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JUNE 2009







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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

The Prez Sez . . .

by Bob Barker

As I write this, it's 96 degrees outside – a record temperature for this date in the Twin Cities, but I heard it's 38 degrees in Duluth. One of those odd late Spring, trying to be Summer, days in Minnesota. Even if the weather can't make up its mind, we know the driving season is now in full swing.

Sharon and I had a great chance to kick off Spring by participating in the Nord Stern Annual Spring Drive. I may be branded more of a track guy, but I have to admit that the Drive was loads of fun. It brought a smile to my face to see a long line of Porsches winding its way through the curvy country roads. It was one of those days that found lots of people out mowing their big rural lawns. I can't tell you how many of them put their lawn tractors in neutral and just watched as Porsche after Porsche went by. Even the spectators were smiling. I just hope that those immediately in front of and behind me in the line will forgive my conspicuous car with numbers on the side and squeaky track brake pads. Many thanks to the **Lancials** for putting together a great, sold-out event!

I'm really looking forward to this year's All Porsche Show and Concours on June 28th. This is an outstanding opportunity to come and appreciate some fine Porsches and, in doing so, show your support for Courage Center. Last year's event and attendance was great and it seems this event ratchets up the excitement each year. I hope you'll not only come to participate or observe, but pick up the phone, call a few friends and encourage them to do

so as well. The more that show up, the more fun we all have and the more we stand to raise for Courage. **Brian Mayer** has done a great job of coordinating this must-attend event. Thanks to Brian and all the volunteers that make this possible.

Of course there's lots more coming in the season. Our Summer Drive, Club Race and DE, Road America DE, Rally, Rochester Picnic, Last Fling, Fall Color Tour – and those are just the driving events!

So many roads to drive, so little time. 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
1/2 page:	8" wide by 5.25" high
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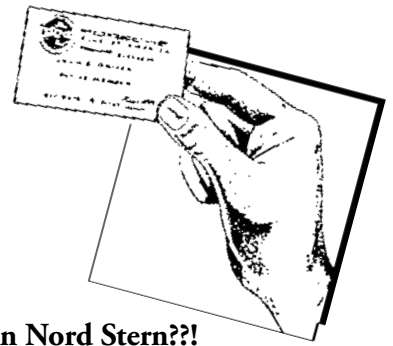
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Matthew Miller

St. Paul, MN

1982 911 SC

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.

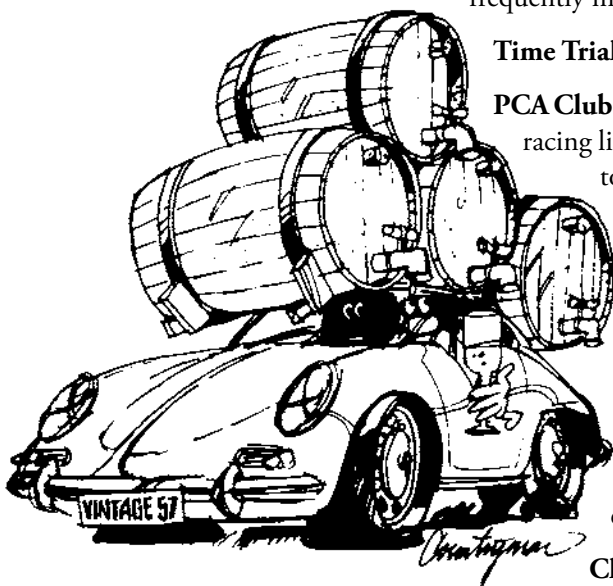
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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.



Just a couple of quick things to comment on for clarification. First, just a reminder that our region was named: Nord Stern. It's not Nordstern, which I see so often and I try to correct whenever it appears. Not a big deal, but for accuracy sake (and after all this is our 50th Anniversary year!) I do think it important that all member's be aware of the correct spelling of the name of our PCA region. So, it's 'Nord Stern' and not 'Nordstern'.

Also, I have begun to treat e-mail addresses a bit differently that in the past. Once we began putting our newsletter online in

an unsecured format - there is no 'member's only' section in our website nor any plans in the near future. Because of that I have been changing the '@' symbol to '©' which gives the appearance of an e-mail address but actually creates a non-working address. Hence, it's more difficult to harvest any e-mail addresses for use by spammers via our uploaded newsletters. Of course, many of us do list an e-mail address right on the Nord Stern website so retaining privacy is difficult! That's one of the reasons a good strategy for managing Spam includes creating a separate e-mail address for online purchasing, online accounts and anything else which might make any one particular e-mail address more vulnerable...another illustration of a down side to the growth in technology!



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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
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Letters to the Editor . . .

Nord Stern 2009 First Fling

Bruce and I would both like to extend our sincere appreciation and thanks for this year's First Fling event organizers; Ron Johnson and Mark Kedrowski and all the other volunteers who work on our DE weekends (Kim and Keith Fritze, Registrars, Dave Anderson, Safety Chair and the Fritze9s for organizing the track social hour, too, and anyone else I am missing).

What a fabulous event! In true Northern Minnesota fashion, the US Weather Report for Saturday was 100% wrong! Saturday was Sunny with clear blue skies, into the low 60s or so and graced us with the perfect track day! Lots of track time, lots of safe driving, lots of fun socializing. Just had to worry about sunburn. Yikes, how fabulous.

As always, you never know what it's going to be weather-wise for First Fling but it's always worth being up at BIR whenever possible (at least in our view!). It was great to be driving again and we hope the 2009 season allows all of us plenty of track time.

I was not at the track for the Friday school but I understand it went well at the sold-out Novice school - despite cool weather with some moisture that makes it harder standing around outside listening to chalk talks and practicing the exercises - but all in all it evidently was a good day for both Novices and Instructors. Thanks go to Jon Beatty and crew! And a big welcome to those new members and those new to track events!

(Sunday did bring the promised rain so many of us did leave early - but we left knowing that Saturday was just one of those perfect track days!9). Again, thanks to one and all,

—Christie Boeder

Itotally agree, Christie. The weather on Saturday was exceptional and the camaraderie with fellow Nord Sterners was great as always.

Jon put on an excellent school Friday with lots of new faces (hopefully new members!) and our usual awesome turn-out of volunteer instructors (Thanks all!!!)

The DE ran like clockwork with help from all those you mention as well as Bret Bailey who helped coordinate the garage stalls (a new feature at this event).

Good to see everyone who helped us kick off another great season of driving events.

