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# NORDOSTERN



A P R I L 20 10

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

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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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

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

Nord Stern membership is \$30 per calendar year. Nord Stern subscriptions for non-PCA members are \$34.

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

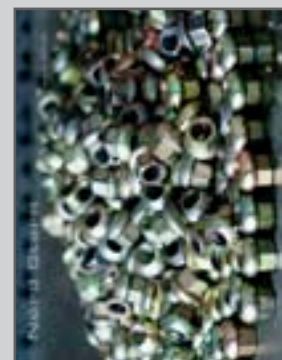
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218 961-1617

Cover: Photo by Mark Pladson, from Rolex 24 Hours at Daytona. Lug nuts! Editor's note: I just love the composition and focus of this scene... what talents there are in this club.



## Address changes

### PLUS!

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## 2010 Officers & Committee Chairs

### President

Kim Fritze  
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Orono, MN 55356.9740  
kimfritze@aol.com or 612.275.4891

### Vice-President

Bret Bailey 952.240.4782  
bb@bretbailey.com

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### Treasurer

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Bob Barker 952.949.0140, x312  
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pkviau@comcast.net

### Charity Fundraiser

Keith Jones 952.829.5989 ext 203  
keithj@moscoe.com

### Concours

**YOUR NAME HERE - Volunteer Needed!**

### Club Race

Roger Johnson 763.557.9578  
rogerdjohnson@comcast.net

### Dealer Relations

Roger Johnson 763.557.9578  
rogerdjohnson@comcast.net

### Driver Education

**YOUR NAME HERE - Volunteer Needed!**

### Driver Education Registrar

Brainerd Events: Dave Anderson  
763.479.8231  
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### Driver Training

Ron Johnson 952.476.7445

### Drives

Mike Lancial 952.929.2762  
thelancials@msn.com

### Fall Color

John & Suzanne Dixon eyerack@tcq.net

### German Car Fest

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### Historic Archivist

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### Shop Relations

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### Timing and Scoring

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913.780.6979 Home  
FAX: 913.780.6863  
zone10rep@yahoo.com

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

**H**ooray! Spring is here! The outdoor Christmas lights are down (even before the buds appeared on the trees), we've set the clocks ahead, the snow is a becoming a distant memory, and the Porsche's are no longer in storage! The Nord Stern calendar is filling up with a variety of events! Registration is open ([clubregistration.net](http://clubregistration.net)) for the first track event at Brainerd and all DE events are posted. The Drivers Training is Friday, April 30th, followed by the two day Drivers Education, May 1 & 2. This event is one week later than normal so we can leave our winter coats at home! Participation in the Drivers Training school is a required prior to participating in the Drivers Education, so if you are thinking of trying any of our great track events sign up for the school this Spring, as the next school is not offered until September.

The Spring drive is set for May 8th in the western metro. The summer drive is scheduled for July 17th in western Wisconsin. Space is limited so sign up for these events soon!

Great news – Jim O'Brien has offered to assume the Driver's Education Chair and the 'boxes' have officially been passed on from Andy Busche. I am still looking for someone to chair the Concours/Car show event which is scheduled for June 27th in Roseville. Please contact me if you are interested!

This year the Porsche Parade, which is a National event, is in St. Charles, Illinois. If you have never attended a Parade, it is a week long event filled with both social and driving activities. This is the closest the Parade has been to our region

in years, just an easy day's drive! The dates for the Parade are July 3-9 and registration is open at [parade2010.pca.org](http://parade2010.pca.org).

It was great meeting new (and old) members at the two new member socials. Thanks to Ed Vazquez for organizing the socials and all the committee chairs and existing members for coming to the events. Also thank you Auto Edge for hosting our first tech session. The new member socials and tech session were followed the next weekend by the Swap Meet at Carousel. Thank you to our new shop relations chair, Eric Marksberry, and Matt and Mark from Carousel for organizing this successful event. Also thank you to Keith Jones for continuing to find new items that help benefit Courage Center. The 2010 season has officially been kicked off! I hope to see everyone at an event soon!



A bit of humor, by Louis Galanos

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## 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
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1/2 page:	8" wide by 5.25" high
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1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
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**Todd Michels**

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**Charlie Nystrom**

Maple Grove Mn  
1973 914

**Terry Rixe**

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**Michael Sabers**

Rapid City SD  
1979 911SC, 1987 944

**Darrin Szabo**

Spring Park Mn  
1994 911 C4

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Wayzata Mn  
911 turbo, 924, 914

**Jonathan Watson**

Burnsville Mn  
1992 911 Turbo

## Welcome . . . New Members

MEMBERSHIP will hold Mini-Meetings at Carousel and Maplewood Dealerships in April by appointment. Please email or call to reserve an appointment, Ed Vazquez at 612.720.0760 or email: edmn911@aol.com

### 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:** 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.



**Y**ikes, this issue is loaded...with what we won't say. It's up to you, the reader, to figure that out. So read, skim, scan and pursue. Words do not suffice, especially when it comes to Mark Pladson's pictures from the 24 hours of Rolex down at the ever-exciting Dayton Speedway. Which is where this fabulous cover photo comes from. I could not resist the almost surreal look and 'feel' of such a macro view of such an ordinary car part. Loved it...thanks, Mark.

Seriously, I did increase the number of pages to fit all the info and stuff that came my way this month. Of course, April is always, always a huge month for Nord Stern. It's really the start of the what I like to refer to as the 'season' for Nord Stern. That includes all the upcoming driver ed events, the spring and summer drives, the car show at Roseville's Roseville Fest (or Concours as it is often know) and all the other schedules events. But the real reason I think of this time of the year as beginning of the season is that the cars start coming out of their winter hideouts. Not that we haven't had Nord Stern events over the winter, as we always do with tech sessions and social get togethers, but now the driving can begin for everyone. There are those diehards, such as the Boeders, who do drive a P car year round. After all, they are meant to be driven; they were developed in a country that also experiences winter weather (we won't go into the issue of how we treat our roads during the snow season...!). No garage queens at this house, the 964 is a daily driver. It handles very well on the winter roads and often buzzes by other vehicles which are spinning, slipping or sliding on uphill. Great fun that is! Snow removal is pretty quick in our part of the metro area and rarely, rarely is getting out of our neighborhood that big an issue as we are on a through roadway that is plowed quickly. Biggest issue for us is removing the junk thrown up on the

end of the driveway! Good exercise is the way I look at the snow piles (which are just about gone in our yard albeit as of this writing we still do have some!).

Think Spring, think driving, think fun times ahead with friends, family and fellow Nord Sterns. See you at the next event.



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# **NORD STERN**

# Spring Drive

Saturday May 8th

Join us for a casual spring drive on great Minnesota roads & lunch at the end of the drive.



**Date: Saturday, May 8th**

**Start time: 9:30am.**

**We will be leaving the lot at 10:00am.**

**Start location: Diethelm Park in Victoria, MN**

**End location: Faribault, MN**

**The tour will last about 2 1/2 hours not including lunch. All participants will be responsible for paying for their lunch.**

**All participants must sign a waiver**

**All drivers must be 18 years of age or older to participate in this tour.**

**Please help us out by registering sooner than later so we know how many participants we will have.**

**Thank you**

**Send an email to: [thelancials@msn.com](mailto:thelancials@msn.com)**

**The event will be open to the first 30 Nord Stern club members who register by April 30th, 2010.**

**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.**

# Nord Stern's Biz Board



## Diamond Interiors

Harry@diamond-int.com

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Robbinsdale, Minnesota 55422

HARRY UNGER  
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# 2010 Nord Stern Event Calendar

## *April*

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

## *May*

- 1-2 BIR First Fling Driver Education**  
Driver Ed Chair: Andrew Busche, 612 824-3547  
[andrew.busche@watsonwyatt.com](mailto:andrew.busche@watsonwyatt.com)
- 2 Annual Maplewood AutoFair**  
Maplewood Imports 2780 N. Hwy 61 Maplewood  
George Andeweg 651-483-2681  
[gandeweg@hotmail.com](mailto:gandeweg@hotmail.com)
- 8 Spring Drive See Page 8**  
Eventmaster: Mike Lancial [thelancials@msn.com](mailto: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](mailto: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](mailto: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](mailto:andrew.busche@watsonwyatt.com)
- 17 Summer Drive, See page 14**  
Vino in the Valley  
Randy Walker at [rswalker@baldwin-telecom.net](mailto: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](mailto:jbandbj@chartermi.net)
- 10 BIR Last Fling Driver Training**  
Ron Johnson, [porschebrea@earthlink.net](mailto:porschebrea@earthlink.net)

- 11-12 BIR Last Fling Driver Education**  
Driver Ed Chair: Andrew Busche, 612 824-3547  
[andrew.busche@watsonwyatt.com](mailto: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](mailto: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](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](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

**Dues Were Due**  
**This is the LAST issue that will be mailed to those who have NOT sent in their dues**

**Starting next month the database will be purged so....**

**Get your renewals sent to Ed Vazquez & avoid missing out on the monthly Nord Stern!**

**Support your club, send in your dues!**

**Questions, call Ed**

# Am I Covered While Driving On-Track?

Each year Porsche Club of America Regions organize many high-performance driver's education events. Over the years PCA has earned a tremendous reputation for putting on educational, safe, and structured events. These events target what PCA members are most passionate about – appreciating the fine automobiles they own in a way that just can't be recognized in daily street driving.

