

Nord Stern

March 2010





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Send to:
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Reminder: Annual Dues are:
\$30 for January to December

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

2010 Officers & Committee Chairs

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2515 Countryside Drive
Orono, MN 55356.9740
kimfritze@aol.com or 612.275.4891

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Charity Fundraiser

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keithj@moscoe.com

Concours

YOUR NAME HERE - Volunteer Needed!

Club Race

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rogerdjohnson@comcast.net

Dealer Relations

Roger Johnson 763.557.9578
rogerdjohnson@comcast.net

Driver Education

YOUR NAME HERE - Volunteer Needed!

Driver Education Registrar

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763.479.8231
david@anderson.com

Driver Training

Ron Johnson 952.476.7445

Drives

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thelancials@msn.com

Fall Color

John & Suzanne Dixon eyerack@tcq.net

German Car Fest

Paul Bergquist 952.937.1822
Mercedes Benz Club

Historic Archivist

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kimfritze@aol.com

Insurance Chair

Michele Johnson 952.476.7445
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tripet5@mchsi.com
Scott Welz 651.777.6494
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Rick LaVerdiere 651.998.1511
ricklav968@hotmail.com

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Bret Bailey 952.470.5002
bb@bretbailey.com



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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

Every time I walk into the garage I see the Cayman just looking at me with those big crocodile eyes only a Porsche Cayman can have. It is just begging to be driven! For the first time in several years I have not driven the car in the winter. I have that very antsy feeling for spring which is just around the corner! I did satisfy that 'gotta drive my Porsche' urge by going to Sebring for the DE/Club Race. There were many Nord Stern folks there running the event and Club Racing. It is always amazing to see the number of dedicated volunteers that represent Nord Stern at the National level. I feel such pride to be from the Nord Stern region! In addition there were several podium finishes for the Nord Stern Club Racers demonstrating the strength and depth of our club. The David Murry instruction program, which was piloted at BIR during our Club Race last summer, is continuing and was very well received at Sebring. Bruce Boeder and Roger Johnson have done a great job getting that kicked off. Many drivers will benefit from David's years of driving experience - they certainly did at Sebring!!

March is here and that means it is time for the **New Member Social** and **The Swap Meet**. Ed Vazquez, Nord Stern's new membership chair, has been very busy organizing not just one new member social but TWO! The dates are Thursday, March 18th and Saturday March 20th. More information can be found within this newsletter. I hope many members both new and old will attend at least one of these events. It's a great way to share our enthusiasm about Nord Stern events and helps the new members get oriented in the club. Thank you to Motorplex Minneapolis in Chanhassen and Auto Edge in Maplewood for hosting these events. Auto Edge will also be holding a tech session after the new member social. Don't miss it!

Later in the month the Swap Meet is scheduled for Saturday March 27 at Carousel. There is plenty of notice so start cleaning out your garage! It is a great time to trade things that are cluttering up your garage for things that are cluttering up someone else's garage! Erik Marksberry, our new Shop Relations Chair is working with Mark Bouljon at Carousel to organize this event. Tables are \$20 and all proceeds go to Courage Center. Please contact Mark to reserve your table! Thanks to Jim Bahner for helping Erik with his new responsibilities!

To keep an organization the size of Nord Stern running it takes a dedicated board and a lot of volunteers. We still have two very important committee chair positions to fill. The Concours chair and the Driver Education chair are both open. If you would like to be the chair or just help out please contact me or any of the board members. No experience is necessary, and it could be the start of a new life experience!

First Fling Drivers Training (DT) and Drivers Education (DE) events are just a few months away. Registration will be open on March 1st. Be sure and register early as the DT often fills up. It is also time to start thinking about getting your technical inspection done. The 2010 Tech form and approved tech shops are out on the Nord Stern website (Nord Stern > Nord Stern Online tab > Site Map). In addition to the DT and DE, a Spring Drive and several social events are also scheduled. Keep checking the website and the newsletter for new additions to our schedule.

Hope to see you at an event soon, Kim

Amiot Financial Group	29
Anderson Motorsport Inc	38
Apex SPG	20
Auto Acquisition	30
Auto Edge.....	BC
Bradley Peterson	7
Bursch Travel	7
Car Biz Board: Dent Kraft PDR, Diamond Interiors, Diversified Cryogenics, Jeppesen Imports, Performance Auto & Audio, Restoration Glass, Sterling Enterprises, Trackside Tire	9
Carousel Automobiles	IBC
Chateau St. Croix Winery	32
Collision Center, Inc.	20
Collision and Color	19
Courtney Truck Service.....	15
Euro Car	IFC
FindCars.com	20
Higgins Insurance/Tom Walgren.....	7
Imola Motorsports	IFC
Maplewood Imports	IBC
Merrill Lynch	33
Mortgage Marketing Associates.....	15
Motorplex Minneapolis	18
Nurburgring, Inc.	32
Raymond Autobody	29
Sears Imported Autos	30
Structured Solutions Network	18
Swede's Auto.....	28

2010 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

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

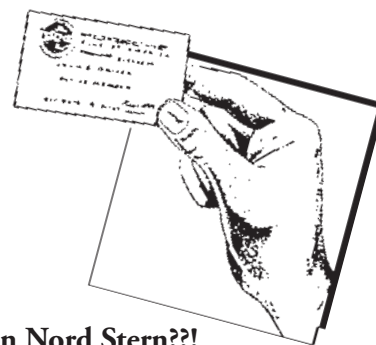
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



Lisa and Tony Belak

Roseville, MN

Mike Casto

Stillwater, MN

2010 911 S

R. Marie Anderson

and Bruce T. Olson

Alexandria, MN

1995 993 Coupe

So, Just What Do We Do In Nord Stern??!

A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!

Autocross: A low-speed driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

Time Trials: On course timed lap with controlled starts and exiting.

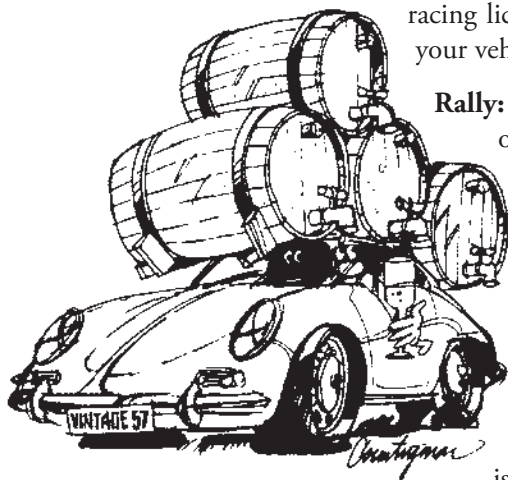
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

Rally: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on pg. 3!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

ClubTalk/TechTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.



From the Editor . . .

by Christie Boeder

As always, this issue is available as a PDF file on the Nord Stern website and is easily downloaded. I would HIGHLY recommend taking a moment to look at this issue (and in fact every issue) in the electronic version. I say that simply because the photos I receive are often so rich in color and that's all lost with our black and white printing process. They often really look great and seeing them in their 'full glory' is worth checking out. So do download the issues and enjoy the color. The series my ace writer, Ron Faust just started a new feature on his poster collection and just like any artwork those poster reproduction look soooo much better online in the pdf file. Just spectacular art; and not meant to be seen in black and white. While I LOVE black and white photography, this is one case where color works best. Check it out!

He hasn't dropped the task of methodically going through past newsletters in an orderly manner, in fact I have the next installment from the late 70s so we are plugging away with our continuing historical perspective. This has been the neatest project, in my opinion, and Ron has given it his all. His commentary and perspective is invaluable and truly puts activities and events in a fun, entertaining and understandable light. Nothing like looking at things from the past with today's perspective. I am sure there are for many of us the 'oh, if we only knew back then what we know now - especially when it comes to buying cars!'

Seriously, lots of stuff to check out in the issue. We also welcome a new advertiser, Peter Vickery, of Merrill Lynch. Hopefully Peter will take advantage of the opportunity to send in for publication more info on his business. Peter is NOT new to Nord Stern and in fact, is a long time member who has been active on the track and with Concour events. And is a past president of the club (mid-90s). Welcome, Peter, and we look forward to hearing more from you.

While I am looking at a backyard full of snow, it is starting to melt under the relentless mid-day sun so that MUST mean Spring is not too far away and our cars can come out and play! Lots of events coming up, check the calendar and we will hope to see you at the 'next event!'



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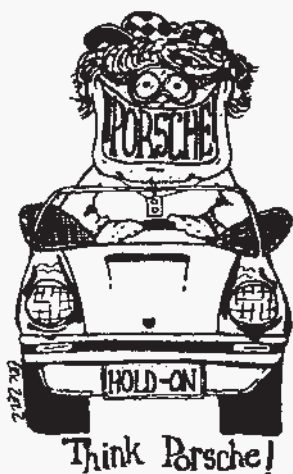
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2010 Season Kick-off & New Member Reception

Thursday, March 18
OR, Saturday, March 20

Your chance to find out more about Nord Stern's upcoming activities and meet other club members! Two dates: Two locations to choose from!

- A special invitation to new members and Porsche owners who may be thinking of joining to come find out about the club and it's events.
- Plus a special invitation to existing members to meet new members and learn about upcoming activities and events.
- We will have short presentations and Q & A on:

Driving schools

Day trips

North Shore Fall Color Tour

High speed track events

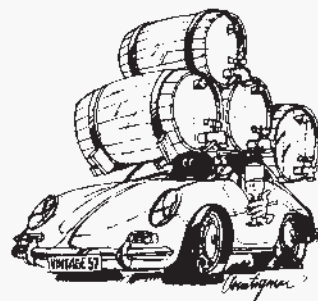
Charity events

Concours

Social events

Low speed Autocrosses

Club Racing



The Details for Thursday March 18

Join us at 6:30 PM at the clubhouse of the new Motorplex Minneapolis in Chanhassen (8200 Audubon Road) for pizza and beer. Cost is \$15 per person at the door.

Please RSVP to Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com by Tuesday, March 16. Just leave your name and the number of guests that will attend; pay at the door. Friends and family members are welcome!

The Details for Saturday March 20

Join us at 10:00 AM to Noon at Auto Edge in Maplewood (see back cover for location and directions). Stay for Tech Session from Noon to 2:00 PM.

Cost is: \$15 per person at the door.

Please RSVP to Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com by Tuesday, March 16. Just leave your name and the number of guests that will attend. Friends and family members are welcome!