If you haven't done it yet, be sure to get signed up for our next track event - the June DE (aka Fast Fling). Easy to do it now at <http://www.clubregistration.net> <<http://www.clubregistration.net>>

—Bob Barker

As I drove home today from BIR I was impressed by how dangerous driving on the highway is. I had a few encounters with people who place little value on safety when driving, least of all mine. The contrast emphasized to me how safe everything was

the last day-and-a-half. The only person putting me in harm's way was myself. I wanted to say thank you to everyone in run group 2 for having a safe fun time, I hope the feeling is mutual. Thanks also to everyone in the club who puts in extra effort so people like me can just show up and drive - Saturday was just about perfect, yeah it rained today, but I didn't have to have my wife bring up snow tires just so I could get the car home. Thanks again.

—Nathan Reader (#200 - the clear coat looked fine after I cleaned off the numbers, in case anyone is wondering)

As the First Fling is now over I'd like to make sure to thank all of the people who helped in making the school and the DE weekend a success. I won't even try to name everyone but my kudos go out to all of the instructors and organizers who attended and, especially those who stepped up at the last minute when I found myself a bit short. I am in your debt but I do realize how great this region is and why I continue to proselytize our program and its benefits. While the Friday school did have some liquid sunshine, the school went off well and I think all of the participants had a good learning experience. For those who decided to believe the weather reports, they missed a spectacular day on Saturday, IMHO worth the whole weekend. Cool weather, sunshine and a clean and grippy track. A picture perfect track day at BIR. It was a pleasure to see old friends and new at the track this weekend. Can't wait until June to do it again.

—Jon Beatty

Iwould like to echo the appreciation for those behind the success of first fling DT and DE. The event was well run and Saturday was fantastic. Thanks for all you do.

—Steve Sabers

Iwould also like to thank all the volunteers and instructors who made my first DT & DE experience smooth and enjoyable.

—Steve Zawadzki

Maplewood AutoFair 2009

Yesterday was a wonderful day to show your car at the Maplewood Imports' Auto Fair. We also had an opportunity to visit with friends while enjoying a little time in the sun. Thanks to Maplewood Imports for putting on this event. Once again Porsches dominated in number and in quality over the other German brands.

George Andeweg, Sheila Andrews, and the rest of MI's staff put on a great show. In addition to providing an excuse to show your car, they provided lunch and gave us a chance to donate to the Children's Cancer Research Fund, a very worthwhile charity. If you missed the Auto Show, you missed a lot of fun. Don't miss it next year.

Continued on page 25

NORD STERN JUNE 2009



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PCA Zone 10 Calendar . . . updated 5/12/09

Courtesy Doug Pierce, Zone 10 Rep

JUNE 2009

6	Sonic Show 'N Shine	Great Plains
7	European Auto Show, Plaza Frontenac	St. Louis
7-	Autocross at Ameristar Casino	Kansas City
7	Autocross	Wichita
12-14	Fast Fling Drivers Education at BIR	Nord Stern
13-14	Heat in the Heartland DE at Heartland Park Topeka	Kansas City
13	The Great Garage Tour	Great Plains
13	Autocross School and timed runs	Red River
14	Autocross	Wichita
21	Fathers Day Car Show at Springs Church	Red River
23	Dynamometer Day	Red River
25	Fatburger Porsche Pride Night	Great Plains
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

11	Autocross School and timed runs	Red River
12	Fast Eddie's tour	St. Louis
18	Sonic Show 'N Shine	Great Plains
25	Summer Drive	Nord Stern
25	Tour of St. Louis	St. Louis
25	Afternoon Drive to Hill Top Stables	Central Iowa
25-26	DE at MAM	Great Plains
26	Autocross	Wichita
31-8/2	PCA Club Race & DE at BIR	Nord Stern
31	Outing to the T-Bones minor league baseball	Kansas City

AUGUST 2009

2	Ice Cream Social	Central Iowa
9	Autocross	Kansas City
15	Fun Drive to Marina Grog & Galley Restaurant	Kansas City
22	Summer Tour	Schönesland
22	Rally starting at Maplewood Imports	Nord Stern
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

3	Labor Day Picnic	Nord Stern
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
13	Luciano's Road Trip to Mulvane	Wichita
18-20	Fast Fling Drivers Education 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 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 & 40th Anniversary Celebration	Central Iowa
17-18	Fall Carrera Classic DE, Gateway International	St. Louis
17	Oktoberfest Rally	Kansas City
17	Dawn Patrol and Sweetest Day Celebration	Dakota
18	Oktoberfest Car Show	Kansas City
23-25	Flaming Fall in Springfield	Ozark Lakes
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
18	Holiday Party	Central Iowa

For detailed information about listed events, see the respective Region's website or the PCA National website at www.pca.org.

Central Iowa Region: www.ciapca.org

Dakotas Region: www.dak.pca.org

Great Plains Region: porsche.ellipse.net/

Kansas City Region: www.kcrpca.org

Nord Stern Region: www.nordstern.org

Ozark Lakes Region: www.olk.pca.org/

Red River Region: rev.pca.org/

Schönesland Region: www.shonesland.org

St. Louis Region: www.stlpca.org/

Wichita Region: www.pca.org/wic

• 1959 to 2009 •
*Celebrating 50 years
of spit & polish*



Concours d'Elegance • Car Show • Vendor Show

NORD STERN

All Porsche Show

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

Celebrating 50 Years of Spit and Polish – The All Porsche Show and Concours -

by Brian Mayer, Eventmaster

The All Porsche Show and Concours is Sunday, June 28 at Central Park in Roseville. The hours will be 10 am to 2 pm. Included in this show is a Vendor Show, Car Show and the Concours d'Elegance. This year we are celebrating the 50th anniversary of the Nord Stern Porsche Club. We need to 'Pack the Park' to make this event fitting with the 50th anniversary of the club. All proceeds from this event benefit Courage Center. Go to www.couragecenter.org to see all of the great services that Courage Center provides.

The Concours event has been the focal point for this annual Nord Stern get-together for the past several decades. The basic format has remained much the same except for the adding of classes, combining classes, or in some cases separating classes: all based upon the prevalence of cars. There are three overall levels of participation: Full, Street and Race. The Full class has five judged areas on the car; Street class has three areas with Race also having three areas. An owner may choose between Full and Street based upon the level of car prep they want to complete. Racecars are to enter in the Race category only. The Nord Stern website has information on the Concours, descriptions of the areas judged and registration forms for all of the classes.

If the Concours area is a little too much for you, bring your Porsche and park in the Car Show area. This area will give you a great place to park, and vote for your favorite Car Show participant. You will be able come and look at the best Porsches in the area.

Pre-registration is highly recommended to minimize one's time registering on the day of the event. In addition, the first 50 cars that pre-register will receive a signed poster for the event by Michael Jekot and a 50th Anniversary Nord Stern Region PCA Club Sticker. New for this year is a professional photographer who will take pictures of your Porsche free. One picture will have the 50th logo and one will be without. The digital files will be yours to keep! The photographer will take photos from 7:30 am until noon.