For many years PCA driving enthusiasts had a sense of comfort knowing that their standard auto policies covered them while participating in PCA Driver's Education events. Most policies had language that only excluded coverage while participating in "timed or competition events." Since PCA DEs are educational in nature and untimed, most insurers would pay for damages incurred at these events. Incidents causing damage to vehicles at PCA DEs are rare, but when they do happen the damage can be significant.

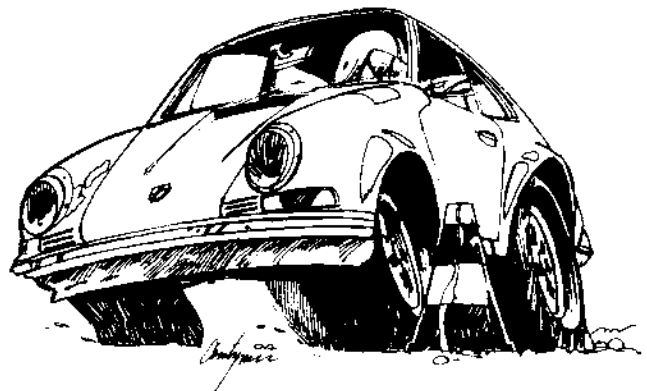
Around the 2003-2004 timeframe, it seems that many insurance underwriters recognized the additional exposure presented by individuals involved in DEs and modified their exclusions section accordingly. At the beginning, a few companies implemented new language to exclude coverage "on a surface used for racing", "in a performance driving event", or even worse "at a racetrack facility." Since the initial rollout of the exclusions, it seems that the majority of auto insurers have followed suit with these restrictive exclusions for individuals involved in DEs.

Many PCA DE enthusiast members have researched this topic in the past, prior to 2003, and believe that they are still covered while driving in events. Enthusiasts must understand that insurers do have the ability to change policy terms at each policy renewal. The typical policy holder receives their renewal, looks at the bill, and sends a check to renew their policy. In the pages following that bill, insurers include a coverage update that details any policy changes. Unfortunately these changes often go unnoticed by insurance consumers.

For individuals involved in DEs, it is very important to review your policy before you go to your next track event. Many insurance consumers don't file their current policies, but insurance agents will always send a copy of the current policy upon request. A quick review of the exclusions section of the policy typically reveals any language targeted at eliminating coverage while participating in events held at racetracks. Enthusiasts' vehicles are often the most treasured property they own, so it is important that they do their research and understand whether coverage is included under their standard policy while participating in DE events.

DE Participants that do not have coverage under their standard auto policy and aren't willing to take the financial risk of driving on track without coverage do have options available. PCA has partnered with Lockton Affinity, the administrator of the HPDE Insurance Program. The PCA – HPDE Insurance Program offers single-event physical damage insurance at a very affordable rate. The premiums are based on value, and the average premium for our members is \$205 per event. When applying, PCA members can enter their member number to receive a 10% discount on their premium!

Do not assume that you still have coverage while participating in DEs based off of research or questions asked to your agent years ago. Before your next event, check your policy and go to that event knowing whether you will or will not be covered in the case of an unfortunate incident that causes damage to one of your most prized possessions. If your research shows that you do not have coverage, consider getting supplemental through the PCA – HPDE Insurance Program: <http://pcahpdeins.locktonaffinity.com>.



# Drive Better for Less

by Steve Meydell

Ask any track driver what is the best way to get a better lap time and they will almost universally give you the same answer. Improve the most important part of the car! No, it's not new tires or some special device for the engine or suspension, it is the driver getting more seat time. More 'seat' time can be even better if you have an instructor coaching you.

Nord Stern has an excellent Driver Training program at a very reasonable price. A full day of DT (Driver Training) with an instructor in the car with you for both on track exercises and lapping (taking the car around the track at speed) includes classroom discussion on several topics such as understanding vehicle dynamics and behavior, proper cornering technique, apex of a turn, track out, race line, threshold braking, traction circle and much more costs only \$250 for a full day, if you are a novice or intermediate driver.

You can also follow up the driver training day with two additional days on the track (without the instructor) as a novice by participating in what's termed, Driver Education: all for \$450. That is three days: one day of instruction and two days of DE track time all for only \$450.

This is a tremendous value! I attended a two-day Skip Barber School at Road Atlanta a few years ago, which covered the same topics and the price was around \$2,500. Now it is over \$3,000. Yes, they supplied the car (you buy it if you wreck it) but the instructor was not in the car with you except for the skid pad exercises. In Minnesota we get this 'class'

for our six months of winter and it is not part of our school. Other schools cost as much, or more.

You may say, well, the quality of the instructors must have been better. The answer is NO! Nord Stern has many excellent instructors, several have raced in prestigious events such as Daytona 24 Hours, the IMSA series including the American LeMans series, Sebring and many other events, with numerous class wins and many podiums. In fact, other PCA regions are not always pleased to see Nord Stern members show-up for their club race, as they seem to dominate the podium.

Ron Johnson is putting together a fantastic school this year. I am sure you will learn to drive better and you may get that 'hard to lose' grin while having a wonderful time at a Nord Stern DT.

You may want to consider this driver training for the younger driver in the family. They will be a better driver and learn valuable car handling skills, which help them to avoid an accident.

I would like to mention one more thing, the main reason we can keep the price of this instruction down is because the instructors volunteer their time. They love this sport and want nothing more than to have the new person enjoy it and get better. I ask you to thank your instructor if you had a good experience. I am sure you will! There truly is no better bargain.



Nord Stern Charter Member  
Craig Alexander's garage  
door as spotted in South  
Minneapolis, photo by  
Christie Boeder

Now that is truly a 'real  
garage!'

# 2010 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA #/Exp. Date \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector



Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 2000/Better	_____
Brake Lights	_____	Brake Lines	_____	Helmet required after 6/1/2006	_____
<b>Suspension</b>	<b>Pass</b>	<b>Engine/Trans.</b>	<b>Pass</b>	<b>Other Misc. Items</b>	<b>Pass</b>
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of: \_\_\_\_\_

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required \_\_\_\_\_ Yes No  
Items to be corrected \_\_\_\_\_

(Continue on back) Approved shops can be located at: <http://www.nordstern.org/TechShops.asp>

The driver/owner has read and agrees to abide by the Nord Stern Driver Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Region reserves the right to exclude any individual.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

**EVENTMASTER:** Randy Walker

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

**email:** [rswalker@baldwin-telecom.net](mailto:rswalker@baldwin-telecom.net)



# 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 a rest stop at the Eau Galle Cheese Factory near Durand. There will be tour of the factory, after which you will be able to browse the gift shop, sample the cheese, and grab an ice cream cone. 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 17th 2010.
- **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 10th, 2010.
- 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.

# A Novice View of 1971 Sun Valley Porsche Parade

Andrew S. Chisholm., First Settlers Region

As a young rookie Porsche owner, I discovered the benefits of PCA membership after joining in 1969. What really got my attention was this wonderful *Panorama* magazine that appeared in my mailbox each month. In the days when there were no electronic means of communication (as we practice today), and Porsche ownership was somewhat rare, this magical Porsche-only publication was a real treat to receive.

*Panorama's* pages included lovingly written articles about Porsche cars and the people who drove them. It featured advertising of Porsche stuff to buy, upcoming events to attend, Porsche factory news and stories of Porsche racing from all over the world. One event that caught my eye was the annual PCA convention, referred to as the Porsche Parade. In 1971, Sun Valley, Idaho would be the location. I just had to attend.