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2010 Nord Stern Calendar

March

- 9 Nord Stern Business Meeting**
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting
- 18 New Member Social - West Side**
6:30 PM - Cost: \$15 each
Motorplex Minneapolis - see pg 11
- 20 New Member Social - East Side**
10:00 AM to Noon
Auto Edge/Maplewood - see pg 11
- 20 Auto Edge Tech Session**
Noon to 2:00 PM
Auto Edge/Maplewood - see pg 11
- 27 Annual Swap Meet**
Carousel Porsche
Setup at 7:00 am; doors open 8:00 am

April

- 13 Nord Stern Business Meeting**
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting
- 30 BIR First Fling Driver Training**
Ron Johnson, porschebreat@earthlink.net

May

- 1-2 BIR First Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com
- 2 Annual Maplewood AutoFair**
Maplewood Imports 2780 N. Hwy 61 Maplewood
George Andeweg 651-483-2681
gandeweg@hotmail.com
- 8 Spring Drive**
Eventmaster: Mike Lancial thelancials@msn.com

June

- 12 GERMAN CARFEST (16th Annual)**
9:00AM to 2:00PM (gates open at 8:00AM)
Veteran's Park, 1801 E. Co. Rd. 101 Shakopee, MN
All German Cars are welcome!
Hosted by the Mercedes-Benz Club
Contact: Paul Bergquist 952.937.1822
or email: pbassocinc@aol.com
- 18 National Instructor Day/Advanced Lapping**
- 19-20 BIR Fast Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com

July

- 12-13 BIR at Road America (Monday-Tuesday)**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com
- 17 Summer Drive**
Vino in the Valley
Randy Walker at rswalker@baldwin-telecom.net

30-

- Aug 1 BIR Annual Club Race and DE**
Eventmaster: Roger Johnson

September

- 6 Annual Rochester Labor Day Picnic**
Time: 1:00 to 5:00 pm
Location: TBA
Contact: Jeff Bloehm at jbandbj@chartermi.net
- 10 BIR Last Fling Driver Training**
Ron Johnson, porschebreat@earthlink.net
- 11-12 BIR Last Fling Driver Education**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com
- 24-26 Annual North Shore Fall Color Tour**
Location: Headquarters at Blue Fin Bay, Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

October

- 12 Nord Stern Business Meeting**
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting

November

- 9 Nord Stern Business Meeting**
Ramada Mall of America Airport
2300 East American Boulevard, Bloomington.
http://www.ramadamo.com/contact_us.htm.
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting
- 14 OLD LOG THEATER**
Excelsior, MN
Annual event with the Nord Stern PCA
Details TBA Paul Bergquist 952.937.1822

December

- 14 Nord Stern Business Meeting**
Location: Ramada Mall of America Airport
Questions? Prez Kim Fritze
6:30 Social, 7:00 Business Meeting

Check Out Our Advertisers . . . Restoration Glass

courtesy Clint Hanson

As a young boy growing up in Blaine, MN I had a deep fascination with cars, specifically Porsche, Ferrari. As I got older I also fell in love with Range Rover and the Mercedes G-Wagen. As I graduated I drifted away from the auto industry with an opportunity came to me to get in the machining trades. To make a long and boring story short I soon found a need to get outside and work on something I loved. In my new career working on glass I seemed to excel at my new found passion. I started out doing rock chip repair and removing scratches from glass.

In my sales and travels I began doing work at Sears Imports and that is where I met Don Kavanagh from Dent Kraft PDR. We immediately hit it off. He still recalls to this day the time I removed a scratch from the door glass on a Ferarri at Sears Imports. Before long though the company I was working for grew too fast for its finances and shut down. It was that weekend in June of 2000 that with much thought and prayer that I would start A. Restoration Glass Repair Company. I know, quite a mouthful. So in about 3 years and now being trained at glass replacement the name Restoration Auto Glass came to be. Apart from 2009 we have grown every year and I believe that is because we know how to exceed our customers expectations and we do a dang good job.

Many of you, in the Nord Stern Porsche club, have used our services and for that I am truly grateful. Most importantly I would like to thank Ron Johnson; I have been doing repair and replacement for him for over ten years now.

At Restoration Auto Glass we can repair any glass from your Porsche to your Yugo, as well as those on your home and your

business. Best of all we are convenient; not only do we have a full service location in New Brighton but we can also come out to your home or work, some have even found it convenient to drop their car at Dent Kraft PDR in Plymouth to have a door ding removed and have us show up there to take care of the glass repair or replacement. If you want dealer glass but do not want the hassle of bringing your car in for the day we can even instal dealer glass at your location. Now that is hassle free service.



If you would like more information on auto glass safety there are two great videos that are worth a few minutes of your time. The first one is from Sika, our urethane manufacturer; it can be found

on www.youtube.com by searching 'No Shortcut to Safety'. The Second is on the home page of www.safewindshields.com, there are many companies that claim they offer safe installs but there are only a select few that are willing to volunteer to be AGRSS (Automotive Glass Replacement Safety Standards) certified.

Your windshield is as important to the safety of you and your family as seat belts and air bags, so don't drive around with a chipped or cracked windshield, call us today at 651-288-0063 or visit us at www.restorationautoglass.com



Skweres, Mark	0	Kostron, Damian	56	Fraguada, Luis, Sr.	114	Hoel, David	175
Binek, Paul	1	Davis, Ryan	57	Gale, Brian	115	Sabers, Mike	176
Gregory, Sean	2	Benson, Jim	58	Guettler, Greg	116	Michals, Mark	177
Johnson, Roger	2	Crumb, Kim	59	Argosy, Doug	117	Michals, Rob	178
Boeder, Bruce	3	Wheatley, Sean	211/60	Hanson, Andrea	118	Wilmes, Peter	179
White, Phil	4	Garske, Steve	61	Bruce, Jim	119	Clark, Garfield	180
Reeder, Guy	5	Draper, Ron	62	Senn, Fred	120	Olson, Arden	181
Draper, Justin	6	Luehmann, Jay	63	Joseph, John	121	Marlow, Ken	182
Galey, Dave	7	Viau, Pam	64	Orr, Chris	122	Wood, Denise	182
Fleming, Bob	8	Tripet, Shawn	65	Smith, Ron	123	Fisher, Geoff	183
Lewis, Ronald	9	Holton, James	66	Kuhne, Scott	124	Fresh, Brad	184
Moe, Rick	10	Porter, Charles	67	Adams, Greg	125	Doyle, Dennis	185
Seubert, Jim	11	Carlsson, Hakan	68	Mayer, Kelly	126	Gruebele, Keith	185
Miller, Don	12	Washburn, Steve	69	Harralson, Bill	127	Vickery, Teresa	186
Smith, Chip	13	Nelson, Dale	70	Sundet, Mike	128	Gette, David	187
VeLure, John	14	Wen, Jonathan	71	Lee, Susan	129	Carideo, Tony	188
Kittock, Mark	15	Weisel, David	72	Jones, Keith	130	Meier, John	189
Arhart, Jim	16	Sawinski, Clint	73	Courtney, Mike	131	Schmid, Andrew	190
Beatty, Jon	17	Perl, John, II	923/74	Gjerdingen, Scott	132	Tanler, Richard	191
Miller, Jim	18	Davis, Stephen	75	Elliot, Chris	133	Klatzky, Howard	192
Viau, Robert	19	VeLure, Jill	76	Cirillo, Susan	135	Lawrence, Jeffrey	193
Dvorak, Christopher	20	Michals, Steve	77	Anderson, Keith	136	Klatzky, Andy	194
Pfister, Joel	21	Carlsson, Magnus	78	Kemp, Steve	137	Johnson, Ron	195
McGlynn, Tom	22	Ready, Chuck	79	Hall, Loran	138	Haaland, Neil	196
Roberts, Dave	23	Ostrander, Gregg	80	Hall, Sam	139	Anderst, Margo	197
Steen, David	24	Miller, Barbara	81	Ingebrigtsen, Paul	140	Summers, Nick	198
Bahner, Jim	25	Bailey, Bret	82	Fraguada, Luis, Jr.	141	Tanler, Richard	199
Mayer, Scott	26	Fresh, Gregory	83	Sherf, David	142	Reader, Nathan	200
Meintsma, Kirk	27	Robertson, Scott	84	Houston, Bob	143	Meyer, AJ	201
Meintsma, Richard	28	Townsend, Cal	85	Wisniewski, Rob	144	Dekutoski, Mark	202
Lee, Victor	29	Pfister, Joel	86	Viau, Bob., Jr.	146	Dokken, Tim	203
Johnson, Vaughn	30	Knox, David	87	Farrow, Doug	148	Reigstad, Tim	204
Boeder, Christie	31	LaVerdiere, Rick	88	Olson, Linda	149	Trippler, Dale	206
Smith, Nancy	32	Breakey, Jim	89	Lysaker, Glenn	150	Oakes, Sandra	207
Kosky, Robert	33	Kelly, Patrick	90	Knettel, Todd	151	Beeman, Gary	209
Cousins, John	34	Ingraham, Dave	91	Olson, Michelle	152	Brewer, Michael	210
Cirillo, Nick	35	Wood, James	92	Johnson, Tom	153	Vickery, Teresa	211
Barker, Bob	36	Anderst, Scott	93	Smillie, Brian	154	Cox, Andrew	212
Greene, Jerry	92/37	Bryant, Jim	94	Elsing, Rodney	155	Warford, John, Sr	214
Anderson, Cliff	38	Weber, Christopher, J.	95	Washburn, Steve	156	Richey, Kent	215
Selner, Michael	39	Rogers, Henry	96	Teteris, Mark	157	John, Michael	217
Tokheim, Daniel	40	Dvorak, Chris	97	George, Peter	158	Hedeen, Jason	218
Votel, William	41	Summers, Nick	98	Crumb, Betty, Ann	159	Viau, Pam	219
Sherf, Steve	42	Lano, Brad	99	Christopherson, Tyler	160	Barnhart, Rob	220
Rebane, John	43	Walker, Tim	100	Polk, Rick	160	Scovanner, Doug/Tim	221
Tripet, Edward	44	Meyer, Rick	101	Whitmire, Max	161	Bridgeman, Todd	222
Yee, Gary	45	Anderson, Doug	102	Swanson, Tony	162	Bahner, James	223
Viau, Robert	46	Anderson, Doug	102	Doyle, Nathan	163	Leep, Daniel	224
Faust, Ron	47	Erickson, Keith	103	Pilhofer, Wendy	164	Kostron, Donovan	226
Benson, Kendall	48	Anderson, David	104	Viau, Bob, Jr	164	Scovanner, Mary	227
Hoke, Michael	49	Bowers, Michael	105	Potts, Jim	165	Barrett, Matt	228
Johnson, Terry	50	Leslie, Jim	106	Renwick, Eleanor	166	Dagenais, Rick	231
Jacobsohn, Lee	51	Clay, Susanne	107	Porter, Betsey	167	Knox, David	234
Olson, Paul	52	Softing, Jeffery	108	Bogema, Bruce	168	O'Brien, James	240
Kostron, Dwane	53	Robertson, Scott	109	Osgood, Rodney	169	Lewis, Brian	241
Lunde, Bob	54	Hanson, Brian	110	Engh, David	170	Hudak, Jim	243
Johnson, Bob	55	Sundet, David	111	Sabers, Steve	171	Schaal, David	244
Henneberger, Roy	56	Newman, Ray	112	Sabers, Candace	173	Dixon, John	247

