the Parade Concour. In addition to a clutter of old Speedsters, the greens at Maddens show bodacious hips and whale tails.

Left, 'Before and After' shot and thank you note from the December '76 newsletter.

Below, 914 brake proportioning valve: The diagram was originally printed in '75 Der Vorganger in an anonymous article entitled "Stopping the 914".



## Our Nord Stern 'Stories' . . . 'My Concours Experiences!'

*by Jeff Boehm, member since 2000*

**D**uring the late 70's and early 80's, I owned a 1970 914. The 914 has since been sold but was never forgotten.

In the spring of 2000, my wife BJ Peterson and I were in the market for a used VW convertible when we came across a local Rochester listing for a 1974 914. We purchased the poor little 914 and took it to its new home for some much-needed attention. After months of "improving" our 914, we learned about a man in SW Rochester who owned three Porsches. That person was Ron Faust. I e-mailed Ron, who provided his phone and address and invited me to stop by his place anytime. I took Ron up on the invitation almost immediately and drove the 914 out to Ron's home. WOW! The "eye candy" that greeted me included a Boxster S, a 911 SC, and the best-looking 356 I had ever seen!

Ron encouraged me to enter my 914 in the Afton Concours that August. That didn't leave me with much time but I was able to clean, polish, and repair the 914 in time for the event. The night before the event, several of Ron's friends, including Mike and Marsha Drake, gathered to clean every "nook and cranny" of their cars prior to Sunday's Concours. It was then that I learned

that Ron was a Concours judge and that his Porsches had won many awards.

BJ and I made the trip to Afton with Ron and the gang and thanks to some liberal judging (or the fact there were only four cars in our class!), we took home the 4<sup>th</sup> place award. When I reviewed my score sheet, I noticed that Ron had not only judged our car, but deducted points for "non-factory jeans" in the front seat. What a learning experience!

In 2002, I was in the process of installing a "new" engine, so we did not enter our 914 in that year's Afton Concours. That following year, we entered our revitalized 914 in the 2003 Afton Concours and took 1<sup>st</sup> place in our class. (Ron wasn't present to take note of the non-factory jeans.) Since then, I have enjoyed being a judge for four Concours events. Our 914 has been replaced with a 1976 911S Targa, which took 1<sup>st</sup> in its class at last year's All Porsche Show in Roseville.

*Continued on page 29*

*NORD STERN MAY 2009*

# 15th Annual German CarFest

Saturday June 13th - 9:00 AM to 2:00 PM

Memorial Park - Shakopee, MN



## The Great Annual Get-together of German Car Fans!

Your friends from the Audi, BMW, Mercedes-Benz, Porsche, VW and other German car clubs will all be there!

The German CarFest is open to all German makes & models.

## Remember Our New Location:

Veteran's Memorial Park -  
1801 E County Road 101 - Shakopee, MN

Vendor exhibits, music, food & refreshments

Car Show: 9:00AM - 12:30PM  
Awards at 1:00PM!

People's Choice & many other Awards!

Get ready for the best CarFest yet! Be there!

Questions? Contact Paul Bergquist at 952-937-1822 or at

[PBASSOCINC@AOL.COM](mailto:PBASSOCINC@AOL.COM)

AUDI - BMW - BORGWARD - DKW - BETTA - MAYBACH

MERCEDES-BENZ - MERCEBO MITT - PORSCHE - VOLKSWAGEN

THE ULTIMATE COMBINATION



15th ANNUAL GERMAN CARFEST - SATURDAY JUNE 13, 2009 - Memorial Park, Shakopee, MN

## Registration Form

NAME: \_\_\_\_\_ PHONE NUMBER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_ CAR MODEL: \_\_\_\_\_ YEAR: \_\_\_\_\_

In order to speed up registration at the gates, we are asking Club members to pre-register by June 3rd. The cost is \$10/car. Your advance registration packet will be ready for you when you arrive at the park. For non-preregistered participants the cost is \$15 at the gate.

Please make check payable to **MBCA TWIN CITIES SECTION** and send it before June 3, 2009 to:

Paul Bergquist - 6747 Canterbury Lane - Eden Prairie, MN 55346

For additional information, please call 952-937-1822 or contact [PBASSOCINC@AOL.COM](mailto:PBASSOCINC@AOL.COM)

When it goes on sale in the United States on Oct. 17, 2009, the Panamera will showcase some innovative technologies. These include the first automatic engine start/stop feature used with an automatically shifting double-clutch transmission, air suspension with additional air volume on demand, and on the Panamera Turbo active aerodynamics with a multi-stage, adjustable rear spoiler that deploys when needed.