I must admit being somewhat intimidated at attending such an extravaganza. Some of those famous people mentioned in the "*Pano*" would be there. No one from my region was going to attend. How would I do competing against all of those experienced and accomplished Porsche drivers? Maybe I should sit this one out. Or just attend and take pictures. I decided to enter the autocross and the hill climb competition. At least I had some local autocross experience.

After a wonderful trip in my 1969 912, I drove into the parking lot of the Sun Valley Lodge. It was a beautiful place, but my first fear had come true. There I was in the midst of hundreds of Porsches and I knew no one. However, no sooner than I had switched off the ignition, I was approached by an official-looking guy in a Castrol Oil hat. Uh oh, I must be parked in the wrong place. He had spotted my Virginia license plates and came over to introduce himself. Turns out he was

Dan Rowzie of the Potomac region. Dan and I had met at a couple of PCA events back east, and he was one of those famous people with his name in the *Pano*, as he served as the National Public Relations guy for PCA. Dan introduced me to the members of his group and invited me to park with them in the concours prep parking lot. So much for not knowing anyone 2000 miles from home!

Tuesday was concours day with over 100 Porsche cars displayed for judging. It is hard to explain the impression that spectacular scene had on me. I used all of the film for my camera that I had brought with me and wished I had more. I went from Porsche to Porsche, taking notes and pictures and talking to most anyone who would listen. What a wonderful day! The owners of the Porsches displayed all seemed to have a special story about their cars and were anxious to tell the story. Back at the Lodge late that afternoon, I thought that this sort of gathering was not just about the cars, but the very special people who drive them. Maybe there is a slogan brewing there.

I was real nervous about the autocross. If there is any event where I can display my skills, the autocross is it. On Wednesday morning, I showed up early to make sure that I was prepared. First, the 912. Just take all movable items from the interior and trunk, take off the hubcaps (yes, hubcaps) and adjust the tire pressures. For a "stock" class Porsche, that is about it and not much has changed over the years. As for driver prep, walk the course and make sure you know exactly where you want to go. One main thing about the autocross game is not to hesitate while you wonder where

*Continued on page 16*



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the course goes.

The Sun Valley autocross was held on public streets, some of which were roads in front of houses and condos not yet built. This made for kind of a "road cross", fun to drive and safe for the drivers. The 912 class was well represented, with 23 cars entered as four cylinder Porsches were pretty common. As the 912 group lined up for the start, I thought I should have a pretty good chance to do well. Lots of different colors and years of 912s were staged, but all seemed somewhat the same, making it close to a "spec" class.

The flagman waived the green and I was off on my first Porsche Parade autocross. This was big time for me and I wanted to make a good showing. I did OK following the course, made a couple of mistakes in the "turn around" area where I thought I should shift to first gear and ultimately finished 7<sup>th</sup> in class. I was kind of disappointed with my performance, but only 2.34 seconds from the first place time of 1:51.69. At the autocross banquet, I was awarded a trophy for my efforts and received applause from those in attendance. Wow, I was one notch down from the Indy 500!

Upon arriving home, I had all of my pictures developed and thought that I sure would like to have one of my 912 in action during the autocross. A great idea would be to

put a request in the Mart section of *Pano*, so I sent in an advertisement to the Wanted section. After all, lots of people were there and maybe someone would have a picture that they would share. I never got a response from my ad, but the *Pano* editor took note of my request and published a picture of my 912 and me in action at the Sun Valley autocross.

There, in the September, 1971 issue of the Porsche *Panorama*, for all the world to see forever, is a picture of me autocrossing with the windshield wipers on full blast. It was not raining. Be careful of what you wish for.

In the minds and memories of all who attended the Sun Valley Parade, it has always been known as one of the best ever, especially for it's time. I was fortunate to have been there. I have that 7<sup>th</sup> place trophy around here somewhere, but the memories of the folks who were there remain today. People such as Dan Rowzie, Walt Woodhead and Bob Harper and their friends and family of the Potomoc Region made my first Porsche Parade a neat experience. My attendance at 28 Porsche Parades since has added many more lifetime Porsche friends as the years have gone by. Check out the next Parade, where ever it may be held, for lifetime memories of your own.

Oh, one more thing. I have been practicing at this autocross thing and want you six guys who beat me in Sun Valley to know that I want a re-match!



# Start Packing!

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# Cleaning Your Engine - Part Two

Bev Gould, Windblown Witness, San Diego Region PCA

In my first article about cleaning your engine; we examined how to steam clean the engine for the first time. Typically, if you maintain the cleaning routine, you only have to steam clean the engine once. I did this on my Denali a few years ago. Now that vehicle has been through the snow, mud and a lot of miles since I did that. But recently we took it to a mechanic and he was amazed how clean the engine was. Tom does a touch up clean on the engine when he does an oil change or other maintenance, but it shows you how a good first time clean will last.

Now you have your engine steam cleaned and you want to get more grease and dirt out of the engine. There are four primary areas of your engine to attack at this stage.

1. The sheet metal on the sides/front,
2. The painted sides/shelves,
3. The fan/fan shroud and the trickiest
4. The engine parts.

There are many more areas to clean, but let's take this in stages or you might get overwhelmed. We will cover in this article the sheet metal and painted areas of the engine. Cleaning the engine parts will probably be an article in itself, we'll see.

**Sheet metal 3:** The sheet metal is probably the easiest to



clean. You got most of the grease off when you steam cleaned the engine. A trick I found that works on removing old built up grease is WD-40 or Zymöl's Strik Engine Cleaner. They both work very well at dissolving grease. Take some WD-40 or Strik and spray it on the sheet metal. Neither product will not harm your engine, so don't worry about getting it on something. You will want to spray enough to cover the grease, but not swim in it. However, if you do get too enthusiastic, too much doesn't harm anything except your pocket book. For now I am going to refer to the WD-40 product as mentioning both gets a bit redundant. The key is to find a product you are comfortable with and use it. I use these two as I have had

good results with them.

**Under distributor:** Let the WD-40 sit there for a few minutes and then take one of these old toothbrushes I have



talked about before and work the toothbrush on the liquid in small circular motions. This will loosen most of the old dried grease cohabiting in your engine. Work the toothbrush in the crevices and edges along the sides of the engine. Next, make sure you have plenty of paper towels, some disposable gloves (it is a dirty job) and a wastebasket. Take the paper towel and wipe the WD-40 from the sheet metal. Go over the area with paper towel until you feel you have gotten most of the grease. Grease can be very stubborn and you will probably have to go over the same areas once or twice again to get all the old grease. Now take a citrus (if you are using Strik you can step this as it is a bio product) or Simple Green type cleaner and spray the area. Take another old toothbrush and use the same circular motion on the liquid. Use paper towel to wipe the area down, making sure you get the crevices and under the lips of the metal. This will pick up more "stuff" and remove any residue from the metal. This is probably the most gratifying part of the job. The metal gleams and you can wipe your fingers along there and not have to wear gloves. If your



painted metal is in bad shape, you may want to entertain the thought of painting it after it has been cleaned. This is what we did, however you have to take the engine out in order to do it properly.

**Oil filler area:** You can use products other than WD-40 or Zymöl's Strik, some work pretty good. I have had such good luck with these; I do not use anything else on old dried stubborn grease. By the way, WD-40 works great on cleaning door hinges, latches pins etc...

The next area of attack will take longer and needs more patience. You steamed cleaned the engine and tried to get most of the yucky greasy stuff off the painted areas. Don't be too concerned if you did not get it completely clean. The rough paint and crevices make this a bear to clean and maintain. The toothbrushes are especially handy for these rough areas.



Spray the Strik, citrus or Simple Green cleaner on the paint; let it sit for a few minutes before putting your toothbrush into action. Use the same circular motions we have discussed before to work the dirt and grease from the paint. Be careful not to rub too hard, the paint may be old and can chip off. It is always a good idea to have some touch up paint in the garage, just in case. If you need touch up paint, go to a good automotive paint store and they'll do a color match for you. As you work the toothbrush, spray more cleaner on the area. This will add new cleaner to attack recently uncovered dirt and grease. Paper towel does not work that great on this part of the engine except to mop up the excess cleaner. Do not try to rub the paper towel as it will shred and become a big mess. Use an old towel or Handy Wipe or Microfiber towel that you can dip in a bucket to rinse and use again.