Judging will begin at 10:30 am and the awards presentation at 1 pm. The number of awards per class depends upon the number of cars entered in a class. In addition, there will be a People's Choice award presented to the owner of the "best presented car."

Last year, Jim Tourtillotte won this award with his 1982 911 SC Coupe. This car is the main feature on this year's All Porsche Show poster - which has become a recent tradition of this Nord Stern event.

A Concours needs judges to ensure it runs timely. Volunteers also are needed in a variety of other capacities as we expect many cars and people. Please consider helping and we will make the responsibilities specific so your duties will be time limited.

If you can help or have questions let Brian Mayer know at bdmayer@comcast.net.

Join us at the All Porsche Show and Concours on Sunday, June 28 - it will be an exceptional event.

**We Want You -
Volunteer to help at
the All Porsche Show
and Concours**



The All Porsche Show and Concours event on June 28 at Central Park in Roseville is a great event. To make this event one of the best events, it takes people. We need people to help direct cars, judge, register and count ballots. I know that there are those who can direct people, have an aptitude for registrations on the computer and like to pass out judgment! Come and have fun with others who share the same passion for these great automobiles.

Contact Brian Mayer at bdmayer@comcast.net or 763-350-8686 to put your name on the list for this great event benefitting Courage Center.

Together with a little time, we can make a big difference.



Nord Stern 50th Anniversary Porsche Photo Opportunity

by Lee Jacobsohn

CALLING ALL NORD STERN MEMBERS AND YOUR CARS!



During Nord Stern's 50th anniversary All Porsche Show, a.k.a. the Concours, you will have the opportunity to receive a high quality image of yourself with your beautiful Porsche.

Nord Stern has arranged for a photographer to set up an outdoor photo studio at the event on Sunday June 28th, 2009 at Central Park in Roseville. Participants and spectators who bring their personal Porsche's will be able to drive into the photo studio to have a picture taken at NO CHARGE.

After the Concour you will receive two high resolution digital files of you and your car via the internet. One file will be of you and your car with the Nord Stern 50th Anniversary logo in the corner. The other file will be the same picture without the logo.

The digital files will be your property!!! You can make as many prints of the pictures as you want, or use it as your screen saver. You can even modify the file if you want and the resolution should hold up to an 11x14 enlargement or possibly even larger.

Concour Participant's will be able to drive into the studio starting at 7:30 AM and Spectators can drive in from 9:30 AM until noon.

So clean up your Porsche and yourself and take your best shot . . . you might even become a Nord Stern cover shot.

Volunteers will be needed to help direct cars into the studio and take down e-mail addresses. Please contact Lee Jacobsohn at Speed@tela.com (I need 4 to 6 helpers to make this run smoothly.)

VENDORS NEEDED FOR THE ALL PORSCHE SHOW AND CONCOURS!

Do you own a business that relates to Porsche motoring? Here is an excellent opportunity to display your business. On Sunday, June 28, 2009, the annual All Porsche Show and Concours event is coming to Roseville. This event brings the best Porsches from the upper Midwest. At last year's event, there were 250-300 All Porsche Show attendees with eight vendors displaying. This year we hope to have 10 to 12 vendors displaying with more attendees. The cost for a vendor to display is \$100, which will be donated to Courage Center. If a business wants to display e-mail Phil Saari at ps356er@yahoo.com or call 651-484-0303.

Getting to Keystones . . . Or, The Road Less Traveled!

by Steve Thompson

Way back when, the Cunard Line had a slogan "Getting there is half the fun". Nord Stern members would agree, although perhaps suggesting that the percentage should be above 50%. Yet, when looking at cross country trips such as to the Parade in Keystone Colorado, the route seems to be a series of interstates designed with a Ford Taurus in mind.

The most obvious route from the Twin Cities to Keystone is to take I-35 to Des Moines, I-80 through Nebraska to I-76 to Denver, and then I-70 to Keystone. There are, however, alternatives which will add as little as 20 minutes or as much as half a day or more to the trip, while adding a great deal to the driving experience.

The first of these will add at most 20 minutes to the travel time, and possibly shorten it, depending on your starting point. Take US 169/Mn 60 from the southwest suburbs down through Mankato to I-90 at Worthington and on to Murdo, South Dakota. This isn't the most testing road, but it is more interesting, from both a scenic and a driving perspective, than the MapQuest route. If you're hungry, the 50's diner at the Pioneer car museum has very good food. I don't know whether the museum itself is worth a visit, as I have never had the time to visit.

Murdo is where the fun begins. Going south on US 83 you will travel through beautifully bleak country on a 65 mph highway that winds up and down and around through sand hills that resemble worn down badlands which they are. You will not encounter many trucks or local traffic and a sighting of the constabulary would be rare. Despite the twists and hills, you can generally see well ahead, as there are few trees and fewer structures to impede your view.

The road flattens out for a while as you approach the casino at the Nebraska border and go through Valentine, although there is some great scenery as you cross the Niobrara River on the south side of town—definitely not what you expect in Nebraska if you've only seen it from the interstate. Note the façade on the bank building to your right as you go down the main drag. The Peppermill on your left has good food.

From Valentine, continue south on US 83 through more great driving country for 100 miles, interrupted only by the small town of Thedron. Golfers might note that Ben Crenshaw's very exclusive Sand Hills club is about 20 miles west of here. At the end of the stretch of fun, you will plod through North Platte to I-80, from whence you can continue on through Denver to Keystone.

OR, you can keep going west to Cheyenne and Laramie. Cheyenne is about 12 hours of driving time from the Cities and Laramie is another 45 minutes.

When you reach Cheyenne, go north on I-25 about two miles to exit 10B/Road 210/Happy Jack Road and head west. The first few miles are dull driving and worse scenery, but after that you will be rewarded as both the driving and the scenery get very good as

you climb into the mountains through Curt Gowdy State Park (yes, that Curt Gowdy) and Medicine Bow National Forest. After curves and ups and downs, you'll rejoin I-80 at the summit. Take a few minutes at the rest stop to admire the enormous bust of Abraham Lincoln. It's there because at this point I-80 is following old US 30/the Lincoln Highway which was our first transcontinental highway. Taking Happy Jack rather than I-80 will add less than 15 minutes and a great deal of fun to your trip.

If you stay overnight in Cheyenne, head for the grossly misnamed Luxury Diner (Mickey's is luxury compared to this place) for a great breakfast—trout and eggs is a specialty. It's on west Lincolnway near the intersection with Missile Drive, which becomes Happy Jack when it goes under I-25.