With the Panamera, Porsche's fourth model line, customers will see an unprecedented vehicle concept - a four-seat gran turismo offering both dynamic performance and superior elegance all in one. While competing with well-established models in the premium class, the Panamera carves a new niche in terms of performance, driving dynamics and efficiency. This is familiar ground as efficient, high-performance engines, lightweight engineering and optimized aerodynamics have been Porsche core competencies throughout its 60-year history both on and off the race circuits.

### **Maximum performance and efficiency**

The Panamera is the first premium car with an automatically shifting double-clutch transmission to feature an engine start/stop system that saves fuel and reduces emissions by turning the engine off when it is not needed, such as sitting at a stop light, for example. All engines have advanced and fuel-efficient Direct Fuel Injection (DFI), as well. In addition to consistently reducing friction in their engines, Porsche further enhanced the engines with innovations such as map-controlled coolant/temperature management and ancillary units with enhanced efficiency.

The Porsche Doppelkupplungsgetriebe (PDK) double-clutch gearbox, standard on all U.S. Panamera models and a first in this market segment, also enhances both fuel economy and performance. Being more efficient than a conventional automatic transmission, the PDK gearbox can save even more fuel through its long, overdrive-like top gear. It offers outstanding performance with typical Porsche driving dynamics through ultra-fast gearshifts without the slightest interruption of engine power.

In conjunction with other specific improvements enhancing overall efficiency, including tires with minimal rolling resistance and disc brakes with residual brake forces reduced to a minimum, the Panamera S consumes just 10.8 liters/100 kilometers (equal to 26.2 mpg imp) in the New European Driving Cycle (EPA fuel economy figures are not yet available).

### **Chassis and suspension: driving dynamics and comfort all in one**

The Panamera chassis and suspension is not a compromise between sporting performance and superior comfort, but rather a combination of the two. In its basic setting it offers a very high level of driving comfort, yet at a touch of the Porsche

Active Suspension Management (PASM) button, it turns into a thoroughbred sports suspension.

Another highlight is the adaptive air suspension that can provide extra air volume on demand. An absolute innovation in automotive technology, it offers an even greater variation of sporting and comfort features and is standard on the Panamera Turbo and optional on the other models.

Driving dynamics and comfort may be further enhanced on all models through the optional Porsche Dynamic Chassis Control (PDCC) system available in combination with a fully controlled rear axle differential.

Through the Sport Plus button, the optional Sports Chrono Packages enable the driver to choose at the touch of a button the high-performance configurations for the drivetrain and suspension systems, including Porsche Traction Management (PTM) with its fully-controlled all-wheel drive. PTM is standard on both the Panamera 4S and the Panamera Turbo.

### **Body: light and functional**

The body is the synthesis of lightweight technology typical of a sports car, superior comfort, generous spaciousness, and efficient aerodynamics.

The most advanced production methods and materials are used on the Panamera body. These include all kinds of steel grades, light alloys such as aluminum and magnesium, as well as plastics. The lightweight doors feature a load-bearing structure made of laser-treated pressure-cast aluminum, an aluminum outer skin and door window frames made of thin-walled pressure-cast magnesium. Thanks to this intelligent lightweight structure, the Panamera S, for example, weighs just 1,800 kg, or a just over 3,990 lbs.

The rear seats set new standards in the luxury performance class in terms of both comfort and variability. Perfectly contoured as single seats, they offer maximum comfort also at the rear through their wide range of electrical adjustment and seat climate functions and the headrests integrated into the seats.

The Panamera also comes with a highly functional, variable luggage compartment. The rear seat backrests tilt forward individually, providing up to 44.6 cubic feet or 1,263 liters of luggage capacity.

The visible highlight of the overall aerodynamic package is the active four-way rear spoiler on the Panamera Turbo. Through its efficient management of control angles and surface geometry geared to driving conditions, the rear spoiler optimizes both the car's aerodynamics and performance.

### **Acoustics: sporting sound and superior touring comfort**

Porsche's development engineers have successfully achieved a perfect balance of sound of the exhaust system, the air intake, the engine, and the car's aerodynamic acoustics. The result gives

the Panamera a harmonious, characteristic sound pattern, bringing together seemingly contradictory requirements.

At a very early point in the development process, for example, Porsche engineers analyzed aerodynamic acoustics on a clay model right from the start, achieving further optimization by way of numerous technical improvements with specific, individual effects. The result is a truly low level of noise within the interior and most appropriate for the luxury performance segment. But at the same time the typical powerful Porsche sound comes out clearly when accelerating, giving the Panamera a wide range of sound, from discreet modesty while cruising all the way to powerful emotion whenever the driver wishes to experience a sporting style of motoring.