**Underside decklid:** Make sure you get under the motor mounts and way in the back. The area under the oil filler is a perfect hotel for grease and dirt, kicked up from the fan. Another area that gets forgotten is under you deck lid. This gets can get an oily film on it from the engine as heat, water, dirt and other materials are mixed together and then rise up to rest under the deck lid. Once you have gone over the painted surfaces, go over them again. The second pass will clean up any old debris that was not picked up the first time and you will be surprised how much cleaner it will look. If any paint

flaked off, this would be a good time to touch up the paint. The area is clean of dirt and grease so the paint will adhere to the surface much better and will not flake off the next time you clean it.

You noticed I did not say to use WD-40. I do not use the WD-40 on these areas because the rough surface traps more WD-40 than I am able to clean up. If you have nothing to lose and the surface is a mess, give the WD-40 a shot. Just make sure you use the soapy cleaners to clean it all up. WD-40 has petroleum base, which could keep new paint from adhering and attract more dirt in the long run

Next time we'll talk about cleaning the fan and fan shroud area. The fan is an area that needs constant attention and I will cover some of the moving parts around the fan shroud as part of this article.

Let me know if you have any questions, I can be reached at bev@tcsgarage.com

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After spending a few years Porsche Club Racing, I decided it was time to try something new. I had access to new Arctic Cat UTV's and came up with the brilliant idea of running an Arctic Cat Prowler at Baja. A good friend, Bob Viau, had raced at Baja three or four times, so I headed to Auto Edge to talk about the idea. While enthusiastic about going to Baja, he wasn't keen on racing a modified UTV. We went back in race history and couldn't find a record of one finishing the 1000. Maybe it wasn't a good idea, but I still wanted to race at Baja and I wanted to do it in a car that we built.

A year after my conversation with Bob, I joined Carlisle in Charlotte, NC. One of Carlisle's businesses is the manufacture of specialty tires and drive belts for the Power Sports industry. Could this be my opportunity to race the 1000? What better advertising than racing the products my company manufactures in one of the world's most difficult off-road races.

Now how do I get started, considering the race is only three months away and I don't have a race car? One of our ITP, Carlisle's premium ATV tire brand, customers is DragonFire, a manufacturer of high performance desert and off-road cars located in Tempe, Arizona. Their single seat car just won the Baja 500 in July.

Off to Tempe where I met with Todd Romano, the founder of DragonFire Racing. Todd has raced Baja a number of times on motorcycles, Sportsman UTV's, Class 1 cars and Trophy Trucks. He was very knowledgeable about what it would take to build a winning race car and his shop was equipped to build one within a short time frame. Todd told me he would only build a car if my team would commit to a four to five day pre-run a month or two before the race and then go to Baja the week before the race and pre-run the course a number of times. I agreed, and DragonFire began to build the car.

With car plans in place, who do I ask to join the team? The team had to be anchored by people who have raced Baja. Bob Viau and John McCarthy, both accomplished PCA racers and veterans of Baja were logical choices. Cody Currie, a recent hire as the marketing manager of our BlackRock off-road wheel line was another logical choice. His dad and uncles, owners of Currie Enterprises - an off-road suspension manufacturer - have raced Baja a number of times and he

raced in the Baja 500 when he was 15 and 16 years old.

Now who do we add from Carlisle? One spot was mine, Chris Koch an experienced PCA DE participant got the second and Craig Petersen, an off-road motorcycle and ATV rider got the third spot. I needed a back-up team so I invited Fred Sutter, another Porsche owner and Carlisle employee, along with Jim Breakey, an accomplished PCA Cup Car racer, to pre-run with us. Jim and Fred shared a fourth pre-run car.

With the team selected and four days of pre-running approaching, many of us ordered new helmets and other necessary safety equipment. Included was a dirt skirt. No, not a kilt that off-road racers wear so they can go to the men's room more quickly during pit stops, but a heavy cloth that attaches to the bottom of your helmet and is tucked into your driver's suit to keep the dust and silt out of your helmet. Each

helmet was purchased with an air vent to get clean air to the driver through a Parker Pumper, which filters the dust out of the air.

To pre-run, we flew to San Diego on a Thursday. Upon arriving, we jumped into rental cars and headed south to Tecate, Mexico to meet the DragonFire crew and cars on the U.S. side of the border. With a semi loaded with our cars we

crossed the border - or so we thought. The Mexican authorities pulled the semi aside and waved our SUV's and a pick-up through. We circled around downtown Tecate waiting for the semi to clear customs, which we thought would only take a few minutes. After three hours of parking in the only spots available, in front of adult entertainment stores, we found a McDonalds and waited another hour. The issue was the cars were new, not registered in any state and the hauler was carrying new replacement parts in case we broke something. Once across the border, we headed to our hotel for dinner and a night's rest.

The following morning, we met for breakfast. At breakfast, we met the third member of the DragonFire pre-run crew, Larry Roesler, a Baja legend. Larry is a professional trophy truck driver who has been racing at Baja since the early 70's. He has won more overall race trophies than anyone and has done it on or in everything from motorcycles to trophy trucks.





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*Editor's note: While Ken's column this month is not necessarily about Porsches, being a car guy to the max, his column about a recent Valentine's Day social could certainly speak to many of us members who love, enjoy and prize our cars. Enjoy the sentiments Ken verbalizes so well!*

The occasion was the Mercedes Club super brunch hasted by Lloyd and Shirley Hubbard. It was Valentines Day. I was with my bride, Marion, sipping champagne.

The affair was laced with food and friendship. Everyone was having a good time.

But I couldn't leave well enough alone. I had some ego and one-upmanship issues to deal with. *"Was I the first guy to buy a Mercedes even before there was a club? Like maybe a quarter century before, when you could only get one at your friendly local Studebaker dealer?"*

I remember my first Mercedes to this day. It was a pearl grey 190 sedan. Cost only \$3,700 brand spanking new. Only four cylinders but it bombed around smartly. My seat mates didn't really care about my "first Mercedes owner" status.

So I stirred the pot a bit.

*"Exactly when was our Mercedes Benz Club founded?"*, I asked Bob Nienkerk. He and his wife, Marylyn, were, after all, the folks who founded the club.

*"Founded in November, 1982"*, Bob said without hesitation. Then it happened. Other members were equally sure it was more like 1974 or 1975. Somewhere in there.

*"This could mushroom into a food fight or even fisticuffs"*, I feared. Still in all, I knew Mercedes people were too refined and sophisticated for food fights, Too hungry as well. And most of us are way too old for fisticuffs.

Yet there remained a tension in the air as the members "brunched" in the elegant Lord Fletchers dining room. Forty car lovers were enjoying a food and friendship laden Valentine's Day.

My motive in seeking the Mercedes Cub's birth date was innocent enough. I just wanted to brag a little. Say something

like *"I bought my Mercedes 50 years ago. Had to buy it at a Studebaker dealer back in those days. I was a Mercedes guy long before there was a club."*

My fellow clubbers didn't really care about my status, but it was car talk and they were a captive audience. What's more, the champagne had greatly enhanced my eloquence.

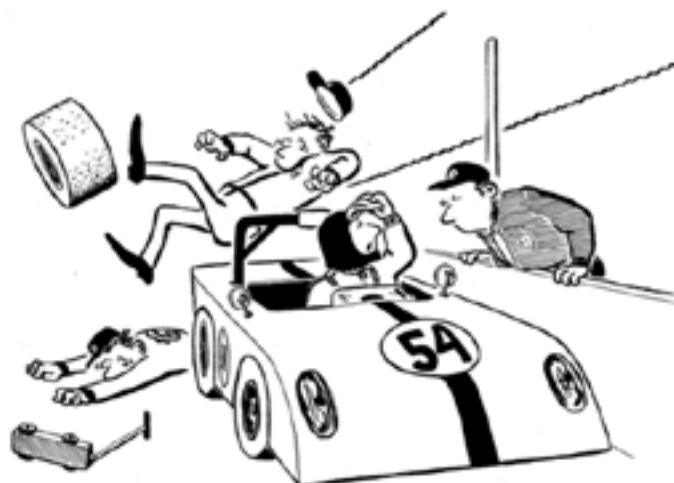
*"Must have owned a dozen of them"*, I went on. *"Best was my '69 280SE. Still looks like new."* I retired it to a special hallowed home for aging Mercedes. It now shares space with other ageless classics like the massive Adenauer sedan of the infamous Hitler era. They await pains-taking restoration under the skilled hands of John Jacobson. John is a club member who turned his membership into a full time hobby.