Kaye, Marty	249	Hancock, Phil	356	Doyle, Nathan	631	Rempfer, Tommy	845
Tripet, Ed	250	Steingas, Mark	357	Skweres, Mark	632	Busche, Andrew	850
Montagne, Guy	251	Kedrowski, Mark	395	Adams, Greg	633	Johnson, Chris	851
Gustafson, Mark	252	Kelly, Patrick	400	Albrecht, Mark	634	Macaluso, Michael	852
Houghton, Todd	253	Kelly, Suruchi	401	Gault, Dara	635	Cleppe, Mark	853
Searls, Mark	254	Boeder, Geoffrey	403	Doyle, Dennis	638	Dekutoski, Michael	856
Graham, David	255	Halliwal, Ike	407	Harralson, Bill	639	Hayden, Steve	858
Sogge, Phillip	255	????, Mike	410	Newport, Billy	640	Larson, Glen	865
Drake, Marsha	256	Fraguada, Vilmarie	411	Polk, Rick	661	Kardashian, Chris	870
Schwabel, Mark	257	Adams, Nate	412	Beers, Richard	666	Perl, John, II	874
Campbell, John	258	Weiss, Kevin	414	Hazelwood, Frank	671	Carlsson, Magnus	875
Dodson, Darryll	259	Anderson, Robert	415	Brennan, Karen	689	Lepisto, Antti, &, Paul	876
Schwartz, Jesse	260	Jenny, Eric	416	Meyer, Jess	690	LaVerdiere, Mike	881
Mulhouse, Dave	261	Olson, Paul	417	Bowers, James	705	Wisniewski, Rob	882
Kelly, Tom	262	Huberty, Dan,	418	Kittock, Pat	706	Walsh, Bryan	883
Greene, Jerry	263	Albrect, Mark	419	Neid, Mark	707	Townsend, Cal	885
Johnson, Jeff	267	Sherf, Jeff	421	Wolff, Ken	709	Barclift, Adolf	886
Parsons, David	269	Repka, Mark	422	McCarthy, John	710	Barclift, Jill	887
Hazelwood, Ed	271	Jodock, Aren	423	Doering, Gordon	711	Turkbias, Jay	888
Golfis, ??	272	Jodock, Erik	424	Meacham, Kris	712	Smith, Greg	892
Zawadzki, Steven	273	Blackburn, John	425	Pikula, Eric	713	Benedict, Jack	893
Miller, Mathew	274	Kirvida, Ryan	427	Bridgeman, Todd	714	Hagen, Jeffrey	894
Tripet, Shawn	275	Friedman, Paul	431	Taverna, Gary	715	Johnson, Kyle	897
Robideau, Harvey	277	Grubba, Ryan	434	Doering, Associate	717	Johnson, Tom	898
Bredahl, Michael	278	Indivona, , Anthony	437	Schumacher, Mark	719	Puffer, Jacob	900
Pladson, Mark	285	Jacobberger, Fred	438	Meacham, Kris	720	Clay, Patrick	907
Chadwick, Randall	287	Schultz, John	441	Marple, Dave	721	Vazquez, Edmund	911
Dekutoski, Mark	292	Valone, Randy	442	Kuhne, Jessica	724	Shimek, John	912
Johnson, Michelle	295	Brown, Arin	443	Meacham, Kris	727	Shimek, Pat	913
Harding, Mark	297	Penzel, Rolf	444	Piper, Bob	738	Meyers, Bruce	914
Groschen, William	300	Grossman, Ken	447	Coin, Tasso	741	Hoffmeister, Bryan	916
Dvorak, Becky	302	Steinbaugh, Doug	450	Siegler, II, Michael	744	Beatty, Nick	917
Ivey, Shannon	303	Steinbaugh, Linda	451	Muir, John	747	Reigstad, Bart	919
Roth, Neale	303	Steinbaugh, Jennifer	452	Knettel, Janine	751	Joseph, Gerald	921
Kelsey, Peter	304	Kriesch, Mark	454	Powless, Steve	756	Knoll, Brent	922
Brabec, Mark	306	Powless, Steve	456	Garske, Jeff	761	Allington, Jill	923
Clark, Matt	307	Olson, Paul, H.	469	Macfarlane, Ron	766	Webber, Brian	924
Beaumont, Curtis	308	Mack, Charles	471	Walsh, Bryan	767	Fischer, Ken	926
Sorenson, Dave	311	Faust, Jon	472	Newport, Billy	771	Galey, Elliot	927
Kelly, Kevin	312	Mosley, Steve	473	Doering, Gordon	772	DeLong, Sarah	930
Alpeter, Steve	313	Samari, Cyrus	474	Godfredson, Joel	774	Anderst, Margo	931
Beatty, Kyle	314	Michals, Brent	477	Vasilakes, Lloyd	776	Burton, David	933
Hubbell, Kelly	315	Hoke, Mathew	491	Tourtillotte, Jim	777	Chadwick, Randy	944
Hubbell, Platt	316	Fritze, Keith,	492	Wright, Harlan	778	Rempfer, Tom	945
Holm, Chris	317	Fritze, Kim	493	Meyers, Mike	780	Read, Mark	951
Belak, Tony	318	Muldowney, Daniel	511	Wood, James	782	Velure, John	968
Beatty, Kirk	319	Magel, Richard	512	Connors, Tim	784	Pierce, Jack	986
Sjoberg, Darryll	320	Berman, Mark	517	Currie, Max	788	Hoegland, Cory	987
Roth, Joe	321	Tronnes, Karl	527	Summers, Nick	789	Plumb, Joe	991
Roth, Terry	322	Clay, Pat	529	Ferrara, Tony	790	Berard, Bill	993
Savage, Joshua	324	Gazda, Jared	540	Ferrara, son	791	Butler, Bob	996
Zachary, Louis	325	Maydell, Steve	550	Schaal, David	806	Tusler, Lon	996
Anderson, Keith	326	Morcomb, Dom	555	Merriman, Ben/Alane	808	Pena, Fernando	997
Anderson, Susan	327	Vreeland, Mark	564	Termin, Paul	809	Erickson, Keith	999
Macaluso, Michael	330	Voges, Hal	567	Warford, John, Jr	814		
Mortenson, Tim	331	Silikowski, Bruno	601	Dvorak, Becky	821		
Turkbias, Jay	333	Zollinger, Paul	607	Puffer, Pete	824		
Turkbias, Patti	334	Erickson, Don	621	Hanson, Steven	830		

Nord Stern Current Car Number Assignments . . .

With the 2010 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers are returned to the pool for re-allocation based on the policies and procedures listed below.

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

PLEASE HAVE ALL REQUESTS TO THE REGISTRAR BY APRIL 15, 2010

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

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

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

Dave Anderson, Email: registrar@nordstern.org

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Cleaning your Engine – Part one . . .

Bev Gould, Windblown Witness, San Diego Region

Cleaning the engine at first looks like a daunting task, but if you take your time and have patience the benefits will last for years. Keeping an engine clean does more than to enhance its appearance. A clean engine makes it easier to spot oil and fluid leaks, will run cooler and is easier to repair/maintain. Although this article is geared toward the 911's - the principles apply to most vehicles.

Let's assume you have a vehicle whose engine has never been touched beyond changing the oil and minor maintenance. It only takes a couple years for this stuff to build up on an engine, so this washing routine would also be good for your other automobiles as well.

You look at all the grease and gunk and want to say "Forget it!" My Porsche 911E was like that, the car had been raced, rallied and toured to the point I had over 300,000 miles on it. The engine was well maintained and clean by those standards. But not where I thought a person could put their hands in there without coming out with a grease trophy.

So where do you start? Start with a good engine wash. Take a can of engine cleaner (WD-40, GUNK, Citrus Degreaser or some other comparable product) and go down to the local "Do It Yourself" (DIY) car wash. Check the signs at the DIY – some don't allow engine washing.

Why the DIY, because:

1. The DIY tanks are set up for yucky engine junk and chemicals.
2. Most people do not have a high-pressure hose at home; you'll need it.
3. The area around your car will be a mess afterwards.
4. In many cities, like in California, you could be cited for washing hazardous materials down the storm drain. For example, the storm drains in our area flow out to the ocean.

Here are the following things you will need to take with you on your journey to the local DIY (do-it-yourselfer).

Tape, Baggies, toothbrush, plastic wrap, rags, plastic trash bags, small towels, large towels, note pad, rubber bands, post it notes, gloves and lots of change.

First thing to do is protect your electrical components. Take a baggie and put it over the distributor, next use the rubber band or tape to secure the baggie in place. Each model is unique on where the electrical components are located; my 911E has electronics on the left side of the engine. I use the plastic wrap to protect



this area and tape to secure it. I also use plastic wrap on some of the electrical harnesses and the coil. Look anywhere else the water may cause you car-starting problems. If you have exposed carburetors, use the plastic wrap or Baggies to protect them.

Next thing I do is disconnect the coil wire, this way I won't pull a no-brainer of starting the car with plastic inside the engine. You can guess why I started doing this J . Pay close attention to where the decals are, you want to protect these as well. Write yourself a note to reconnect the coil wire and put it on the steering wheel. On the note pad,

write down the places you put the plastic and tape/rubber bands, it may seem redundant but better safe than sorry. Now take the large towels and place them over you fenders and the deck lid. This will protect your paint from any debris and chemicals that may over spray. I suggest you wear old clothes while cleaning your engine and use gloves to protect your hands from the chemicals (latex is best). Washing the car afterwards is a good idea; I usually take my car wash (I use Einszett Perl shampoo) with me so I can make sure no chemicals from washing the engine are on the paint.

Now you are ready to attack the built up yucky gunk. Take your engine cleaner and apply it liberally in the areas of the engine that have the most built up grease on them. Let the engine cleaner soak for a few minutes, it will start eating away at the grease and dirt. Depending on how bad the buildup is, this can take anywhere from a few minutes to 20 minutes. You probably will not get it all this first go around, so keep that in mind. While the engine cleaner is soaking, take the toothbrush and gently work the engine cleaner on the worst spots, if you have a severe build up, you may have to do this with a larger (not stiffer) brush. Once you have determined the engine cleaner has stopped working, you are ready to steam clean.

Set the DIY's wand setting to engine or steam clean (it may be slightly different depending on where you live). Take care not to use the wand on the exterior paint of your car. The heat and pressure from the wand was not meant for your paint. Now use



the wand inside the engine compartment to steam away the engine cleaner and grease. Be patient and get the wand onto the nooks and crannies. Do not forget to get the sides of the engine compartments as well, dirt gets kicked up into the engine from the fan and always seems to find it's way on the shelves of the engine.

While you are steaming the inside of the engine, make sure you do not get water inside your plastic covers. Remember shooting the water onto a surface will cause the water to go upwards, so be aware of your plastic and not to get water up there. Also if the inside of your engine compartment is painted, do not put the wand too close to the paint, it could strip it off. Once you are satisfied you have taken out as much dirt as possible (this go around), set the wand to rinse. The rinse water usually has a softening agent and will rinse the chemicals out of the engine.