From the summit, take I-80 down the mountain, and I do mean down, and on to Laramie. At Laramie, get off at exit 311/Highway 130 and head west to Centennial, about half an hour away. This is moderately interesting drive, but the views of the Snowy Range ahead of you will give you an idea of what you are in for in the next hour. At first glance Centennial doesn't appear too much more than a ghost town in waiting. You don't see the best of the area from the highway, and the town is in fact is a favorite retirement destination for faculty from UW, Colorado State and Northern Colorado University, and claims to have the largest per capita number of PhD's of any city in the country.

From Centennial, you climb up and round and occasionally down through pine forests into the Snowy Range of Medicine Bow National Forest. You are on a gorgeous mountain road with twists and elevation changes to entertain you and awe-inspiring views of mountains, forests, mountain meadows, lakes and even snow (in case you're starting to miss winter). The speed limit is 45, but the road is very lightly patrolled. You may encounter a few RV's, but they won't delay you long and you can always pull over and take a few pictures while letting the RV get a ways ahead of you.

A drive of about an hour brings you to a T intersection where you will turn left and head for Riverside. But, since you are now only three hours from Keystone, you may not have to go on right away. You could turn around and go back to Centennial and then do the drive all over.

Another option is to stop at the ranger station just outside of Centennial and pick up a trail map so you can take a short hike or two. The rangers will be happy to advise you about the trails, including which ones are still snow-covered. You won't want to take a very long hike, as the elevation along the road runs from 8500 to 10,900 feet and some of the trails climb even higher. Be aware that there is a \$5 user fee at some of the trailheads, especially at the lower elevations.

Continued on the next page



Above, clockwise photos 1 through 4: Jerry Green at Heartland Park's Club Race (attended by a large number of Nord Stern members) as quoted by Lee Jacobsohn, the photographer, 'demonstrates the perfect execution of the Danny Sullivan 360 spin and win. He finished first in class (2nd overall behind Rick Polk) at Topeka. He was first in class before the spin, and first in class after the spin.' Way to go, Jerry!

When you get to Riverside, head east on Highway 230, which will take you into Colorado, where it becomes Highway 125, and on to Walden. This is a moderately entertaining road with some nice views where I once found myself in the midst of an antique car run. From Walden, head south to Kremling and on to Keystone.

There will, of course, be many opportunities for mountain driving once you get to Parade, but with these routes, you won't have wait until you get there to have some fun.

If you would like more advise about lodging and eating in Cheyenne, e-mail me at stevet@comcast.net. I have spent a lot of time there in the past few years.



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

Mike - 952-929-2762

email: rswalker@baldwin-telecom.net 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.

Excellence In Design . . . A Book Review

by Joseph Higgins

Porsche – The man and his cars

Author: Richard von Frankenberg (Translated by Charles Meisl)

Publisher: Robert Bentley; Cambridge Massachusetts

Date Published: 1969

Library of Congress Catalog Card No. 70-77459

ISBN: 0837603293

The cover of this book shows a late 60's 911T tracking through a corner of the 1968 San Remo Rally. This photo embodies why I chose this book to review. Through experiences with my 1977 911S I've found a great deal of effort and thought has been put into every aspect of these "old" Porsches, and I believe this is due to the focus on design excellence at Porsche. Before beginning this book I hoped to learn how Porsche started and why it is so successful today. I wanted to know this due to my Porsche fanaticism and engineering interest. I was looking to the author Frankenberg to give insight of where this greatness came from.


The level of detail in the book shows that the author had some engineering training before the war, spent a lot of time and effort around Ferdinand Porsche (the founder of Porsche motors) after the war, and has showed an appreciation for car racing by being a driver. Frankenberg studied mechanical engineering prior to WWII, became a journalist in England during the war, and raced in various German racing circuits in Ferdinand designed cars after the war. This allowed him to collect extensive data and put it together in a way the reader could appreciate.

As the editor of *Christophorus* (a German magazine about Porsches) Frankenberg became good friends with Ferdinand and worked closely with him in writing this book. With the amount of detail included in these 230 pages, it is clear that someone close to Ferdinand must have been involved in at least the steps of data collection. This is also the reason why I have two copies of this

book; one from a friend and one purchased so I could take clear notes and not damage the borrowed copy. The book was written first in 1961 and revised in 1969. This probably explains why illustrations are few and far between and not necessarily aligned with the material being discussed. There must have been some technology issues of the time period. The locations of the photos are addressed in the book by the addition of a table of illustrations following the table of contents, but more convenient would be to move the photos to where the topics were being discussed. I found myself making notes and going to the Internet to find more information or at least images to go along with a number of the descriptions. This is not to say the verbal illustrations were not done well, they just can't do justice to what Ferdinand was working with in that time. Frankenberg talks indirectly throughout the book about form following function from Ferdinand's concepts to prototypes always linking car projects back to how they would do on the racetrack, military vehicles performing on the battlefield, and tractors performing in the field. The esthetic look of the designs was always detailed as a secondary after the functional aspects, most notably racing performance or reliability.

If you are looking for a detailed racing history of Ferdinand from the 1870s to the 1960's this book has enough information and detail to make the reader very happy. If you are looking for the what, when and where of Ferdinand's life work Frankenberg seems to have done his homework. He even makes a point to track down the types of homes Ferdinand lived in during the given periods of his life. All this is included in a chronological history broken down for review in the appendix. This is nice for a recap at the end of the book to see the timeline and the major things accomplished. On the other hand if you are looking for insights into how a great engineering mind like Ferdinand's works, you're not going to find it here. I had a lot of questions going into the

Continued on page 19



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Gimmick Rally . . . 8/22

by Dale Trippler and Scott Welz, Rally Masters

Summer has arrived and it is time to mark your calendar for a fun drive in the “country.” The Rally this year will be on Saturday, August 22nd. Mark your calendar and send me an e-mail letting me know you want to join the fun.

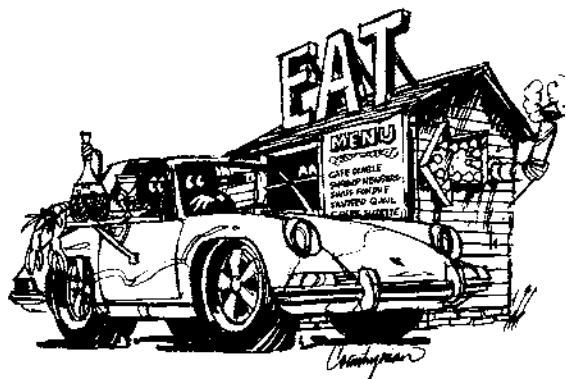
The starting point will be at Maplewood Imports on Hwy 61, just north of Hwy 36 (or just south of I-694 on Hwy 61). Please plan on arriving by 9:00 AM to register and pay, if you haven’t done so already, sign the insurance waiver, get instructions, and visit with the other Rally teams. The starting time will be 10:00 AM sharp. If you get there before 9:30 AM, Maplewood Imports will have rolls and coffee available for the Rally teams. Feel free to look at all of the wonderful new and used Porsches they have just waiting for the right person to own. Your next Porsche or Porsche accessory might be there waiting for you.