His sprawling Newport home encompasses lower level car space and extensive restoration facilities.

I not only entrusted my Mercedes to his care but gave him my daughter Angela's hand in marriage as well. Both car crazy, they met at a car show.

Back to the brunch, I owe a big thanks to my neighbors and fellow car nuts, Bill and Ginger Simek, who took us to the brunch in their new GL450. This saved me the humiliation of showing up in a BMW or something. (Editor's note: Or, heaven forbid, drove that spanking new Porsche you know have! I personally think that would have been PERFECT!)

KEN: thinkmk05@comcast.net



*"I think it may be throwing a little oil."*

*A bit of humor, by Louis Galanos*

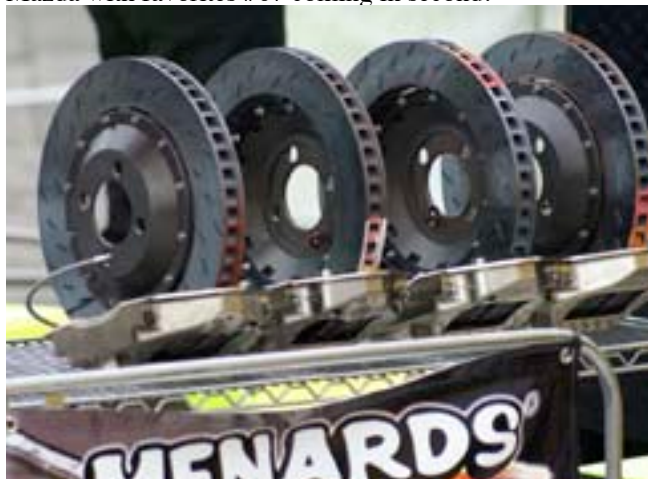
# Daytona 2010 – Porsche Powered Challenge . . .

by Mark Pladson

Great races bring out the best in competitors and this year's Daytona 24 hours of Rolex was no exception. Minnesotans long for Spring Break, but why wait until Spring to escape from the cold when Daytona is the end of January? 24 Hours of Racing with some of the legends of motorsport history is great fun. This year Nord Sterners Brian Finks, Sig Finks, Mark Pladson and Zach Pladson linked up with SoCal Morgan friends Brian Howlett and Ted Robinson at the 24 Hours of Rolex.

Porsche has a great tradition of winning at this endurance race and this year Porsche great Vic Elford was the grand marshal. I carried a model of the #3 908 Elford drove at Nurburgring in my backpack for two days in hopes of getting Vic to autograph it – my persistence paid off as Vic was happy to sign it.

Walking through the garage area is a mix of sights, sounds and smells that is dear to my heart. There is an optimism and energy flowing through each team that is contagious and transforms my hibernating motorsport spirit to life! We linked up with the TRG motorsport director who invited us to tour the TRG garages and motorsports trailer. We also chatted with Patrick Long who's team won the GT class last year and ended up second this year. This was Hurley Haywood's last Daytona and his hopes of repeating the win literally went up in smoke as the flat 6 expired in the during this years race. The surprise team was #9 running old an Burmos chassis and non-Porsche Motorsports Cayenne based V8. The Menards team also was running the Porsche based V8 and they sounded strong but a rather nontypical Porsche sound. Number nine held off the BMW powered Ganassi team for a surprise win. My GT class favorites run strong but had a bit of bad luck as #71 had a unfortunate out of gas incident and #67 had a sticky throttle problem (Toyota gas pedal?). The GT class was won by the extremely noisy #70 Mazda with favorites #67 coming in second.



Why don't they have these at my local Menards



Above: Nordsterners Brain Finks, Sig Finks, Mark Pladson and Zach Pladson link up with SoCal Morgan Friends



Above: One happy kid gets to sit in a race car

Below: ...Find.com...Krispy Kreme!





Above: Efforts to lighten the car but removing panels were working as well as hoped Below: BMW powered Gannassi between to Porsche Powered Prototypes and Above Right: Battle Scars or Corvette Open Wheel Race Car!



Duct tape precision that would make the Red Green Show Hall of Fame

Nord Stern Teens  
Brian & Zach in  
prime viewing area



BMW M3's leading the race



I love my job!



Patrick Long makes a move  
to get out of the spray!



Hurley Challenging at dawn

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



“Know your history or you might have to repeat it” doesn’t really apply to our car hobby but any automotive history gets interesting for most of us who have been doing the car thing for a while. Long-time Nord Stern member Gordon Doering has contributed his newsletter back issues to the club. While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?

*Ron has been a very busy writer for us! Not only has he been combing through a serious pile of newsletters of old, he also has been going through his large, personal poster collection chronicling the art and races represented. In the interest of varying the newsletter, I plan on moving back and forth between the poster article and the continuation of our ‘historic’ moments and momentos! Please enjoy and do let Ron know you appreciate his efforts. I certainly do!*

## May, 1979

- President Cindy Doering calls attention to the upcoming Pepsi Grand Prix at BIR, June 16 and 17. I’ll go.
- Gordon Doering contributes a clear and concise technical article on halogen headlamps, still relatively new at that time. Who knew the higher temperature permitted by the quartz bulb and the halogen gas allowed the tungsten atoms go back on the filament instead of coating the inside of the bulb? These lamps gained slow approval in the US, which clung to headlight standards implemented in the ‘40’s although our cars could go lots faster by the ‘70’s.
- The one that really got away in the Marketplace: “1970 911S #9110300002: A near concours example of Porsche’s racing history. This car was factory built for their entry in the 1970 Monte Carlo Rally and was driven to a second place finish. 2.6 liters, 8” & 9” flares, roll bar, 20,000 actual miles. \$21,500. Photos available upon request. Chip Alexander.” Did he want cash or would he take a check?

## June, 1979

- I think the “letters” column is humor from the editors. Consider this interchange: “Because of a recent divorce I’ve had to move resulting in me not receiving my Nord Sterns. Would you please make the address correction? ...Anonymous”... “We’re very sorry but because your wife’s settlement resulted in her receiving the Porsche, she now is receiving the Nord Stern newsletters...Ed.”
- Treasurer Gary Fitch enters a page long plea for members to pay their \$5 regional dues. Only 77 of 170 members had paid so far! He explained how that huge fee went mainly to support the newsletter, which cost \$13.50 per member, the rest of the cost being covered by advertising and National PCA rebates to the Region. Ed Vasquez estimates that we currently have about 470 members paying local dues out of 750 national PCA members. **(Christie, do you know the numbers on current costs?)**
- A June tour is planned from Hudson to Cable and the Telemark Lodge. I wonder if an overnight tour would be a popular Nord Stern event in 2010. A July dinner meeting is also planned; surely that would not float now that we’re “really busy” in the summer.



From June 1979: From an actual ad from Carousel! It was hard times in the ‘70’s. It wasn’t just Detroit that was giving us lousy cars to drive.

Its a pleasure to present an article by one of our newer members. Chang comes to us from California...Mill Valley to be exact. Chang drives a '79 Metallic Black Turbo and enjoys autocrossing. Well enough said heres his article. We all hope you get to know Chang ten shunr and make him welcome.

## 西樓

一二大親日歡上建權上議在參國經之本  
時巡筆止迎總。主卡議總。中。立。張會  
出在行四發。胞函。張特決會擴共。館  
發中示月署自胞函。張特決會擴共。館  
希總動日住臨日本。反。要議動。員維國特  
僑館。星集是期。白館月印  
胞集是期。白館月印  
時。依合中。白館月印

From June 1979: Humor from Ginger and Clark-Le-Burkien--it still works

## You Light Up My Life

Donated by Gordon Doering  
from TIME MACHINES INC.

Let's begin with a word about Tungsten-Halogen Lamps and why they are superior. Although relatively new to the American automotive market, Tungsten-Halogen lamps have been used for years on European cars. Several characteristics, make the T-H lamp superior to the normal sealed beam. Both the sealed beam and T-H have 3 basic parts: 1) tungsten wire filament; 2) sealed bulb, glass in the sealed beam and quartz in the T-H, containing an inert gas or a vacuum to protect the filament from oxidation. Quartz is used in order to withstand a much higher bulb temperature. The high temperature operation means more light output and a whiter color at the same electrical



May, 1979: Gordon Doering gives a great technical article on halogen headlights.