A word of warning, GUNK works great but smells horrible. If you use GUNK, do not do this on the same day you are going to use the car for a date or tour. It takes a couple days for the smell to go away. There are other engine cleaners out there (see list



above), I have tried the Citrus ones (they smell better), WD-40, and GUNK. For the nasty jobs I use the GUNK, for the easier ones (like the newer car) I use the Citrus engine cleaners.

When you are finished rinsing the engine out shut off the wand. Now take the rags you brought with you and wipe down the engine. Make sure you use some pressure on the rags while wiping it down. The grease has softened because for the heat of the water and will come off easily in your rag. When you are finished with one rag (because it is too dirty or wet) put it in one of the plastic trash bags. Keep wiping down until the engine is rather dry or you run out of rags. Next take the towels off the deck lid and fenders. Wipe down the paint with the part of the towels that did not get wet or exposed to the chemicals. When done with the towels, put these in the other trash sack.

Now you are ready to get the engine ready for starting. First take ALL the plastic, plastic wrap, tape and rubber bands out of the engine. Next reconnect the coil wire and make sure there are not any other foreign objects in the engine, like towels, toothbrushes or gloves. Check your notepad to make sure you got all your protective wrapping out.

You may want to put a few more quarters in the machine and rinse down the area you have been working. Chances are some



of your greasy gunk might be on your shoes or get on someone else's, be considerate.

Sometimes our new cleaned cars do not want to start right away after an engine washing, make sure you give it plenty of time to start and take care not to flood the engine. If you protected your electrical components from water, your car should not have any problems starting up.

If you should have a problem, push the car into the sunshine and open the deck lid. Within a few minutes the components should dry out and you'll be on your way. Let the car warm up before driving in traffic, and then drive it several miles to let it dry completely.

If your engine was really bad, you may have to do the engine wash a couple times to get the worst junk out. Bare in mind, the grease and gunk took years to get there and it will not give up its home easily.

Bev has been showing her 1970 911E Targa for many years and the car has won at many Concours event. The car now has about 440,000 miles on it and keeping the engine clean is pretty easy. Just an hour of touch up and it is Concours ready, it is the maintenance that is the key and really worth it when people go ooohhhh when you show them the engine.



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Porsche to Sponsor Upcoming “The Allure of the Automobile” Exhibition at Atlanta’s High Museum of Art

18 of the World’s Finest Vehicles to be Displayed, Including One-of-a-Kind Porsche Type 64

ATLANTA, February 3, 2010 - When a nationally renowned fine art museum is showcasing cars as masterpieces of art in your home town you pay attention. When you are Porsche you become a patron and help welcome the cars that represent the industry’s most incredible designs.

The High Museum of Art exhibition, called, fittingly, the “The Allure of the Automobile,” is sponsored by the famous German sports car company, headquartered in Atlanta, and will feature some of the world’s most rare and spectacularly conceived vehicles ever produced. Among these exquisite collectors items from both sides of the Atlantic will be a 71-year old Porsche design that is considered the precursor to all Porsches-the 1938/39 Porsche Type 64.

This incredible design piece is the only prewar Porsche and has never been exhibited outside of Germany. It will be carefully removed from its perch at the Porsche Museum in Stuttgart and flown to Atlanta for the exhibition that begins on March 21 and ends on June 20.

Porsche is also displaying another historic car, the 1953 Porsche 550 LeMans coupe, which will be on loan from the private Collier Collection of Porsche in Naples, Florida.

Rolling Sculptures

Sometimes referred to as “rolling sculptures,” the incredible cars of the show are a mixture of innovative engineering, uncompromising workmanship and breakthrough design. When viewed as pieces of art, they give admirers a completely new way of looking at the great design periods of our time, spanning the movements from the 1930s to the mid 1960s.

“Our visitors will be surprised to find that today’s vehicles come from a legacy of beauty and innovation comparable to the finest decorative arts that may be found in museum collections,” said Michael E. Shapiro, Director of the High Museum of Art. “This exhibition will showcase the greatest feats of engineering and luxury design from 1930 to 1965, when cars became synonymous with success, power and wealth. Created for the privileged few, the luxurious, custom-built automobiles embodied speed, style and elegance, and influenced art, architecture, fashion and design.”

Six Decades of Porsche in the U.S.

“The Allure of the Automobile” is being sponsored by Porsche Cars North America (PCNA), which is headquartered in Atlanta and is celebrating the brand’s 60th anniversary of selling cars in the U.S.

“The partnership with the High Museum of Art, one of the world’s renowned art museums, is a perfect fit for us,” said Detlev von Platen, President and CEO of PCNA. “This incredible exhibition, ‘The Allure of the Automobile,’ is a celebration of ground-breaking design and engineering -- a theme that resonates throughout our brand.”

An Object of Design and Desire

As a focal point of the exhibition, the one-of-a-kind Porsche Type 64 is a unique object in automotive history. It is unlike any other car on display; in fact it is not actually a car at all, but a hand-built, aluminum shell that represents the essence of Porsche design. Even today, when new Porsches are being developed, designers still look to the Type 64 to remind them of the brand’s unique legacy.

The Golden Age of Design

As part of the “The Allure of the Automobile,” the Type 64 will be joined by an iconic list of the world’s finest cars from the “golden age of automobile design.” These include masterpieces by Bugatti, Duesenberg, Jaguar, Mercedes-Benz, Ferrari, Pierce Arrow, Packard, Cadillac, Tucker and others. This first-of-its-kind presentation traces the evolution of the motorcar from the mid 1930s to the mid 1960s, examining the contrasts between American and European design, the influence of decorative arts and design and the significant changes in automotive styling and engineering both before and after World War II.

“Until World War I, most cars had been utilitarian objects with one principal goal: transportation,” said Ken Gross, guest curator of the exhibition. “But as tastes and wealth coincided, designers could create and/or customize an automobile’s body, dramatically altering its silhouette and decoration and producing artful, one-of-a-kind objects. Lavish and often beautifully trimmed with aluminum, chrome, inlaid wood and lacquer, the streamlined silhouettes of the finest mid-century cars represent prime examples of Art Moderne design.”

While the first part of the exhibition will spotlight the custom coachwork, art-inspired styling, luxury and opulence marked vehicles from the pre-war era, the second segment of the exhibition focuses on how the industry shifted in the post-war years, with the Europeans moving towards smaller, sportier models, while the American manufacturers concentrated on mass-producing cars for a booming economy.

To learn more about the High Museum of Art and the exhibition, please visit www.High.org <<http://www.High.org/>

Parade '09 Revisited . . . Will we see you in '10?

by Cole Scroggum

Colorado in July, sounds kind of backwards doesn't it? Most people head to the Mountain West to take advantage of powder snow in the winter, but not much snow is to be found in the summer months. "Most people," however, are not Porsche people; where the location is just an excuse to get together with friends that share a love for the Porsche car. PCA holds its annual Porsche Parade each summer at locales around the US and even Canada from time to time, alternating east, central and west coast destinations. The Parade is the premier event for our club, and as PCA grows the Parade has also been growing over the past decades into a world class event that is not to be missed, and the 2009 edition in Keystone, Colorado was no exception.

Most Parades for me have been an opportunity to take the family on a nice summer vacation, AFTER the competition is over! This is going to sound really weird to most of you, but the Concours is what I really enjoy. It's not just seeing all the beautiful cars lined up on some beautiful golf course, or all the people that are around enjoying the sight or even the opportunity to get to see something very unique in Porsche's history. For me, I really enjoy



competing in this event, whether with a restoration of a unique Porsche car or a newer model that requires an eye for detail (and very small fingers)...I love the competition. Years ago I was a little more serious about it than today, but that fire still burns enough once a year to make me think about new projects.

This year was a different story. No project, no car and no competition. I thought about not going at all, but after a lot of prodding by my son Michael we were thinking about turning Parade 2009 into a guy's trip with just the two of us. I was lucky enough to be asked to judge the 356's, so that at least gave me enough of a "job" to put me over the top. There were lots of rooming options, so we opted for a small condo that had a kitchen, pull out sofa and most amenities other than air conditioning. Turns



out that omission wasn't a big deal until faced with one of the warmest rooms I can remember, but no matter as cool nights and a few electric fans perched on the window sills made it all OK. Why would you need a room with AC in the Colorado Mountains anyway?

It was a surreal experience to walk around the Concours prep area and not have anything to work on. I always enjoyed it when people would come up and comment on your car and ask questions, so I guess now it was my turn. The prep location was a tad bleak in terms of lighting (note that this year Concours entrants will be treated to an indoor facility for prep) as it doubled as a parking garage, but you could still enjoy looking at the cars and catching up with friends. Some of the cars were really nice, and it was a pleasure to actually meet some first timers without looking out from under a car with sweat dripping off my nose! We actually went to the Goodie Store and had time to hang out in the Hospitality area before the Concours, which was pretty interesting with lots to look at and served to take my mind off not participating in the competition.

Michael was having a blast! He had a chance to catch up with some friends he made at the Charlotte Parade the previous year, was up and ready for the continental breakfast in the Hospitality suite each day, and had a great time helping some friends with last minute preparations on their 356 Roadster. On the day of the Concours he helped babysit the Roadster for Jim and Leann Huestess while I judged, and managed to fall asleep in a chair on the field. When he woke up, he said he was pretty sure he could feel the skin on his face frying in the sun, and had the sunburn to prove it!

After the judging was over, he took the camera to the historic display and took some photos of cars that he liked. He settled on a nicely restored 550 Spyder and an original 906 that Jim Perrin has

owned since Nixon was president, I think, but the Abarth Carrera really caught his attention with its louvered Italian body and classic shape. On the judging field he found a beautiful Blue Cayman with the Aero Kit and one of the Orange special edition Boxsters that stood out in a field of gorgeous cars. We were called back to our friends with the Roadster, it turned out they were chosen to participate in final judging so we helped Jim and Leann arrange the car on the field for a few last minute details. They were so excited to have won the Preservation Award trophy in the 356 class, while the overall award went to a very nice 928.

Each day we managed to feed ourselves lunch by making sandwiches from some goodies purchased at a local store, with no girls around that meant white bread with mayo and turkey, and an occasional beef jerky stick with a side of cheese ball and a Dr. Pepper to wash it all down. I wasn't sure if we were having lunch or getting ready for a Super Bowl party! One day we decided after our gourmet guy lunch that a trip to the Continental Divide was in order, and although the rental car protested we made it to the top in only a half hour or so. We managed a short walk up some stairs to take in some beautiful scenery, but had to stand there for a minute to catch our breath at that altitude. It was amazing how quickly you became winded and had to pace yourself physically



questions and getting a lot of help from those more experienced. It is easy to see future friendships taking place, some of which will last many, many years if not a lifetime. Those friendships really come home to me when we follow the tradition at the Parade of recognizing long time Parade goers. I won't spoil the surprise if you have not seen it before, but suffice it to say when Mike Robbins has been to over 50 Porsche Parades (most of them in the same 356 Speedster!) that is quite an accomplishment. Won't you join us this year in St. Charles, IL for your first one?