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 to 2 hours to complete. The route will end at a member’s house where we will be having an outdoor BBQ. Do plan on bringing a camping/folding chair, if you have one, and a couple extra for others if you can. The Rally Masters will provide brats and burgers for the grill. The rest of the menu will be potluck so bring something to share; like a salad, chips, beverages or a dessert. Let us know what you would like to bring so we don’t have too many duplicates.

The focus this year will be on having a pleasant drive in the country capped off with a fun social gathering of club members. Weather permitting, we will be dining together outside soaking up the warmth of a sunny August afternoon. Otherwise there will be a large garage for protection from the elements. Barring a tornado, the Rally and BBQ will take place!

Hope you can join us, the more the merrier. However, we will be limiting the Rally to 20 cars. There will be an entry fee of \$25/car to cover expenses. We hope you can join us. If so, please let me know by sending me an e-mail so I can get your name on the list. My e-mail address is: daletrippler@comcast.net.

We will publish additional Rally information in next month’s newsletter. Also, I 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@comcast.net.



Book Review . . .

continued from page 17

accomplished. On the other hand if you are looking for insights into how a great engineering mind like Ferdinand’s works, you’re not going to find it here. I had a lot of questions going into the book: What was his process? How did he come up with all of his breakthroughs? What made him so successful? Why so adamant on the rear engine?

Although the detail of how he worked out his designs was not clear, Ferdinand did not look for Clap Trap solutions to problems. Everything was well thought out, tested, innovated, and had a notable purpose more often than not discussed in detail. It seems that this book for many of different readers however sometimes he may have over detailed the racing specifics. It goes through different aspects of Ferdinand’s life from different viewpoints on many occasions. Even though it’s written to try and bring in different interests to the reading the title says a lot about the major focus, it’s about his cars (wheeled/tracked vehicles specifically). If you are looking for much interpersonal details of his life with anyone other than his son Ferry it’s tough to find. Frankenberg writes about his life as though his work was all that he was. Even limited discussion in the book about his family and children was somehow related to the current business discussion. I’ve seen this lack of information a number of times in different sources on Ferdinand which tells me either he was very private about his family life or it only warrants an occasional mention in his biographies as it was truly a small portion of his life. The lack of family information does not fault the success of this book; it is just a note for another potential reader to consider. Again, the book is simply about Ferdinand and his cars. At no time did anything in the book seem controversial or show signs of the author’s perspective coming thru. This was even the case during the outrages during wartime activities. These too were reported by the author devoid of any personal impact or emotion he may have had writing about this time in history. The author is separate from the writing, so much so it appears intentional. Is this because of how integral Ferdinand was in the writing of this book? Possibly he might not have wanted anyone ad-libbing his life’s work.

What seemed to have been the purpose and aspirations of this book is to show that Ferdinand had a great mind, loved racing, and couldn’t stop using both as often as possible regardless of what he was experiencing. “This book does full justice to Porsche, almost the last of the great designers able to visualize and create a car in its entirety.” The author portrays Ferdinand taking values in achieving excellence in his design seriously and religiously. He was never content with a series product. He always tried to experiment and theorize as to how to create new or improve his existing work substantially. Before reading this book and knowing more about Ferdinand’s life I would have said he worked to the S curve model. But the more I read, the less I believed that

Continued on page 35

2009 Kalender . . .

June

- 13-14 BIR Fast Fling Driver Ed**
Details TBA
Driver Ed Chair: Andrew Busche, 612 824-3547
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 for info
- 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

July

- 29-4 Porsche Parade at Keystone, CO**
See www.pca.org for details and info!
- 16-19 2009 Kohler International Challenge**
Road America, Elkhart Lake, WI.
- 25 Summer Drive**
Start: Noon
See page 16 for Details
Eventmasters: Randy Walker and Mike Lancial
e-mail: rswalker@baldwin-telecom.net
or thelancials@msn.com

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

August

- 10 Driver Ed at Road America**
Details TBA
- 11 Nord Stern Rally**
Starting at Maplewood Imports - 2 hour route in the northeastern part of the 7 county area
Eventmasters: Dale Trippler and Scott Welz

2009

September

- 7 6th Annual Rochester BBQ and Picnic**
Details: TBA, watch your Nord Stern,
- 18-20 BIR Last Fling Driver Ed**
Details TBA
Eventmasters: Lon Tusler, lon@snsabling.com
Glen Larson, 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 for info
- 25-27 Annual North Shore Fall Color Tour!**
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BluFin Bay in Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

2009

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944 SPEC/SP1 Build, Part I: Introduction to SPEC/SP1 Racing . . .

By Karl Wilen, Kansas City Region PCA Member

In the last couple of years, I have been very involved in the track scene here in the Midwest. It has been a fun (and busy) ride building, maintaining, and running track-side support for the cars of various club members, as well as getting my own car out on the track. If you don't know me, I'm easy to find, just look for the guy that is usually sprinting from one end of the paddock to the other and then back again while trying to keep everyone up and running for their sessions! Finding me and actually catching me are two different things though. So, for the next couple of issues, I will take you into my hobby, and show you what it takes to build a fully prepped 944 race car for National Auto Sport Association (NASA) SPEC series (and Porsche Club of America, SP1 class). In this first article, I want to briefly touch base on what it takes to meet the requirements in the NASA SPEC and PCA SP1 divisions. In subsequent issues, I will focus on the various stages of building a safe and reliable race car, and touch on things that you, the average shade tree mechanic can handle, and some of the things you will want a professional shop to set up. And keep in mind, these cars can also be used as dedicated (and cheap) driver's education (DE) cars as well! The car I will be documenting from start to finish is local racer Joel Karns' 1983 944. Joel is currently putting in a lot of time and effort into getting the SPEC region established here in the Midwest.

First, here's a little background on the NASA 944 SPEC racing series. The purpose of the 944 SPEC series is to offer an affordable solution to wheel to wheel racing, which is designed to keep the competition close by limiting the number of modifications that can be done to the car. By doing so, the main focus is on the driver's ability, and not on how big his pocket book is. You don't have to worry about the guy next to

you who has spent oodles on a full blown Moton suspension, and is running 18" lightweight rims, etc. Due to the restrictions, you know that for the most part, everyone else's car is going to

be the same as yours. Some of the rules of a SPEC series car include having to run a specific tire and wheel, certain suspension, stock body work and meeting a certain minimum weight limit amongst others. These details I will get into for subsequent issues as we touch on those areas. For now, I am going to concentrate on the basic 944 SPEC series, which includes the 944 8 valve 2.5L naturally aspirated models. There are other SPEC divisions established as well, including a new SPEC Boxster division, which you can read about on the various SPEC websites.