Using both new and proven technologies, Porsche's engineers in Weissach while developing the Panamera have succeeded in intelligently solving all conflicts of interest. The result is a car with a wide range of features most appropriate for such an outstanding gran turismo: the engines are powerful and dynamic, efficient and clean. The Panamera combines comfortable touring characteristics with sports motoring so typical of Porsche. And despite the car's dynamic proportions and coupe-like silhouette, the interior, apart from lots of space and superior comfort, also offers outstanding function and variability.

## Story. . .

*continued from page 26*

BJ and I and Roger and Mikie Forland organize the annual Rochester Labor Day Porsche Picnic. So, if you are looking for a great way to spend your Labor Day afternoon, please contact us, and plan on joining us!

*Editor's note: I am not surprised to read that Ron F. went out of his way to welcome Jeff and BJ to the 'fraternity' of P car owners! Nor to learn he readily shared his expertise and encouragement to a newcomer - frankly, that's what makes this a great club; it's about the people! So, what's your story? How did you end up joining Nord Stern? Why did you think you would want to join? What's your story? Let us know so we can enjoy our common interests and passion for the marque!*

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## 2009 Teen Advanced Car Control

Young drivers get the basics needed to pass the driver license exam from standard driver's education courses, but they learn little about car control on real world streets and highways. Every new young driver can benefit from extra training designed to better prepare them to control a car in routine and emergency driving conditions. Think of the Glacier Lakes Quattro Club Advance Car Control as the "graduate level" of driver's education.



Each young driver has the benefit of an in-car instructor during all exercises. The day long program combines classroom instruction with several hours of behind-the-wheel experience. All advanced car control clinics are held at Dakota County Technical College off County Road 42 in Rosemount. The course fee is \$149 with a \$50 rebate from Carousel and Maplewood Audi dealerships for all first-time participants.

**Saturday, June 27**  
**Saturday, July 18**  
**Sunday, August 23**  
**Sunday, September 20**  
**Sunday, October 25**

To learn more about the training program or to register, please visit the Glacier Lakes website at [www.glacierlakesqclub.org](http://www.glacierlakesqclub.org) and click on "Events."



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# Tech Quiz . . .

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

1. For the first time in a 911 (Type 996) its steering gear was placed forward of the:

- a. Oil pan
- b. Oil radiator
- c. Both a and b are correct
- d. Front wheel centerline

Excellence, Vol. 3, page 1384

2. Designed in cooperation with Getrag, the new manual transaxle for the 996 carried all six of its ratios within a single housing.

True or False

Excellence, Vol. 3, page 1387

3. Not all 2002 model 911 Carreras featured the new headlamps that had been introduced on the Turbo at the beginning of the year 2000.

True or False

Excellence, Vol. 3, page 1398

4. A longer stroke brought the displacement of the 911 Carrera's flat-six to what size in the 2002 model year?

- a. 3,385 cc
- b. 3,790cc
- c. 3,596cc
- d. None of the above

Excellence, Vol. 3, page 1399

5. The 996 Turbo was the first Porsche to use:

- a. Supercharging
- b. Turbocharging
- c. DME
- d. VarioCam Plus

Excellence, Vol 3, page 1416

6. The new 997 has an optional steering wheel that permits control of the telephone, GPS navigation and sound systems.

True or False

Panorama, 8/04, page 6

7. The 997's optional dash-mounted stopwatch interacts with:

- a. The sound system
- b. Porsche's Active Suspension Management (PASM) system.
- c. The limited-slip differential
- d. None of the above

Panorama, 8/04, page 7

8. One of the common features of the new Carrera and Carrera S is:

- a. Turbocharging
- b. Mid-engine design
- c. More aggressively louvered speed-actuated rear spoiler
- d. Same displacement six-cylinder engine

Panorama, 8/04, page 7

9. The 997 has continuously adjusting \_\_\_\_\_ that are part of the PASM package and respond to both driver input and changing road conditions.

- a. Springs
- b. Torsion bars
- c. Stabilizer bars
- d. Shock absorbers

Panorama, 8/04, page 7

10. Horsepower ratings for the 997 Carrera and Carrera S are:

- a. 325 bhp and 355 bhp
- b. 300 bhp and 325 bhp
- c. 345 bhp and 375 bhp
- d. None of the above

Panorama, 8/04, page 18

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

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# Nord Stern 2009 Driver Ed Schedule

2009 Driver Ed schedule will once again feature 4 weekends at our home track, Brainerd International Raceway in Baxter, MN and a Two-Day event at Road America in beautiful Elkhart Lake, WI

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars . . . it's the PEOPLE. Fun and camaraderie abound at our events.