Parade registration opens in early March. If you have never attended and are wondering what it is all about, check the Parade website at <http://parade2010.pca.org>. The 2010 venue is a "resort" Parade at beautiful Pheasant Run in St. Charles, IL, which means everything you need is close at hand and most events are within walking distance. The central location should give Porsche owners from both coasts an opportunity to attend. Priority registration is n March 9th through 11th to give everyone an even start and not overwhelm the server, and continues through June 20th. So put those dates on your calendar and join your Porsche friends for a great time!

Registration opens March 9 and continues through June 20



for just a few stairs. On the way back down we took another break and were getting our breath when we saw one of the riders on the US Cycling team come pedaling to the top. Pretty embarrassing... they were getting a final test in before the Tour de'France began, and we could barely make it back to the car.

I wanted to try and stick around for the Tech Quiz, but we had to get back home early and so we settled for a quick trip to the Autocross instead. I didn't need Michael getting any ideas, but a Parade Autocross is a pretty big deal with the number and variety of cars involved. Usually the Autocross takes several days just to get through the run groups, and the competition can be pretty fierce for those seriously into this sport. The same can be said of the Rally, I guess it boils down to everyone can participate and have a great time at any level, but these events can also be extremely competitive. I love it when first timers show up, they always have such a good time just being there and taking it all in, asking

Photos from Left to Right:

Abarth Carrera

Abarth Carrera rear view

Orange Boxster Special Edition

Michael at Continental Divide-

Factory Racing Posters, Part 1 . . .

by Ron Faust

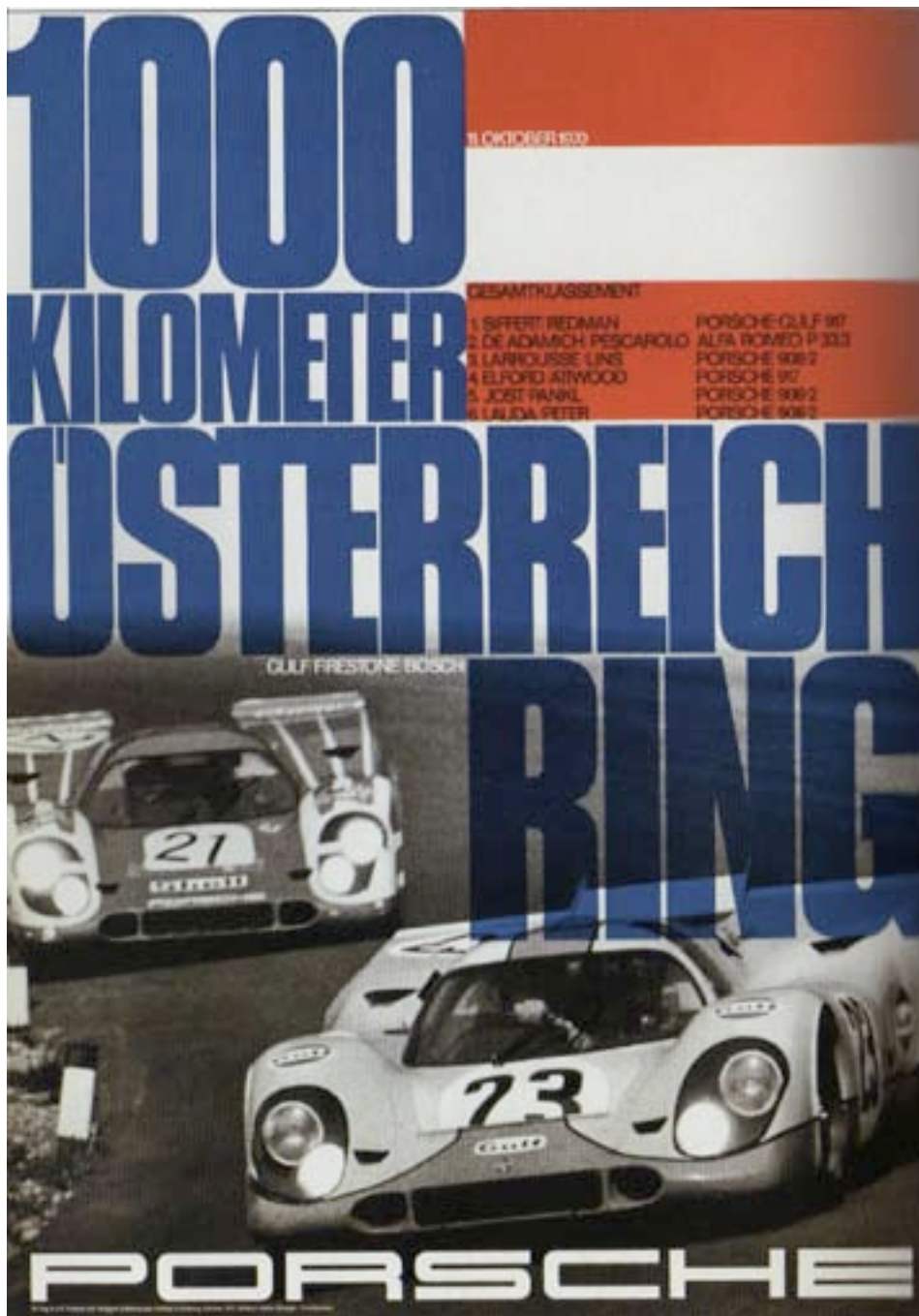
Be careful what you collect; you might wind up with a lot of stuff.

When I bought my 911T in 1971 the salesman at the dealership in New Orleans gave me this huge poster depicting two 917's under a large title that said "1000 Kilometer, Osterreich Ring". The fine print at the bottom seemed to

be in English and German: "Dr.-Ing.h.c.F. Porsche Kg Stuttgart-Zuffenhausen Printed in Germany Oktober 1970 Entwurf Atelier Strenger Foto Reichert." The poster traveled with me in and out of tubes and closets and up and down multiple garage walls across the county. The Austrian race it commemorates will have happened 40 years ago next October. Now framed, the old poster is my most prized piece of Porsche's past (aside from a couple of their old cars).

Since 1951, Porsche factory racing posters have been distributed to dealers who used them on the walls of showrooms and service bays as well as giving them to customers. As the racecars became more exciting, so did the photographic images. Serial numbers were added to the information above in the 1980's. Some also originate from Porsche of North America. In the mid sixties, the size of these posters became standardized at 30 x 40 inches and this has held constant until the present time. Porsche has authorized some reproductions, but these are 26 by 19 ½ and not collectable.

Most posters commemorate a single race or a race series. If you take a guess at how many races Porsche has won so far, you could also guess that the number of different posters is myriad. Although I have been interested in them for decades, part of the fun is finding images of posters I have never seen before. Collector and Porsche aficionado Mark Biljoin believes no one knows the total number of posters actually created. Some came out in multiple languages. Photography and graphics evolved through the years, but there is still constancy in the style. The large size enabled the racecars to be identified from the other side of a garage. Drivers' names and cars driven by the first six or more winners were listed on each poster.



*Osterreich Ring, 1970: The 917's look more beautiful than ever in my first poster.
This is the track where the 917 had scored its first race win one year earlier,
Siffert and Ahrens behind the wheel.*



Erich Strenger, 1951: The artist inspects his work. From Lewandowski's 1984 book

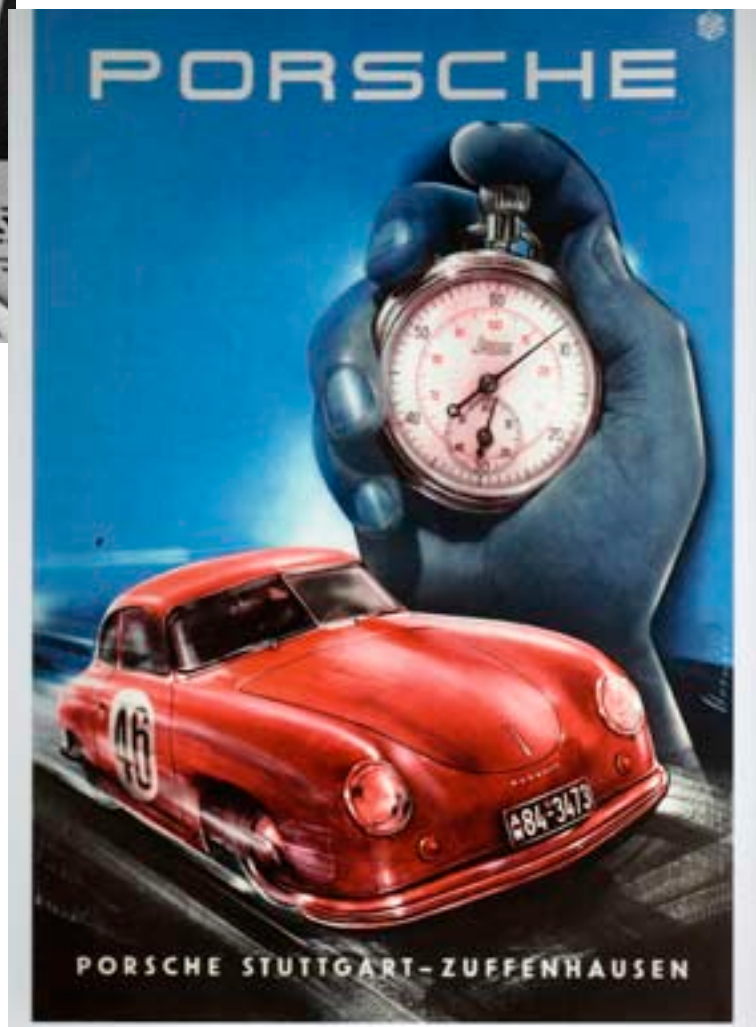
Erich Strenger

Whether your interest is posters or vintage Porsche sales literature, Erich Strenger is your hero. He created most of it. Racer Richard von Frankenberg had gone to work early at Porsche in 1950; we would now say that he came with the bricks. To help with marketing for the firm, he recruited 29 year-old graphic artist Erich Strenger to develop early sales brochures for the cars. But the racing victories had already started to trickle in and this advertising opportunity was recognized immediately. Hushke von Hanstein was both press officer and head racing director. It has been written that von Hanstein always wanted posters completed so quickly after a race that Strenger would listen for the results on the radio so he could complete a poster sooner. He even started designing them before a race so he needed to only add the results to satisfy the demands of his Teutonic boss; this process was abandoned when von Hanstein suggested that if the work took so little time Strenger might be overpaid.