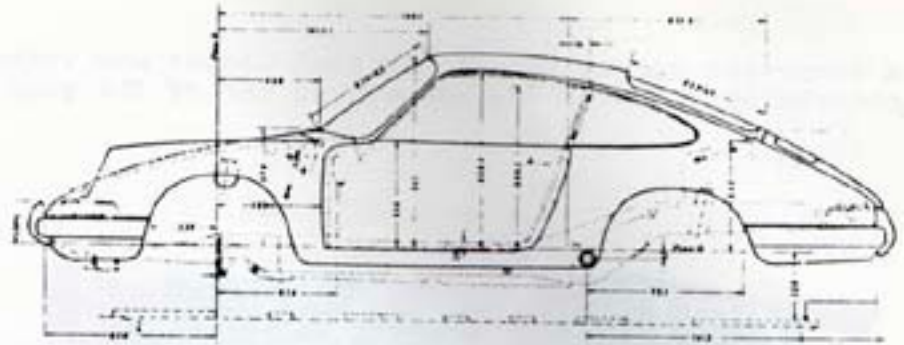
Note how the editor wrapped the text around the car.

Continued on page 26

# Scanning the Past!

*by Ron Faust*

From June 1979:  
Priceless



PROJECT CAR PART III

By Dan Engel

[illegible][illegible]

GINGER & RICK CLARKE-LE BUNKIEN  
205 W. RUSTIC LODGE  
MPLS., MN. 55409

FIRST CLASS

### EDITOR'S COMMENT:



TYPICAL MMT COUNCIL EVENT DRIVER'S MEETING

Nord Stern June, 1979: I've never been to a Met Council Meeting; now I'm sure I never will.

# Scanning the Past!

by Ron Faust

Below: May, 1979 ad: We thought we couldn't go fast because of old car technology, but look at the tires they were giving us.

Right: May, 1979 First Fling Ad:  
First class eye catching format.

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On the first pre-run day we drove from daylight to darkness crossing a variety of terrain. It gave us a chance to experience different environments and test some of the tires and wheels we would be using during the race. That evening, we were staying the night at Mike's Sky Ranch, an institution for Baja racers. We had to get there before lights out, which normally occurs at 9:00 pm. Mike's was our only hope for food. They cook steaks every night and we were tired of the granola bars we had been eating all day.

Day two we departed Mike's and headed off the mountain, on our way to the Pacific coast for a run along the ocean. About five hours after we left Mike's, we were driving along the pristine beaches of the Pacific Ocean on a reasonably smooth dirt road. From the beach we headed north toward Ensenada and the Horsepower Ranch.

We arrived in Ensenada after dark, passing through various military check points scattered along the highways of Mexico. Imagine six UTV's without mufflers, drag racing from light to light on Saturday night without license plates in the U.S. We wouldn't get away with it in the States but the three races in Baja are important to the economy and the authorities are tolerant during the months before one of the races because they know racers are pre-running.

The Horsepower Ranch is a place of legends. It is decorated with off-road racing pictures, posters and memorabilia from past Baja races. There is also a racer's Hall of Fame with pictures of the legends hanging on the wall. Larry Roesler's picture was prominently displayed with Parnelli Jones, Ivan Stewart, Robbie Gordon, plus others.

While we were eating dinner that evening, Craig revealed that he had aggravated a back injury earlier in the day and would have to bow out of the race. Fred had proven that he could drive the car over the last few days and earned the ride. With Jim Breakey as a back-up, the team was complete. Back to the US with about a month until the race.

The 1000 was fast approaching and we had not been in the car. Finally, as November approached, it looked like we were going to get to test it. Bob Viau and I scheduled a trip to Phoenix over the Halloween weekend. I arrived two days before Bob and when I walked into the DragonFire shop, there sat our chassis. Problem was, that is all that sat there. No bodywork, wiring, etc. Darren, the shop manager told me that the car would be ready Sunday.

On Sunday afternoon, I called Darren, expecting to hear the car wasn't ready for the test, but instead he said I should come on over and take a look.

Driving up behind the shop, I was in complete amazement. There sat the car as pretty as any race car could be in its blue, black and white paint scheme. Darren had fully assembled the car, and his painter put a first class three color paint scheme on it over the past 48 hours. No stickers here; the sponsor

logos were air-brushed. I have no idea how he pulled it off in 48 hours, but the car was beautiful! Unfortunately, it was too late to test drive it Sunday. When Bob arrived in Phoenix, I picked him up and told him the car would be ready to test Monday morning.

Monday morning, we left early to beat the Phoenix morning rush hour traffic. After stopping at two different Starbucks for Bob to get his fix of whatever chino drink he buys, we arrived at the race shop. Two hours later, the truck was loaded and we were headed to Four Peaks' Road for our first test run. Hard pressed for time, the run had to be completed early that day because we both had a flight to catch to Vegas for SEMA later that evening.

With the car unloaded and data acquisition equipment hooked to the engine, we headed off on the first run. With me behind the wheel and Bob monitoring the gauges, the throttle was matted for a run up and down the road to allow Darren to set the fuel map. After a few passes, the drive belt exploded. Coasting back to the truck, we learned that there wasn't an extra drive belt on the truck. We lost two hours while one was retrieved from the shop.

With the belt replaced, up Four Peaks' Road we went. The DragonFire crew was in a chase vehicle with the race car out front. The race car was running great. Approximately 20 miles into the run, Bob yelled to shut down the engine. As he yelled, flames from an oil fire shot into the cockpit. Fire suits were not being worn because we figured what could happen, it was just a test. In fact, I wanted to look cool that day, so I was in shorts. With hair singed on my leg, we exited the car rather quickly. Fortunately the fire went out as fast as it had started.

An oil line had been weakened when the drive belt exploded and eventually broke. The test run was over and the car had only been driven 25 miles. No more testing time would be available before Baja, so we were headed to one of the most difficult off-road races with an untested car.

*. . . To be continued in May! Watch for your next issue where the 'adventures/misadventures' will resume.*



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Left, top to bottom:

TRG Porsche proudly displays the Rolex badge

Tuner cars 3 wide on NASCAR 3

Sunset at Daytona  
Friday Night

#18's Guardian  
Engle has a monetary lap of concentration

Right: No detail is left to chance –  
Lug Nuts



Right below top: TRG Porsche proudly displays the  
Rolex badge  
TRG Lizard at speed

All Photos by Mark Pladson at Rolex 24 hrs at Dayton





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Lake Superior Vintage Sports Car  
Rendezvous  
In Thunder Bay, Ontario, Canada  
June 17, 18, 19, 2010

Bring out your classic sports or touring car for a weekend of motoring fun and games. P-O-R-S-C-H-E is a big part of our club and all are welcome to the annual Lake Superior Vintage Sports Car Rendezvous in Thunder Bay.

The event will be held at the BestWestern Nor'Wester Resort Hotel on Highway 61 in Thunder Bay Ontario. Come celebrate 20 years of cross-border motoring. A gymkhana and rally are planned as well as tours of local points of interest including a trip to Russ Wanzuk's museum of old racing cars and motoring memorabilia. A Friday night BBQ is planned, and perhaps a round of golf!

For more info contact: John Colosimo at  
807-344-7694  
Email: [info@thvscc.ca](mailto:info@thvscc.ca)  
website: [www.tbvscc.ca](http://www.tbvscc.ca)  
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You heard me young man, "Give Me The Hammer!!!"

A bit of humor, by Louis Galanos

# *16th Annual German Car Fest*

## *Saturday June 12th - 9:00 AM to 2:00 PM*

### *Memorial Park - Shakopee, MN*



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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 1st. 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 1, 2010 to:

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## For Sale . . .

*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 10<sup>th</sup> of the month prior to publication date: editor@nordstern.org.*

### 928S

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### 914 Parts

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# An Interview with Dick Roe . . .

*reprinted from April 1979 Nord Stern*

**E**ditor's Note: We take our BIR driving dates for granted these days but like all things, it was a process and Ron Faust and I thought reprinting this interview from 31 years ago fun and interesting! It's too long for just one issue so I'll split it arbitrarily with the rest next month.

**S**ince we're getting closer to the autocross season Nord Stern decided to ask Dick Roe for an interview. Our interview took place in an appropriate location at his display at the Minneapolis Auto Show. Dick has been extremely active in motoring for some years now and has helped Nord Stern realize some exciting motoring experiences. For those of you who are not acquainted with Dick, he is the part owner and president of BIR. We hope that his interview will provide you with some insight into the person and provide you with answers to some of your concerns.

**NORD STERN:** Just as an introduction for our readers could you provide some background on how you became a motoring enthusiast and what led you to your present position with BIR?