With the NASA SPEC series becoming so popular, the PCA has adopted the NASA SPEC set of rules and has created a class for them in club racing. For the NASA 944 SPEC series, the equivalent PCA class is the SP1 class. So essentially, you can race in 2 different series under the same rules, whether it is with PCA or NASA. Again, the difference in the SP1 class versus other stock classes in PCA, is the restrictions NASA has placed on modifying the car, which PCA upholds. In a standard PCA stock class (for instance, E class) while the major components of the car must be left stock, areas such as suspension are left open to modification. So, you may have one driver with a fairly stock cheap bare bones suspension, competing against the same type of car with a \$10,000 (or more) suspension set up under it. Not to say the guy with the expensive suspension knows how to drive any better, but

he is definitely at the advantage in terms of the car he is driving.

How cheap is cheap? There are a couple of things to factor in when buying the initial car. If you are doing most of your own work, then buying a cheaper car for \$500-1000 might be a great option. While you will have a LOT of maintenance items to replace, saving on shop labor allows you to go through the entire car and replace

anything that is questionable for only the price of parts and whatever your own time is worth. On the other hand, if you are

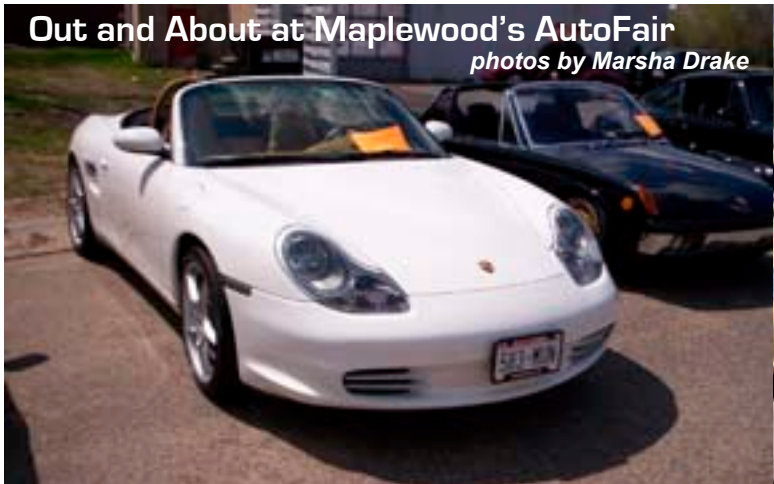


Photo Above: Joel Karns' 1983 944

Continued on page 28

NORD STERN JUNE 2009

Out and About at Maplewood's AutoFair
photos by Marsha Drake



Scans From the Past!

photos courtesy Rudy Mueller

Fall Color Tour 2000 Participants



Fall Color Tour 1999 - Snow! Not sure I want to know what a 'wilderness toilet' really is!



Fall Color Tour 1994 - Picnicing in the Snow (no, it doesn't always snow on teh Fall Color Tour!)



Younger versions of L-R: Rudy Mueller, Bob Fleming, Daryl Fortier, Kim Crumb, ?



1995 - Rudy Mueller, Left enjoying the beer in Germany with fellow Nord Sterners



In Munich 1995



Thanks to everyone at Maplewood Imports. Jo and I had a great time.

—Dale Trippler

Agree completely about the Auto Fair! The weather was perfect, and it was great to see lots of beautiful Porsches! They are MUCH prettier and much faster-looking than go-karts!!

Thanks again to Maplewood!

—Marsha & Mike Drake

Nord Stern Advertisers Are The Best!

I just wanted to voice my positive customer service with CTS over the past couple weeks. Mic, Justin and Mike were very helpful and friendly while sorting out a problem of vanishing coolant in my 944. They were quick and thorough in allaying my fears that it could be head gasket related, and that allows me to feel much better about driving my car. Thank you!

—Karl Tronnes

(editor's note: in response to an member's inquiry regarding track helmets several members recommended Jim Bryant of ApexSPG, long time Nord Stern member and advertiser!)

Big thumbs up for ApexSPG, Jim knows his stuff and will get you the right helmet.

Nord Stern Spring Drive

I would like to thank Mike Lancial and his wife for organizing yesterday's drive to Spicer.

I like to thanks Sheila and Maplewood Imports for the hot coffee at our first meet point, St. Bonifacius. We had a total of 29 cars: 27 Porsches, one Corvette, and one BMW (ours). The country roads and side were beautiful with a sunny and cold day (58F) and some rain late afternoon for the drive home.

The restaurant, Melvin's on the Lake, the service, and ambiance was very good as well. And of course, "is not just the cars, is the people." The company of new and experience members was very good too.

Once again, thanks for a well organized drive. Regards

— Luis H. Fraguada, Sr.

Jo and I totally agree with Luis. Great event and well planned out. We had fun and enjoyed the drive, dinner, and visiting with old friends and meeting new ones. Already looking forward to the summer drive in July.

—Jo Craven and Dale Trippler

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Our Nord Stern 'Stories' . . . My Thank You to Ron MacFarlane and Aaron Hatz

By Sarah DeLong, member since 2001!

In the fall of 2001, Tim and I were finally able to purchase my dream car - a Porsche 930 Blk/Blk (aka: my Bug- Eyed Baby). We did not know anyone at that time who had still owned a Porsche. Our first adventure was heading up North to Bluefin Bay. It just happened to be the same weekend as the Nord Stern Fall Color Tour. We couldn't figure out why there were so many Porsches up there that weekend, but later discovered why .

In the spring of 2002, I was excited to learn more about the 930. I've had manual vehicles before and took a variety of driving courses in law enforcement, but I knew handling this turbo would be different. I was also mechanically challenged because no one in my or Tim's family had ever worked on cars. So I signed-up for a DT/DE weekend and drove up on my own. Tim came up the next day to see how things were progressing.



This was the weekend I met and became friends with Ron MacFarlane (which lead to becoming friends with Eleanor and many others). It quickly became apparent how much power the 930 had. Honestly, it was a reality check and kind of scary. I didn't want to crash my "baby." I knew there was a lot I needed to learn and more adjustments were still needed on the 930. I also realized that I didn't bring all the correct tools. After checking the tire pressure, I was contemplating how I was going to tighten my lug nuts since I didn't have the correct torque wrench and extension piece. A very nice gentleman (i.e. Ron) must have noticed and came over. He introduced himself and quietly assessed the situation. He left and came back with what I believe was Rick LaVerdiere's torque wrench and showed me how to properly tighten the lug nuts.