Strenger created a consistent style for the racing posters for almost forty years. He also was responsible much of the

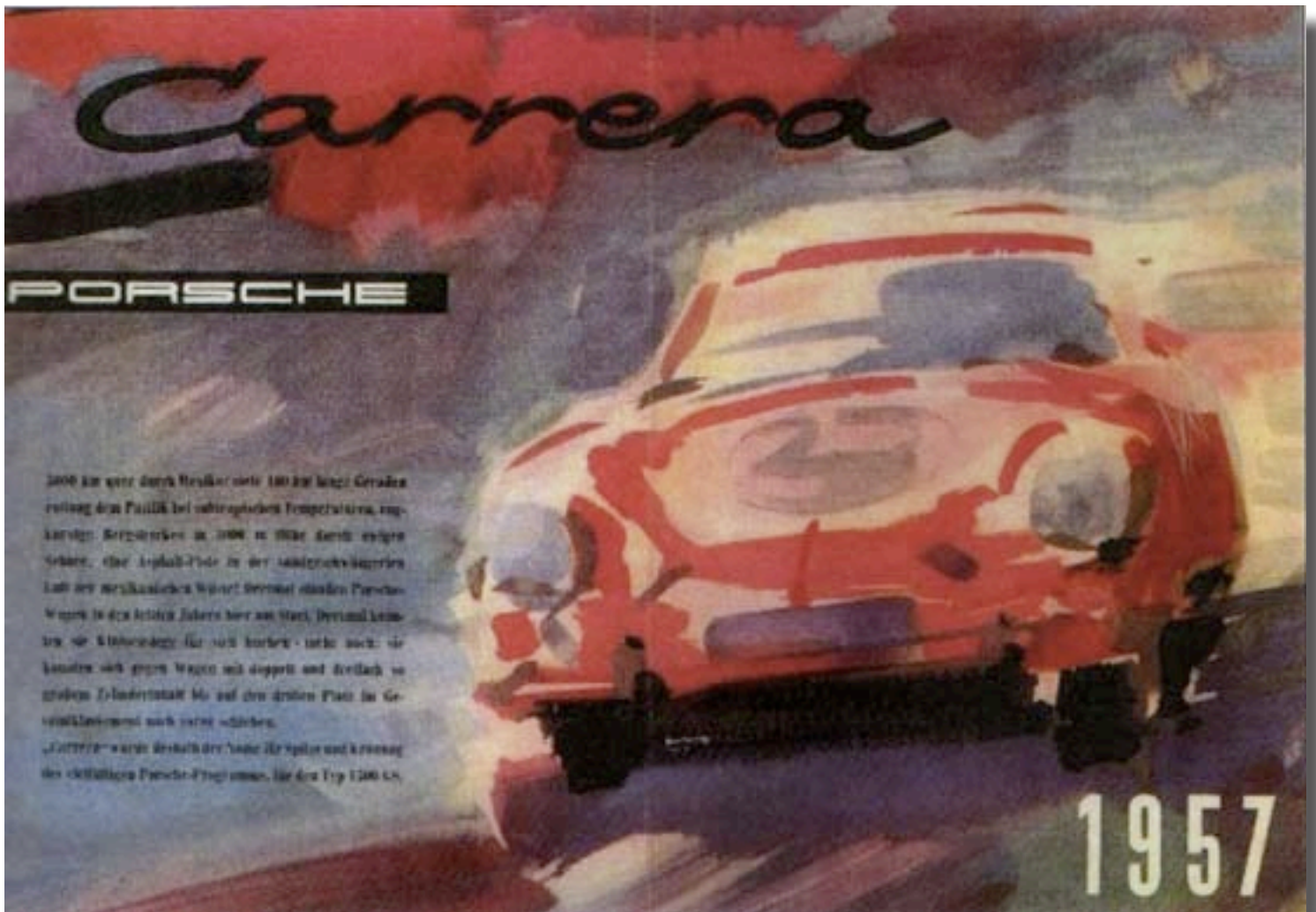
content of the magazine *Christophorus*. What artist wouldn't dream about an entire career working at the Porsche Factory? Early posters were pure Strenger artwork; in addition to his signature, a small triple "S" could be spotted near the top. Strenger also did photography for some posters, shooting the racecars at the nearby Weissach test facility and adding the numbers after a race was done. Later posters credited a number of talented photographers whose images were used. Strenger retired in 1987.

During the 356 era most posters were not photographic but original Strenger automotive paintings or graphic designs. Some were multicolor mechanical cutaways, wiring diagrams and maintenance posters. Many were only 17 x 23 inches although a series associating a 356 to a lifestyle of golfing, hunting and other sporting activities were 33 x 46 inches. One giant two-sheet 38 x 59 poster, "Porsche Diesel", depicted Ferdinand Porsche, his tractor, a 356 and a VW Beetle.



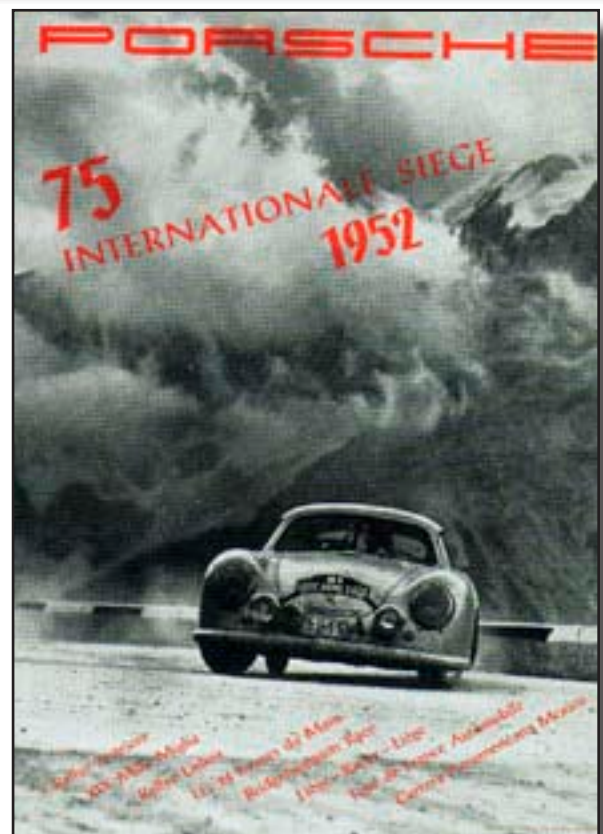
Strenger Stopwatch, 1951: Called the "Holy Grail" by Singer, this poster is the front cover of his book. Posters were printed in color, then lettered as they appear in the next photo.

Continued on page 26



Above, Carrera Sales Brochure 1957: : An Erich Strenger masterpiece in reds and blues; if Monet had painted Porsches, he would have been proud of this one.

and Below, Right, International 1952: This is as striking a photo as any to follow over the next 58 years. This is probably a Gmund split window coupe; Porsche had figured out the aluminum bodied coupes were better for competition.



Less than 500 of each of the early posters were printed; the survivors sell for thousands of dollars. A 1958 Targa Florio poster depicting a 550 Spyder can be seen in the kitchen of the set used for the Seinfeld series; Jerry Seinfeld's Porsche avocation is well known.

Porsche deviated into an alternative style of posters in the 1990's with a format identical to some of their printed magazine ads. These posters are in a variety of sizes displaying stunning photography of new models. Each poster has an individual script line; the yellow Boxster S driving into the field of sunflowers "Like a Dog Feels When the Leash Breaks" was always my favorite. Porsche still prints 30 x 40 inch posters when they win races; each of the eight

Continued on page 28

SEBRING



THE FLORIDA INTERNATIONAL TWELVE HOUR GRAND PRIX OF ENDURANCE

Rennsportwagen bis 2000 ccm:

Index-Wertung:

Gesamtklassement:

Gran Turismo bis 2000 ccm:

Gesamtklassement:

1. Schell/Seidel

2. Schell/Seidel

3. Schell/Seidel

1. von Hanstein/Linge

3. von Hanstein/Linge

PORSCHE

Sebring, 1958: The simplicity of the graphic artwork endures in this poster in beautiful colors--beige, red and blue.

Posters . . .

continued from page 27

The most ideal use of Porsche posters lies in the original use for which they were intended; they provide instant color and art to any garage when used to replace some shelf loaded with dusty boxes. The garage is no longer just a place to put cars, bikes and lawnmowers. Our garages vary in appearance and function; some look like machine shops and some are art galleries with cars in them. Due to its size and color, a factory racing poster can instantly change the character of any garage.

Right: Grand Prix de France, 1962: Who would have thought—a Grand Prix victory with an American driver so early in Porsche history.



Craftsmanship.

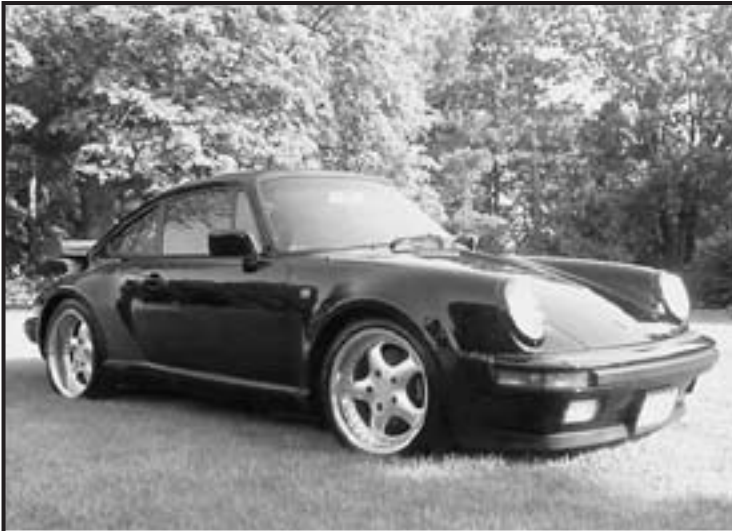
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Book Reviews for Porschephiles . . .

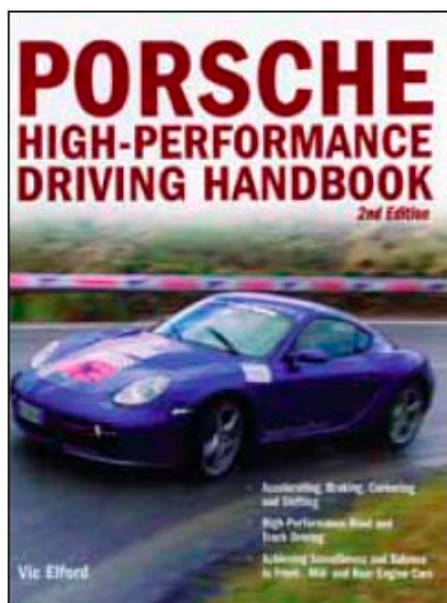
by Bruce Herrington, Riverside Region, reprinted from *The Circuit*

Porsche *High Performance Driving Handbook, 2nd Edition*, by Vic Elford

All Porsches are performance cars — don't they deserve performance driving? The answer, of course, depends on how you define Performance Driving. Vic Elford defines it as driving to get the maximum effectiveness out of your vehicle for any given driving condition. This book is clearly intended for daily drivers as well as weekend autocrossers and dedicated racers. Learning to drive a corner at 120 mph makes you safer when you drive the same corner at 60 mph.