**ROE:** Well basically, since I was a little kid I always liked motor scooters and things like that . . . things that were mechanical. A doctor 'friend who lived next door to me, when I was younger, was a long time sports car club member. He was racing Alfas. I hung around his garage during my spare time and followed his progress until the time arrived when I could join and directly participate. I was around 18 or 19. You had to be 21 in those days but I started out at the drag strip with various types of cars from a '52 Hudson Hornet to a '55 Olds. I took delivery of one of the first '57 fuel injected 'Vettes in the state. This is about the time I met Jerry Hansen who was also interested in drag racing. Next, I purchased a '60 fuel injected 'Vette at the same time my doctor friend purchased a similar car. I thought that was interesting since he was my inspiration. I drag raced for about a year and then Jerry bought the 'Vette from me and campaigned it for another year or so. When we were both old enough we set out to a driver's school that was held at the Met stadium. My friend, Dr. Richard Gaard, was my driving instructor and Don Skogmo was Jerry's first car was an Echidna and I had a 'Vette. Ed Pherson who was the builder of the Echidna was down from the Iron Range with one of his cars. It was for sale, but I didn't think I could afford it. I let Jerry negotiate, resulting in being the proud owner of one of here Echidnas. I traded the 'Vette and a little cash to boot. Jerry and I both passed our driving schools that weekend and went on to race at Wilmont Hills, Meadowdale and so forth with the new cars. Jerry began campaigning a Scarab and I continued with the Echidna. Next I switched to Camaros, Shelby 350s, a couple of Boss 302s, a 370 Mustang and then to the Ken Miles '65

Team Cobra. The Cobra was a 280 with the 427 fenders. It was a fantastic car, in fact a friend has it now. I can remember when it was delivered. A Shelby van came and unloaded it in front of my house. Before they could get mine out they had to pull out a couple of Shelby 350s and two more Cobras. I paid \$5500 for it brand new. It had never been raced. I raced it that summer about five times and then I heard that in B production SCCA was going to make Webers illegal and make me go back to those little narrow flared fenders. I couldn't see cutting up a beautiful car because of some new rules so I sold the car to a contractor in Florida. He didn't want to butcher the car either so he had to run in E sports racing. A friend of mine in Des Moines bought the car about 2 or 3 years ago for \$7500 and how the thing is worth almost four times that. In '73 Jerry approached me with the idea of buying Donnybrooke and managing it. Since I was semi-retired and had sold my interests in the other telephone company I said, sure, buy it. Jerry made a deal on the raceway and I became general manager and vice president.

**NORD STERN:** Why did Donnybrooke come up for sale?

**ROE:** It had gone bankrupt. The track went broke in '72 and sat vacant in '73. The main reason for the loss was due to Mother Nature not being very kind. Bad weather, some bad decisions on the types of races, etc led to the closing. Our philosophy from the very beginning has been one of making sure we can walk before we attempt to run. We've started out slow and naturally we get a lot of pressure on what type of races we should have, it's easy for people on the outside with no financial interest. For three years we've been asked to run a Can Am. The people don't realize that a purse for that type of event runs from \$60,000 to \$70,000. The Winston GT and the Trans Am is about \$25,000 to \$30,000. So as you can see the type of race makes a difference.

**NORD STERN:** How do you accumulate the sum you need to pay the purses and realize a profit?

It has to come from the spectators. We have to pay high sanction fees, purses, prize money, insurance, security, ticket takers, satellite toilets, etc. The sanction fee is just for the privilege of having the race. I don't think many people know what's involved financially. For example, when we have sports car races and it rains, we still pay the drivers and their expenses. This is why we emphasize advance sale tickets. This puts us a little ahead of the game. In 1976 I acquired, with a friend, 51% of the interest and became president and general manager.

**NORD STERN:** In many bench racing conversations your name comes up often. There has been some concern about your feelings toward car clubs, Nord Stern in particular, and autocrossing in general. What is your general feeling toward

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our club and clubs in general?

ROE: Without question car clubs are a great source of supports for BIR. A majority of you have a tremendous interest in motoring resulting in members and friends attending our events. People are interested in seeing their marquees participate in these events resulting in producing additional pride in their respective marquees. Corvette drivers like to see Greenwood and the BMW owners like to see the factory teams compete. The clubs can represent BIR as sales people for future events. Car clubs are going to continue to grow and so will BIR - they both go hand in hand. Organized motoring clubs are important to our business.

NORD STERN: Do you see much difference in the clubs today as compared to when you were active?

ROE: I was one of the original founders of the Corvette of Minnesota Club. I can't actually say whether the club has changed or not. I think that the biggest change is in the cost of the cars today which may result in changing the character of the club. I think some clubs may lose members because of the rising cost of sports cars. MGBs are close to \$6,000, 'Vettes are \$13,000, 280 ZXs are about the same and the base Porsche is about \$24,000. Some people sell their cars and have difficulty replacing them so they don't return to the clubs. Because of a change in work philosophy many people have increased leisure time allowing them to participate more with their hobbies.

NORD STERN: Many of the sport scar magazines portray personalities into the various marquees, for example, one type of person owns 'Vettes and while another may drive MGs or Porsches. The Macho person drives the T/A and the Hot Dog drives the 'Vette while the sophisticated drives a Porsche, etc.

Or does it come down to you drive what you can afford?

ROE: It think it's a little of many variables, some of which you've mentioned. Sometimes what a person drives is an expression of their personality. If a group of those people organize then it's possible that the organization takes on that personality. If you drive a black T/A with gold firebirds on the hood that is some indication that your leaning is not toward the conservative. What it all amounts to is healthy competition and pride. I guess the closest club that I have had personal contact with is Nord Stern. Most of the members project their professionalism of their work into their motoring. The organization, management, efficiency and care for craftsmanship and detail is projected in the Nord Stern activities. I'm not saying that 'Vettes aren't a fine piece of machinery, but let's fact it, there's really no comparison between the craftsmanship and engineering on a Corvette versus a Turbo or 911. Another variable that enters into the picture is manufacturing philosophy. GM wants to produce an affordable sports car. To do so it's possible that craftsmanship is compromised to a degree. There are so many variables I really can't single any one out. For example, why did you change from owning eight 'Vettes to motoring in a Porsche? You felt that you had accomplished all you wanted to accomplish in a 'Vette so you needed to make a transition to a marquee that was more refined and had more potential in addition to the challenge of mastering such a well respected marquee. You mentioned economics. This is always a factor. I am sure you would like to motor in a new 928 or a Ferrari Daytona. What's holding you back? Probably about \$80,000 in the case of the Daytona.

*To be continued next month in Nord Stern!*

# Nord Stern Business Meeting Minutes . . . March 9

**P**resident Kim Fritze called the meeting to order at 7:09 PM.

**Advertising:** Jim Bahner. Jim reported to Kim that most of the advertisers are paid up. He is working with a few to get their accounts paid up.

**Autocross/Time Trials:** Harvey Robideau. Nothing to report.

**Charity:** Keith Jones. Keith is looking for items to sell at the Swap meet for the Courage Center. If anyone has any posters, books or other items to donate, contact Keith.

**Concours:** We still need a Chair. Anyone interested in being Concours Chair next year should contact Kim Fritze. If no Chair is found, we may have a Car Show only and not have judging of cars.

**Club Race:** Roger Johnson. Roger is considering having a "bike" race Friday night as something fun and different and to raise funds for Courage Center.

**Dealer Relations:** Roger Johnson. No report.

**Driver's Ed:** Jim O'Brien has expressed interest in Chairing DE. Otherwise, no report.

**Driver's Training:** Ron Johnson. The National Instructor event will be held on Friday, June 18th. **First Fling Notes:** We have invited the Audi club to join us at BIR to expand participation in the First Fling DT (April 30) and hopefully the DE on Saturday and Sunday, May 1 – 2 as well. Audi will use our rules and provide their own instructors. The "intermediate" schooling will be dropped for the April 30<sup>th</sup> DT due to lack of sufficient numbers of students.

**Drives:** Mike Lancial/Randy Walker. The spring drive on Saturday, May 8<sup>th</sup> will be on the West Side of the Metro this year. The summer drive on Saturday, July 17<sup>th</sup> will be a repeat of the "Vino in the Valley" drive last year. There may be a fall drive in September or October to Chateau St. Croix winery. Watch for more details in the newsletter and on Clubtalk in a few months.