## **AUTOCROSS**

Dakota County Technical College

Eventmaster: Harvey Robideau, 952 361 4872 or email: p911SC@earthlink.net

## **FAST FLING . . . JUNE 13-14, 2009**

*Brainerd International Raceway/Baxter, MN*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$295  
Same car, second driver: \$265

## **CLUB RACE AND DRIVER ED EVENT . . . JULY 31-AUGUST 2, 2009**

*Brainerd International Raceway:Baxter, MN*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$295  
Same car, second driver: \$265

Club Race Registration/Costs separate from Driver Ed

## **NORD STERN DRIVER ED AT ROAD AMERICA . . . AUGUST 10-11, 2009**

*Road America/Elkhart Lake, WI*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver \$325.00  
Second Driver same car \$280.00  
Non-PCA Member \$365.00

## **LAST FLING . . . SEPTEMBER 18-20, 2009**

*Brainerd International Raceway:Baxter, MN*

To register login to: [www.clubregistration.net](http://www.clubregistration.net)

Costs: First car, first driver: \$295  
Same car, second driver: \$265

Eventmasters: Lon Tusler, [lon@snsabling.com](mailto:lon@snsabling.com)  
and Glen Larson, [bigdadglen@earthlink.net](mailto:bigdadglen@earthlink.net)



**PLUS:** "Taste of the Track" once during each Fast Fling and Last Fling's Saturdays at 1:00 PM with a cost \$25 per person and requires closed toe shoes/long pants, with helmets available. Pre-registration encouraged, contact Michele/Ron Johnson at [micheledj@earthlink.net](mailto:micheledj@earthlink.net) for info.

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A Musical Comedy by Mike Craver and Mark Hardwick October 2nd, 2009 through February 6th, 2010 From the creators of Pump Boys and Dinettes comes a lively, cheery, nostalgic musical comedy which captures the light-hearted innocence and spirit of small-town America in the 1920's.

When Hazel Hunt, an enterprising music teacher from Cedar Ridge, Arkansas, receives a transmitter as a retirement gift, she begins broadcasting from her front parlor with her "all-girl" orchestra, "The Hazelnuts", as radio WGAL. What comes out over the airwaves is a hilarious small town diary and calendar, with generous dollops of music performed with zany hilarity. However, Hazel's broadcasts are not always so local, as listeners as faraway as Montreal and Manhattan testify. Her habit of impinging on other frequencies, like NBC's, attracts the attention of a federal radio inspector who's intent on rescuing the airwaves from gypsies like Hazel Hunt and comes to shut down her unlicensed station. It isn't long, though, before he's enchanted by the "Hazelnuts" and the Shangri-La that is Cedar Ridge.

Mark Your Calendars Now for the Annual  
Old Log Show - hosted by Mercedes Benz Club!

Saturday, November 15, 2009

Matinee - 2:00 PM

Details to Be Announced!

Questions? Paul Bergquist at [PBASSOCINC@aol.com](mailto:PBASSOCINC@aol.com)

## Annual North Shore Fall Color Tour!

Mark Your Calendars Now and Join Us 'Up North'!

September 25-27, 2009

BluFin Bay in Tofte, MN

Eventmaster: John Dixon, [eyerack@tcq.net](mailto:eyerack@tcq.net)

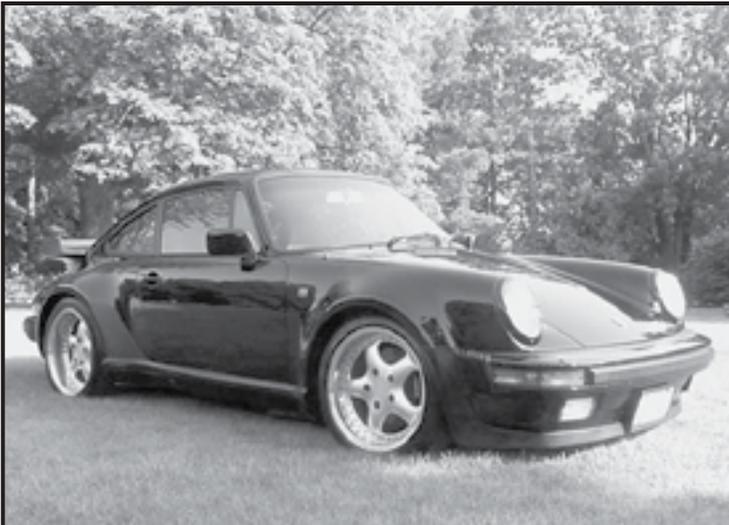
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