This reviewer can only second the author's preface: *"no other driving books have covered the complete spectrum of driving as this book does. From driving on the high-speed Autobahn to the delicate handling of a Porsche 911 on ice and snow, to accident avoidance and safety in a school zone, wherever you drive it, young or old, experienced or debutant, there is something in this book for you."*

The foreword by David Hobbs, former Formula 1 driver and Speed TV commentator, says: *"driving education is poor the world over, and is almost nonexistent in the United States. For those who really want to improve their driving skills and habits, this book is a must."* Notice that he is talking about driving skills, not racing skills. Though some daily drivers may dismiss this book based on the title, it provides instruction on how to be safer and more efficient on the street. You may never drive close to your car's limits, but when that mattress blows off the top of the car ahead, your avoidance actions may take you closer to you and your car's limits that you'd like. That's why everybody should read this book.



Vic Elford is one who gets referred to as needing no introduction. He could also be described as the most significant Porsche racer you've never heard of. Elford's credentials include the world championship of rallying and winning Le Mans, including setting the pole and breaking the 150mph barrier for a lap time. He is the one who convinced Porsche

that they should compete in rallying, and he helped with specifications for the first 911 rally cars. In 1968 he drove Porsche's first Monte Carlo Rally victory, followed a week later by driving Porsche's first Daytona 24 Hour win. It was in a 917 that he set the first Le Mans lap over 150mph.

Elford spent years as Senior Instructor for the Skip Barber organization, and was the creator of the Porsche Owners Driving School for PCNA. Porsche High-Performance Driving Handbook, 2nd Edition is in the modern 8x10.5 workbook format with 175 pages. Full of pictures from racing events (most courtesy of Porsche, AG) and spellbinding narratives of Vic's driving experiences, this book is a captivating read for the arm chair sportscar racer. Each of his real world anecdotes is tied to a lesson for the every day driver. They read like a history of what some call the golden age of motor racing. The inconsistent chronology is a bit awkward for the reader more interested in history than the associated instruction. There are a few rough spots, editorially, which make it seem like it was rushed in production. None the less, the goal of teaching performance driving on the street is clearly achieved.

Since the laws of physics apply equally to all, nothing really new in this book. However, the presentation is fresh, practical, conversational and, due to its spicing with real world experiences and examples, this book is highly readable for an instruction book. This reviewer (Zone 8 Autocross Champion that he once was) found this book to be a worthwhile and inspiring refresher to my driving mind-set.

A nice touch is the page headers with extracts from Porsche pictures. Each section has a color coded thumb tab. The text refers back and forth to chapters by number (the tabs are not numbered). The 14 chapters deal with Comfort, Balance and Smoothness, Tires, Acceleration and Gear Changing, Driving in Unusual Conditions, and Accident Avoidance. And yes, there is one chapter on Competition Driving, which touches on Concentration, Physical Preparation, and Mental Preparation.

Porsche High-Performance Driving Handbook, 2nd Edition lists for \$29.95 and is available from your favorite book store (ask for it), or at <http://www.motorbooks.com>





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A bit of humor, by Louis Galanos

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Tech Notes from Tony Callas & Tom Prine . . . Electrical System, Part 2

courtesy Callas Rennsport, reprinted from The Circuit, Grand Prix Region PCA

This month we cover issues relating to the lead acid battery and what to do when you have trouble with one. Last month we looked at the components in the electrical system and how they interact.

A typical battery problem scenario: you've been driving for a half hour or so (your Porsche is running great), you stop at a store for about 15 minutes, return to your car, insert and turn the key to start the engine and hear a rapid clicking noise (sometimes you will not hear anything). The engine is not turning over, so you try it again — nothing. You may have headlights and instrument lights and everything appears to be OK, but your car will not start. The old adage of if the headlights come on doesn't apply any longer. The battery may have enough voltage to run various items, but not the starter. Your car has a dead battery, so what do you do now?

We will get back to that, but first some background. Usually a battery will just die from old age. It can happen without any warning. Their life spans tend to mirror the warranty. For the manufacturers, it's something of a science to not give much more service than the warranty period. After four years (4-7 depending on the warranty), consider even a quality battery to be on borrowed time.

One of the best things you can do for the battery is to drive regularly so you maintain a full charge. However, for those of us that have our Porsche tucked away waiting for that weekend spirited drive, it's best to maintain a full charge by using a trickle charger that provides a continuous 2-3 amp charge. Most good quality trickle chargers are the plug in and forget about it type. It cycles on and off with the battery's needs. Just letting the car sit for long periods is tough on the battery and can shorten its life significantly.

A common reason a battery can die is from an external drain (also known as a parasitic drain (PD)). A PD can be as simple as a light bulb remaining on from an open trunk, glove box lid or even a dome light. More complex PDs can be caused by a faulty electronic control unit or computer integrated circuit requiring continuous voltage, another consumer, or even itself (by not going to sleep). Some aftermarket alarm systems can be a real problem. Testing for a PD is an involved process that requires special electronic equipment and a trained technician. An acceptable PD is about 20-30 milliamps (under 50 is often acceptable). A 400-800 mA PD will drain a good battery in couple of days.

The other reason for a dead battery is a faulty or under charging alternator or generator (AKA the charging system). Checking the charging system is a fairly simple process using a digital volt/ohm meter (DVOM). Most automobiles need about 13.5 or more volts at the battery while the car is running (at all

times). Less than that and your alternator may be the problem. Some 997s have a factory issue where a defective engine starter to generator wiring harness does not allow the voltage to get through to the battery, resulting in a dead battery and various instrument cluster warning messages.

Keep an eye on your 996/997 instrument cluster volt meter; they are a reliable way of knowing the condition of the charging system (the normally reading is about 13.8). It is also important to make sure that the battery cable connections are clean and tight.

The only way to really determine the condition of a lead acid battery is to fully charge it (it needs at least 12.60 volts), then use a stress test (also known as a load test). You apply a heavy load (approximately half the noted cold cranking amps or CCA on the label) twice with at least 15 seconds between. If battery voltage drops below 9.6 volts anytime during the test, the battery is defective and needs to be replaced. Batteries do not like extreme temperatures, so in very hot or cold weather, a marginal battery may die or labor to start your car.

With a dead battery, it's best to get it to a qualified mechanic by either fully charging the battery and driving it, or have it towed. The mechanic can then examine your car in its current state (and the evidence is not erased in case there is a PD problem or charging system issue).

When charging a battery, be mindful to not apply too much current during the charging procedure. This can cook or damage the battery beyond repair. Always use a charging rate of 15 amps or less. We recommend never using the "jump start or high" charge mode. This can damage control units or even the radio. If charging or towing are not available, and jump starting is the only option, we recommend the guidelines below. Remember, even the most apparently qualified roadside assistant can make mistakes or have equipment that is not properly regulated. They can induce voltage or current spikes that can cause thousands of dollars in damage (a spike can take out a control unit or other electronics).

Jump Start Guidelines:

1. Move both cars (batteries) as close together as possible. Use only the highest quality (if available) jumper cables. Wear protective eyewear.
2. Turn the ignition off (key out is even better) and turn off all consumers (lights, radio, cigarette lighter adaptors, etc.).
3. Connect the positive (+) jumper cable (usually red or orange) to the dead battery positive (+) post. Make sure that the jumper cable ends are not touching each other.

Continued on page 35

NORD STERN MARCH 2010

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.

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Recarro driver's seat. Autothority 2.5 chipset. Alpine AM/ FM/ CD player. Nakamichi power amp. European driving lights. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt and water pump

replacement. Asking \$11,900.00 with HRE 8 x 17 and 9 x 17 with Michelin Pilot Sport tires. Have original phone dials. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell)

2006 Cayman S

One owner bought new at Maplewood Imports. Carrera White exterior with Sand Beige interior. In addition to all the standard options this car includes - 19" Carrera S rims painted to match exterior color - Sport Exhaust tip - Sport Seats - Heated Seats - Sport Leather Steering Wheel - Sand Beige Floor Mats - Self Dimming Mirrors and Rain Sensor - Bi-Xenon headlight package - Headlight Cleaner Cover painted to match - Clear Side Marker Lights - Sport Chrono package - Bose Sound system and CD Changer - Custom Front License Plate bracket - 3M Paint Protection film. Also included - Porsche car cover - Porsche windshield sunshade - Porsche battery tender - All original paperwork - Window sticker - Porsche Certificate of Authenticity - All maintenance records - Factory Warranty until August 2010. Tires are Michelin PS2 with 80% front and 60% rear. Garage kept and stored every winter. NEVER driven in salt. New Cryogenically treated Porsche OE brake rotors (for new pads) and new Hawk HPS street pads (eliminate brake dust on white wheels). All maintenance performed by Maplewood Imports and ready to go. All miles are 80% highway miles driving for work at 600 miles per trip. You will not be disappointed with this car in any way. If you are looking for a Cayman S this is a must see car. Priced below book for Nord Stern or PCA Club Members at \$34,500. Contact Tim Dokken at 651-408-2147 or timdokken@comcast.net.

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1980/1989, 300 HP, black-on-black Porsche 911

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Electrical System . . .

continued from page 34

4. Connect the red lead to the positive (+) post on the good battery.
5. Connect the ground (-) jumper cable (usually black or brown in color) to the ground (-) post on the good battery.
6. Do NOT connect the final ground (-) to the dead battery. It MUST connect to a clean unpainted metal nut, bracket or engine block on the dead car. This avoids the chance of an explosion. Expect to see a spark when you make this connection (you are completing a circuit).
7. Start the good car, then try starting the dead car. If it will not crank over sufficiently, check your connections and try again. If you still have a problem, rev up the running car to around 2-3k (2000-3000) RPM and wait for 2-3 minutes and try again.
8. Once the dead car starts, let both cars idle for 2-3 minutes before removing cables. This will minimize the chances of damaging the dead car's charging system.
9. Disconnect the ground cable (-) on the nut or engine (your last connection), then remove the negative (-) cable from the good battery post, remove the positive (+) cable from the good battery post, then the positive (+) cable from the dead battery post.

Drive directly to a shop or where you are buying and installing a new battery. It would be best for someone to follow you in case your charging system is not working well enough for you to get to your destination. Checking the battery and charging system on your Porsche should be a normal part of your maintenance schedule. If the battery's condition is weakening or marginal, a preemptive battery replacement could save you significant time and money.

Confessions of a Car-aholic . . . or How All These Things Got into My Garage

by Tom Tweed,

Passion is a curious human phenomenon. It arises in our brains somehow, in ways we don't fully understand and can't adequately explain or anticipate. These impulses drive us to do all sorts of things, some of which are related to basic survival needs. Others we pursue only because we perceive that they will add to the excitement and variety of our lives. A passion for highperformance cars is a fairly modern development, and is certainly in the latter group, since there is no doubt that we could all survive just fine driving clunky, utilitarian automobiles.