**Fall Color Tour:** John Dixon. No report.

**Historic Archivist:** Kim Fritze. No report.

**Insurance:** Michele Johnson. There are new waiver forms this year for all Nord Stern events. If you have any old waiver forms, please throw them away. **We need to use the new waiver forms this year.** Michele doesn't have the new forms yet, but will distribute them as soon as she gets them.

**Membership:** Ed Vazquez. There are 704 PCA members in our region but only 469 Nord Stern members. We have collected over \$5600 in member dues so far this year. There will be a new member gathering on Thursday night, March 18<sup>th</sup> at the Motorplex. There will be a second new member meeting for people on the East Side on Saturday, March 20<sup>th</sup> to coincide with a tech session at Auto Edge. The new member meeting will be from 10 AM-noon and the tech session will be from noon-2 PM.

**Met Council:** Bob Kosky. This year's schedule for the Met Council will appear in the April newsletter. Otherwise, no report.

**Newsletter:** Christie Boeder. No report.

**Rally:** Scott Welz/Pat Clay. August 14<sup>th</sup> is the date for the Rally. It will be run on the West Side of the Metro. Pat Clay is moving back to New Zealand, so Scott

needs a Co-Chair. If you are interested, contact Scott.

**Road America DE:** Dave Anderson. No report.

**Safety:** Tom Renfer/Bob Huston. No report.

**Shop Relations:** Eric Marksberry. Swap Meet – March 27<sup>th</sup> at Carousel.

**Social:** Carrie John. The cooler for the beer at BIR was missing last year. We need to either locate it or come up with an alternative. Carrie is working on something different for the fall Awards dinner. We need to increase attendance. More later.

**Taste of the Track:** Lydia Meyer. No report.

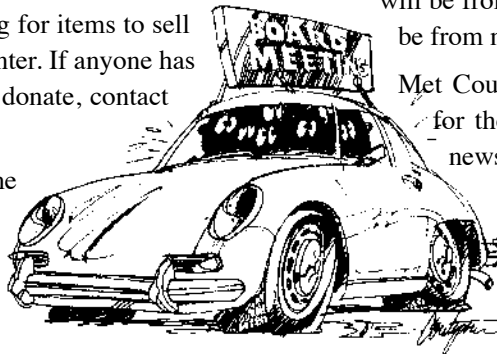
**Timing and Scoring:** Ed Tripet. Pat Dole will be Ed's assistant and backup.

**Track Relations (BIR and RA):** Rick LaVerdiere. All contracts are set with BIR and no increase in cost. Otherwise, no report.

**Treasurer:** Jeff Bluhm. No report.

**Webmaster:** Bret Bailey. Bret was contacted by an entity called the Goodies Store. They offer clothing and other car related stuff that they put the Nord Stern Logo on. They do this for other Porsche clubs. Bret will be looking into this and will report back when he has more information.

Adjourned at 8:05 PM.  
Respectively Submitted by  
Dale Trippler, Secretary  
March 10, 2010



# TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2010

DATE	EVENT	SPONSOR	LOCATION
APRIL 24 (SAT)	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
APRIL 25	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
MAY 8 (SAT)	AUTOCROSS - MOWOG 1	MAC	VALLEYFAIR
MAY 9 @	AUTOCROSS - MOWOG 2	MAC	VALLEYFAIR
MAY 15 (SAT)	TEST & TUNE	SCCA	WINONA
MAY 22	AUTOCROSS	SCCA	WINONA
MAY 16	TEST & TUNE	MAC	DCTC
MAY 22	TEEN DRIVING SCHOOL	MAC	DCTC
JUNE 5 (SAT)	DRIVER'S SCHOOL CLASSROOM	MAC	DUNWOODY INSTITUTE
JUNE 6	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
JUNE 13	AUTOCROSS	SCCA	WEST SALEM
JUNE 13	AUTOCROSS - MOWOG 3	MAC	DCTC
JUNE 26	INTERMEDIATE DRIVERS SCHOOL	CVSCC	TBD
JUNE 27 @	AUTOCROSS	CVSCC	CVTC
JULY 10 (SAT)	TEST & TUNE	SCCA	WINONA
JULY 11 @	AUTOCROSS	SCCA	WINONA
JULY 18	AUTOCROSS - MOWOG 4	MAC	DCTC
JULY 25	AUTOCROSS - MOWOG 5	MAC	MIDWAY STADIUM
AUGUST 1 @	SUPERSUNDAY AUTOCROSS I	COM	DCTC
AUGUST 7	SoloPro COMP SCHOOL	MAC	TBD
AUGUST 8	TEST & TUNE	MAC	DCTC
AUG 21 (SAT)	TEST & TUNE	SCCA	WINONA
AUGUST 22	AUTOCROSS	SCCA	WINONA
AUGUST 22	AUTOCROSS - MOWOG 6	MAC	DCTC
SEP 12 @	SUPERSUNDAY AUTOCROSS II	COM	DCTC
SEP 19 @	AUTOCROSS	CVSCC	CVTC
SEP 26	AUTOCROSS	SCCA	WEST SALEM
OCT 9	AUTOCROSS - MOWOG 7	MAC	CANTERBURY PARK
OCT 10 @	AUTOCROSS - MOWOG 8	MAC	CANTERBURY PARK
OCT 17	AUTOCROSS - MOWOG 9	MAC	MIDWAY STADIUM

@ = MET COUNCIL AUTOX SERIES (MCAS) EVENTS: May 2, Jun 27, Jul 11, Aug 1, Aug 12, Sep 19, Oct 10

PCA DRIVER'S TRAINING at BRAINERD RACEWAY: APRIL 30, SEP 10

SCCM PRACTICE DAYS at BRAINERD RACEWAY: JUNE 7, SEP 13

CAR SHOW - CARS UNDER THE STARS SPONSORED BY SCCM--GROSSMAN CHEV--AUGUST 7

SCCA RACING EVENTS @ BIR: REGIONAL RACES JULY 4th WKND, TRANS-AM LABOR DAY WKND

COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630

CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvscc.org--CONTACT: STEVE JOHNSON 715-836-0145

MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: STEVE GARNJOBST 651-778-0585

PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887

SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-308-6913

SCCM = SUBURBAN CORVETTE CLUB of MN--www.suburbancorvettesofminnesota.com--CONTACT: SCOTT HEGSTRAND 612-619-8615

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN

CVTC = CHIPPEWA VALLEY TECHNICAL COLLEGE, EAU CLAIRE, WI

DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN

MIDWAY = MIDWAY STADIUM PARKING LOT, ST. PAUL, MN

VALLEYFAIR = VALLEYFAIR AMUSEMENT PARK, SHAKOPEE, MN

WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI

WINONA = SOUTHEAST TECHNICAL INSTITUTE, WINONA, MN



# Time to Start Thinking Rally . . .

by Scott Welz, Rallymaster

The snow is almost gone which means driving season is approaching quickly. Driver Education and Driver Training, drives through the country, the Club Race, Fall Color Tour, and, of course, the Nord Stern Rally. This year's Rally is set for Saturday, August 14<sup>th</sup> so mark your calendars now and plan to get in on the fun!

This year, we will be driving in the West suburbs of the Twin Cities. It's been a while since we rallied on the west side and it's time to do some exploring on that end of town. We will be driving some fun roads with beautiful scenery on what is sure to be a sunny summer day. The Rally will last 1-2 hours and we will get together afterward for lunch and sharing stories from our Rally adventure.

If you've never done a rally before, it consists of driving a pre-determined route according to easy to follow, detailed instructions. The route is usually accompanied by some

other activity such as answering some questions about the route (which we have done the last few years). This year we will be trying something different so you won't want to miss it! Points are awarded for accurately following the route and for participation in the other rally activity (such as answering questions correctly). Winners are determined from the combination of both the driving and the activity.

So come and have a great time with other club members and enjoy some interesting roads and scenery. The focus this year will be on having a pleasant drive in the country in our Porsches capped off with a fun gathering and meal on a beautiful summer day. Hope

you can join us, the more the merrier!

More details will be coming in future newsletters so stay tuned. In the meantime, if you have any questions, you can contact me at [scottwelz@aol.com](mailto:scottwelz@aol.com).



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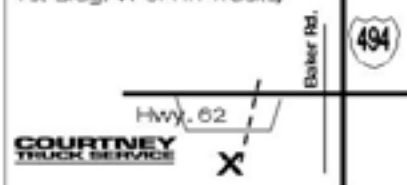
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