Ron was extremely helpful and very easy to talk to. I heard about his beautiful red 930 and that he had also been in law enforcement. I met a lot of very nice people that weekend, but Ron really stood out. I felt like he watched out for me, and it

turned out I really needed it. I'm not sure he realized how much that truly meant to me. He and Tim also instantly hit it off when they met.

After that weekend, Ron helped us write a list of the proper tools to buy. He also took us on our very first drive on Wisconsin twisty roads!! AND, Ron even let me drive his extremely special 930. He teased that I could give it a little gas and shift any time now. I was being conservative and didn't want to do anything to "hurt" his hot car in any way. This will always be one of my favorite, most memorable and cherished drive days ever. I included a few pictures from that day.

Ron confirmed there was a variety of driving and club events to get involved in depending upon your interest. He also said the club had many knowledgeable Porsche mechanics. One of these mechanics was Aaron at Flat Six and his shop happened to be very close to our house. Aaron has been another godsend in my 930 "dream car" ownership and lessons learned experiences. He has been very generous with his time, knowledge and very patient with all of my questions. He has also been tremendously helpful as I prioritize my never-ending 930 want verses need lists every driving season.

So my Nord Stern story is a thank you to Ron, Aaron and all of those other wonderful people I have met at club events over the years who have extended themselves to me with genuine help, guidance and friendship. Thank you ~



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**

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

People's Choice & many other Awards!

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

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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

Remember our beloved Auto Exhaust Testing Centers? They're baaaaaaaack!

It'ss part of making Obamamobiles. You see, our President Obama has ordered that within two years he expects to see the first two million of these electric vehicles on our roads. Saving the planet and all that.

I have it on good authority that Auto Exhaust Testing Centers will be resurrected as part of the plan. Quite clever actually. Helps to convince recalcitrant motorists to stop clinging to their outmoded autos. You probably know some of these guys. They just don't get the 'Time-For-Change' that Obama says is upon us.

Think about it before you go bombing off to some dang rally or maybe just burning up asphalt for the sheer hell of it. Be honest with yourself. You know you are destroying our planet with your self indulgent shenanigans. Do you really want that on your conscience?

Obama is only trying to knock some sense into our heads by running us through the Auto Exhaust Testing Centers again. It will be an annoyance, I know, but we must all do our part.

Heaven knows I want to do my part. I must offer a word of caution to Obama about those Testing Centers, however. They could spell trouble for his whole program. I am a journalist. I was there when they were in full operation. I took notes.

One motorist was sitting in his car waiting his turn in line when I began interviewing him. Suddenly, before I could finish, he became hysterical. 'The guy ahead of me, his exhaust is coming right into my car. I'm going to die before I ever know if I passed or not!' He was totally irrational, of course, but he did prove a point about the program. People hated the whole idea but as long as they passed the test they lost any interest in protesting. 'Let someone else worry about it, they would say.

A little old lady, about to abandon her car, was certain the program heralded an imminent shortage of oxygen for everyone. "Will the poor get less than the rich?" she pleaded. "Will nations go to war to get their share of oxygen?"

As a fair and objective journalist, I tried to reason with the growing and unruly mobs. But to no avail. They grew larger. Fist fights broke out; there was hair pulling among the hysterical women.

Then one day the Testing Centers closed down. I don't know who gave the order but I shudder to think what might have been the consequences if he hadn't.

With all due respect, Mr. Obama, you may want to rethink opening the Testing Centers again. I'm sure you will get your two million Obamamobiles just the same. And as we all tool around in silent electric car quiet, it will allow us to ruminate on just how pig headed we have been all these decades.

I may have to forgo the pleasure of the advanced Obamamobiles for now. You see, I still have a sentimental attachment to my garage full of cars. Most are a bit ancient. You might say we grew old together. I owe them an exercise run now and then, but I promise to keep it short. Honest! And I will be with you in spirit, Mr. President.

Then, too, I'll have to find more garage space in order to squeeze in an Obamamobile.

944 Spec . . .

continued from page 22

having a shop do most of the work, then you want to start with the best example of a car that you can find, maybe in the \$3,500 range. Finding a car that has maintenance records and has been well cared for will give you a great car to start with. With a 944, cars with recent clutch jobs and a front engine service are the ideal candidates. Remember, it is going to be a race car, so cars with questionable paint jobs etc can be fixed very cheaply at Maaco, or ran as is. And the total cost of a prepared car? If you start with a cheaper version with a good motor and most of the work yourself, you can have an extremely well sorted race car for \$7,000-8,000 depending on what options you put on the car in the areas that you can modify. You could even get into that range with a little more expensive initial car if you watch how you spend your money. Expect a fully prepped car from a shop to be in the \$15,000 range, still very cheap when compared to a standard Club Racing build.

I'm going to stop talking now, but this should give you a basic idea of what the SPEC/SP1 944 classes are about. In the next issue, I will document the start of the budget build, beginning with the best part....gutting the car and getting down to weight!



Grand-Am, Camp Boggy Creek Partner for Inaugural Road Rally

courtesy PCNA

First-ever Sports Car Road Rally set for Oct. 15-18, from Georgia to Virginia

DAYTONA BEACH, Fla. (March 17, 2009) - Have a passion for sports cars? Have a desire to support a worthy cause? You can do both this October, and have fun in the process.

The inaugural Grand-Am Sports Car Road Rally, a four-day, three-night journey through the mountains of Georgia, North Carolina and Virginia, will take place Oct. 15-18, less than a week following the Grand-Am Rolex Sports Car Series presented by Crown Royal Cask No. 16 season finale at Homestead-Miami Speedway. The rally is an all-inclusive package that includes hotel accommodations, meals, fuel, apparel, ride and drive at Virginia International Raceway and more.

The event, which will visit some of the most luxurious resorts in the area and provide participants with some of the most beautiful scenery in the U.S., will benefit and bring awareness to Camp Boggy Creek, the official charity of Grand-Am. Camp Boggy Creek enriches the lives of children who have life-threatening illness by creating camping experiences that are memorable, exciting, fun, empowering, physically safe and medically sound.

Participants will begin Thursday, Oct. 15 at the Chateau Élan Winery & Resort in Braselton, Ga., located a few miles north of Atlanta. The resort combines French and Southern hospitality, and is well-known for its scenic vineyards and on-site winery.

From there, participants will travel about 100 miles north, just a few miles across the North Carolinaborder, to the Old Edwards Inn in Highlands. Old Edwards Inn operates as a full-service spa destination resort in the Smokey Mountains.