Passion can lead to obsession, which can drive us to do crazy things. They don't call us "car nuts" for nothing! The cars in my garage at the moment (and the others that have passed through it in the last decade) are certainly indicative of that. The modern development of the internet has added to the frenzy, allowing us to go crazy on a much larger geographical scale. We can easily communicate with like-minded enthusiasts all over the world, convincing ourselves of the "normalness" of our shared disease through the simple evidence of commonality, of the widespread existence of car nuts everywhere. This is an illusion. We are all sick, little, post-industrial-age puppies, and we don't want to admit it.

In the ever-present spirit of denial and rationalization, let me try to explain how I came down with my particular strain. I think part of it was genetic—I inherited it from my father. He was fascinated by machines of all types, and definitely nurtured me in that direction from an early age. This probably came from a long family history of vehicle disease. My great-great-grandfather ran the stage coach line between Julian, Ramona, and San Diego back in the gold rush days, hauling the mail, freight, and passengers with horse-drawn wagons. A great-uncle of mine opened one of the first garages servicing the new horseless carriages in San Diego in the early 1900s. My father put himself through college by running

a gas station on University Avenue, supplemented by G.I. Bill benefits after WWII. As a teenager, he started building dirt-track cars out of the junkyard, back in the "flat-head" era, racing them on local circle tracks and out on the El Mirage dry lake bed. He bought his first Porsche, a used 356, when I was about eight years old, because he admired its engineering.

Despite a brief flirtation with a '57 MGA and various motorcycles in my teen years, I managed to avoid overt symptoms of the "need-for-speed" type of car disease until I was almost 50 years old, through the mixed-blessing of poverty. Before then, there was little extra money left over, after providing for the basic needs of food and shelter, to indulge such a passion. Besides, I was under the influence of a lifelong obsession with surfing then, as well as a major infatuation with building and sailing a wooden cruising sailboat during the late '70s, early '80s, which drained any extra resources. The economic bubble of the '90s induced me to think that I could finally afford a Porsche, though, and my slide down the slippery slope of performance driving began.

I found my first 911 the old-fashioned way—in the Union-Tribune classifieds (print edition). Try doing that these days! It was a 1966 model that had been upgraded to 1967 911S specs. I went through the PCA-SDR Performance Driving School with it in 1997, and began driving it in autocrosses. Time trials quickly followed, and I was fully hooked. After attending the VARA racing school at Buttonwillow in February of 1999, though, I had a brief bout with reality, and realized that there were limits to my resources that would prohibit indulging in a full club racing program. This epiphany made me decide to concentrate on enjoying the less expensive venues of autocross, DE and time trial events. Of course, by then I figured I needed a faster car than the little 2-liter, so I bought a '73 911E with a 3.0 in it and started developing it into a 911RS clone, an endeavor that

continued for the next six or seven years. My passion allowed me to effortlessly overlook the fact that even this limited scope of participation was proving to be quite expensive, according to the ancient koan: "What part of this racing thing did you think would be cheap and easy?"

In late 1999, I unexpectedly acquired the light ivory 1967 911S that had been the first new car my father had ever bought. There was no way I could justify having three Porsches to my wife (who does not suffer from speed-disease), so the 1966 911 was sold and shipped to an enthusiast in Australia, by virtue of the expanding scope



Tom in his Ultima GTR next to the Porsche RS Spyder in the paddock at Willow Springs.
Photo © Randy Wells, with permission of Penske Racing



of the internet, where it continued its evolution into a vintage race car. Around the same time, I started exploring opportunities to get more autocross seat time locally with the SCCA and BMWCCA racing programs. I scored my first TTOD with the BMW club, running the '73 in Exhibition class, but when I ran it in the ASP class with SCCA, I discovered I was bringing a knife to a gunfight.

The C-Modified class looked like fun, with more equally matched cars, so in 2001, I bought an old Zink 10C Formula Ford from a guy in Topeka, Kansas, for a really cheap price (ain't this internet-thingie great!?!?) Of course, it was not street-legal, and hadn't been run in awhile, so I had to add a trailer to my entourage to pick it up and haul it around.

The FF was fun, and given some repair and development work (for a good laugh, ask Steve Grosekemper sometime about the rear wheel that ended up bouncing across Friars Road when he was co-driving), it was fairly competitive. After blowing two out of three runs by missing gates on the first day of the SCCA Solo II National Tour event at Qualcomm in 2002, I was actually fastest in C-Mod on the second day, and earned a trophy for second place overall. If Steve had been co-driving again, and stayed error-free in his usual "little-bit-faster-than-me" style (he weighs less, right?), it probably would have won. I met another Zink driver from Arizona that weekend, and in 2003, he gave my name to a FF club racer who had destroyed his Zink in an SCCA race at Firebird. This fellow needed a replacement car quickly that was compatible with the parts he still had left, and made me

an offer I couldn't refuse. I replaced the FF immediately with a WCM Ultralite that was available on Ebay—a Lotus Seven clone with a Honda S2000 engine. It was heavier (about 1,350 lbs.) and didn't handle quite as well, but it had twice the power of the FF and was actually streetlegal (without the racing slicks necessary to run it in the D-Mod class).

Car disease combined with the reach of the internet can be a terrible thing. Hanging out in a D-Sports Racing forum, I found out about a vintage LeGrand Mk.18 sportsracer for sale on the east coast. While obsolete for club racing, due to the modern development of the potent Stohr DSR package, these older cars still make excellent candidates for the B-Modified class in SCCA Solo racing. It had an interesting history and the owner was pretty desperate to sell it, so I had to help him out, no? In December of 2004, this little Kawasaki-green car arrived at my house, forcing the sale of the WCM Ultralite to a fellow in San Jose, as my long-suffering wife had imposed a five-vehicle-at-a-time limit on my



addiction by this point (a rule that had been passed down from her mother, who had applied it many years prior to her similarly-afflicted husband).

This LeGrand was a ton of fairly cheap fun, and is still in my garage, so I guess this is where my story turns from a historical review to current events. It was converted to a center-seat configuration by Hank Thorpe in the early '90s, and weighs about 880 lbs. wet, with a mid-mounted, 1,000cc Kawasaki ZX-10 motorcycle engine and sequential transmission, using a chain drive. With a stock motor, it makes about 120 HP, giving it a HP/weight ratio of about 7.3, making it comparable to the modern 911 Turbo—by that metric, anyway. Its light weight, low center of gravity, reduced aero drag, and 8" and 10" wheels allow it to corner, brake, and change direction better than a big, heavy coupe. For comparison purposes, the DSR track record at Willow Springs is a high 1:19, set back in 1996 by a "little old grandmother" from Northern California named Nancy James. A modern DSR has even more potential. Those familiar with the Thunderhill race track will be impressed by the SCCA track record of 1:38.16 set there in May of this year by a Stohr DSR. It takes a very mean Porsche to run a 1:50 at that track.

I ran the little green car in local SCCA practice events, and even brought it out to a couple of PCA-SDR autocrosses and a DE. To be strictly legal for the B-Mod class, it needs to have its



Continued on page 38

wheelbase lengthened by two inches to meet the minimum 80" requirement in the Solo II rules. That project is on my long-range docket at the moment, along with swapping the ZX-10 engine for the more powerful 1,300cc Suzuki Hayabusa motor (unless I recover from this illness in the meantime).

I had some good success with the '73 911RS clone in the GP, FI, and AM class over a five-year period, running it in the Time Trial and Autocross series as I improved it, but rule changes rendered it obsolete in 2004, so I started running the '67 911S in GS/S class instead. The '67S did very well for a couple of years, winning regional and Zone 8 autocross championships during 2004-05, until the rules were changed again, raising it up to the H class. It was around then that I retired from my job, and my "fun budget" was heavily impacted, causing me to reduce my participation in "away" events to save money. By late 2005, the worldwide economic bubble, combined with peaking collector interest in the early-series 911 models, resulted in such inflated values for the long-hood 911 cars that I decided to sell both the '67 and the '73 to get something different. I think this might be similar to an addict getting acclimated to their drugs and needing higher doses, or a new combination. As the motorsports sage Peter Egan said: "Racing makes heroin addiction seem like a vague wish for something salty." At any rate, the '67S went to Holland and the '73RS-look went to Sweden within 6 months of each other. Easy, worldwide communications from my computer made these deals possible, and the exchange rate for the Euro against the U.S. dollar at the time made for happy people on both ends.

It was during this period that I acquired the other Porsche that is still in my quiver. I bought a '68 911 "project" car from a fellow in La Mesa at the end of 2005. It had been built as a sleeper "hotrod" 911 back in the '90s by Dave Bouzaglou at TRE Motorsports in West Hollywood, but had been "rode hard and put away wet" since then. It had a good core, though, and over the last four years I have renewed it into sort of a 911T/R "tribute" car to run in the FP class. It made its debut runs at the last few autocross events, so some of you will recognize it as the slate-grey, narrow-fendered, skinny-tired, shortwheelbase 911 with rally lights mounted on the hood and horn grilles—number 908.

Last but not least, toward the end of September in 2007, I was cruising the DSR forum on the web, when I happened to see an ad posted by one of the members for an Ultima GTR. This is an English-built, mid-engine, tube-chassis, fiberglass-bodied, two-seat sports coupe designed by Lee Noble, and offered only as a "kit car" in the USA, due to DOT regulations. I saw one in the flesh for the first time in 2002, when I was picking up some Fuchs wheels for my '73 at a shop in Morgan Hill. It was still under construction, tucked in the corner of the shop, looking low, wide and serious, kind of like an

old Can-Am car, with a Porsche twin-turbo flat six lurking in the middle of it. That memory was indelibly burned into my brain. The one for sale was on Mare Island in San Francisco, put together by a fellow I had come to know on the forum as "Diasio Bill," since he had also owned and raced a modified Diasio D962 DSR, as well as a Honda S2000. His GTR had the more usual Corvette V-8 powerplant, with an inverted Porsche G50 transaxle, was a beautiful, well-developed track machine, and street-legal to boot. It had the less extravagant 350 cubic-inch small-block motor, rather than the big 427ci unit in the new Z06, making about 400 HP instead of 505, but with only 2,350 lbs. to haul around, that still gave it a HP/weight ratio of about 5.9, putting it on a level with the newest 911 GT2.

I kept telling myself over and over that I didn't need that kind of car. As the asking price fell week after week, dropping by \$20K over about two months, I had to at least email him and find out a little more about it. Bad move. By the middle of December, I had blown all the proceeds from selling my other 911s to buy the Ultima, loading it in my trailer and bringing it home in a marathon, 23-hour roundtrip to the Bay area. It first touched the ground in San Diego at Qualcomm stadium, unloading it the morning of the PCA-SDR "other car" autocross in 2007. Since then, the world economy has collapsed, my retirement fund has gone down the drain, and I've actually gone back to work, but I still have something that is as close as I'll ever get to a supercar in my garage. What was it that Frank Lloyd Wright said? Something like, "I sometimes do without the necessities of life in order to have the luxuries."

Ain't that just like a junkie? Where's the 12-step program for us car nuts?



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