On Saturday, participants will travel due east and arrive at Pinehurst Resort in Pinehurst, N.C. The resort has provided elegant and historic accommodations since it opened in 1895. And on Sunday, Oct. 18, participants will end their journey at Virginia International Raceway in Alton, Va., the site of two Grand-Am race weekends in 2009. The track will host a ride and drive, giving participants the opportunity to tour, at

speed, one of the most scenic tracks on the Grand-Am circuit.

During the rally, participants will partake in fine dining, wine tastings and silent auctions. Other forms of entertainment, including an optional golf outing, are also scheduled.

Participants may compete in any sports car they choose, and single (driver only) and double (driver and rider) packages are available. Space is limited, so interested parties are encouraged to register now. Corporate sponsorships are available.

For more information on the rally, including viewing the event's current route, visit www.sportscarroadrally.com.

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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 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. The side air intakes of the new Boxster (987) are smaller.

True or False

Panorama, 11/04, page 6

2. What is the largest size wheel available as an option for the 2005 Boxster and Boxster S (987's)?

- a. 18 inches
- b. 17 inches
- c. 19 inches
- d. 20 inches

Panorama, 11/04, page 8

3. Horsepower ratings for the 2005 Boxster and Boxster S (987's) are:

- a. 225 bhp and 250 bhp
- b. 245 bhp and 285 bhp
- c. 200 bhp and 240 bhp
- d. 240 bhp and 280 bhp

Panorama, 11/04, page 18

4. The 2005 Boxster (2.7-liter) comes standard with _____ wheels.

- a. 17-inch wheels
- b. 18-inch wheels
- c. 19-inch wheels
- d. 16-inch wheels

Panorama, 11/04, page 18

5. The standard 2005 Boxster (2.7-liter) has solid rotors.

True or False

Panorama, 11/04, page 18-

6. The Cayenne is assembled at a new Porsche factory in:

- a. Stuttgart
- b. Leipzig
- c. Frankfurt
- d. Zuffenhausen

Panorama, 4/02

7. The Cayenne's pneumatic suspension features a self-leveling system that provides consistent vehicle position regardless of load. This system incorporates how many different ride height levels?

- a. 4
- b. 12
- c. 6
- d. None of the above

Panorama, 7/02

8. Top speed of the Cayenne Turbo is estimated to be:

- a. 110 mph
- b. 200 mph
- c. 120 mph
- d. 165 mph

Panorama, 7/02

9. The Cayenne S horsepower rating is:

- a. 340 bhp
- b. 450 bhp
- c. 295 bhp
- d. None of the above

Panorama, 7/02

10. The Advanced off road-technology package uses pneumatically controlled:

- a. Brakes
- b. Anti-sway bars
- c. Shocks
- d. Springs

Panorama, 7/02

Answers:
1. ? Master List is
wrong...anyone know?
2. c
3. d
4. a
5. F
6. b
7. c
8. p
9. b
10. I



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

1978 911SC Targa

Brown/tan PCA class D, suspension and custom welded cage by Johnson Autosport, front oil cooler, front and rear fiberglass bumpers, Jongbloed racing wheels, plus original fuchs with new Toyo R1s, ext. kill switch, almost ready for club racing, 61,xxx miles, excellent condition, Trailex trailer with tire rack and winch, like new. \$25,000 for both. Glenn Lysaker 651-258-4011 e-mail racer911sc@sleepyeyetel.net

Cayman S Wheels

Good condition Porsche OE Cayman S wheels with 75%+ Hoosier R6 tires mounted and road force balanced. No TPMS, with center caps. B First one with \$1,850 gets the set. timdokken@comcast.net or Tim Dokken, 612-889-3244

Cayman S Race Pads

2006 Cayman S Hawk HT10 race pads are used only one DE event, basically new with minimal wear. Paid \$450, will sell for \$250 for the set. Make it \$500 and you get a set of OE Cayman S rotors these were used with these pads to boot. timdokken@comcast.net or Tim Dokken, 612-889-3244

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Book Review. . .

continued from page 25

to show when Frankenberg is discussing Ferdinand's progress through design stages. He often times had completed designs and was waiting for a new proposal to come along from a customer. In his mind the design would include more than a stack of drawings, but also how to get it built, service it, and reuse its parts.

Frankenberg makes a point a number of times in the book (in 1969) how ahead of his time Ferdinand's discoveries and ideas were. An example of this would be pushing front wheel drive to electric motors in wheel hubs. He grasped new ideas quickly and moved them forward, always moving forward championing every step of the way. Every automotive design was backed up with real racing results proving the design intent. Moving through Ferdinand's life as a young boy and inventor to a still young (24) but experienced automobile designer, to the aged and lavished Ferdinand his engineering mind never stopped working and never stopped being appreciated by a wide audience. This was shown by examples multiple times in the book.

The book does wonders in trying to show what Ferdinand was working on in each step of his life. From cars to war machines and back to cars, but does not describe much on the why or shortcomings along the way. It talks some about designing out of need during the war and as a child, but never about why he chose to work on what he did. The book gives me hope that there are times and places when people value engineering talent as a real asset rather than something on the org chart to document technical items someone else came up with. The book details what is missing in a lot of organizations these days, an innovative leader. "He was not interested in prestige, but only stimulated by the thought of the ultimate limits." A lot of people might read this book and think Ferdinand's eccentric or he'd probably be labeled as showing signs of autism these days. For personal reasons I would like to see the book updated to move right into Ferry's work and ultimately the Porsche of today (or at least to 1976 when my car was designed as I was left wanting more). I was not satisfied with the end of this book and am trying to find another source for where it left off. But at the time it was written it included everything and was up to date.

References:

Items found in quotations are direct excerpts from the book.

Another great read about is - "The Gold-Plated Porsche: How I Sank a Small Fortune into a Used Car, and Other Misadventures" – ISBN 1592287921

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

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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

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

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

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

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

Eventmasters: Lon Tusler, lon@snsabling.com
and Glen Larson, 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 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

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

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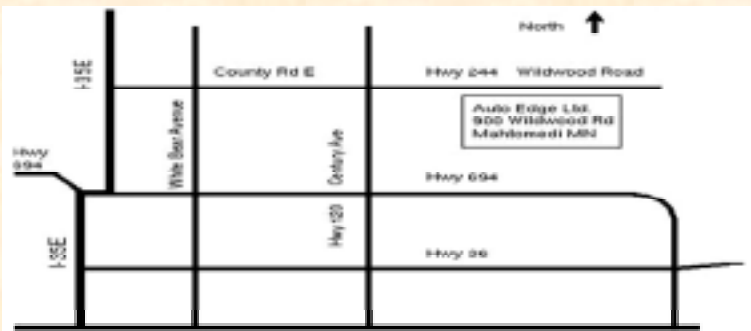
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