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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).

The Prez Sez

By Kim Fritze

It finally feels like summer has arrived. That rainy and cold week in May made me wonder if we would ever feel that summer warmth! With the onset of summer our calendar also starts to fill up with all sorts of great driving events. The First Fling Driver's Training and Driver's Ed events were a real success. We invited the Audi Club to join us for both the DT and DE. Thank you to all that made this combined event possible. Roger Johnson and Keith Anderson (from the Audi Club) had the initial idea and it was successful and beneficial for both clubs. In fact the Audi Club will be joining us at all our BIR events this year! As Ron Johnson said, "*We all are car enthusiasts!*" So true!

The next track event is Fast Fling which is June 18 – 20. Anyone that has been yearning to try the short course at BIR, this is your chance! Friday Advanced Lapping will be a full day on the short course. The weekend DE will be back on the usual long track.

The All Porsche Show is Sunday, June 27th at Central Park in Roseville. It is a great excuse to really clean up your car or stop by and look at what others have done to their cars! As in the past, all proceeds will go to the Courage Center. Thank you to Phil Saari for stepping up and organizing this event. Details and info can be found on page 8 of this issue.

Mike and Lori Lancial and Randy Walker put together an awesome spring drive. This year the drive started in Victoria and headed through Le Seur and ended with lunch in the small town of Elysian. A few of us then drove over

to Wabasha and visited the National Eagle Center where we learned all sorts of fun facts about eagles. If you are looking for a destination along the river I'd say the National Eagle Center is worth the drive!

Summer is full of great Nord Stern events so be sure and check the website and newsletter for calendar updates. I hope to see many of you at upcoming events. A lot of people are working hard to make these events a success, and when we get a good turnout of participants and spectators we enjoy them even more! Take advantage of all Nord Stern has to offer!

See you at an event soon!

– Kim



"Eight Wheel Drift!"

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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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Welcome . . . New Members

Hope to see you soon at 'the next event!'

Max Denton
Minnetonka Mn
1982 911CS

Lee Engler
Golden Valley Mn
2008 997 Turbo

Jeff Engler
Golden Valley Mn
2010 GT3 & 1989 911 Turbo

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 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.



From the Editor

By Christie Boeder

So, are you one of those folks who buy raffle tickets whenever presented with the opportunity? Can't say that I am, although raffles set up to benefit a charity of personal interest certainly is a different kettle of fish.

Not being one who likes to part with my cash too readily (hmmm, there are a few stores which are mighty hard for me to visit without spending something but those stores shall remain nameless so my 'significant other' can't get the upper hand!), I think I have bought raffle tickets perhaps a half dozen times in my life. And believe it not, have won twice (in both instances they were for local charities and the 'prize' was cash – which I immediately donated back to the organization . . . how can you not?!).

You might be wondering why in the world I am going on about raffle tickets - although the annual PCA raffle, which one of our local long-time members Guy Reeder of Rochester won last year, is again available and features even MORE 'stuff'. Info on this annual raffle is on page 34 of the issue (and it's really quite the offering this year). But that's not the only raffle PCA is 'offering!'

For the first time ever, at the upcoming annual Porsche Parade a raffle will be offered at the Pirelli Welcome Party (Saturday, July 3rd) for a 2011 Cayenne S with all proceeds to benefit a local children's hospital. Now that impresses me! And since we will be attending part of this year's annual Parade (it's near Chicago this year so an easy drive for most Nord Stern members) I am NOT going to resist buying one of these raffle tickets! Perhaps my 'pretty good' win percentage will work in my favor. With living in Minnesota the Cayenne S is certainly a useful vehicle! There aren't nearly the number attending Parade (that can vary but generally can be estimated in the 1,200 range or so; sometimes more, sometimes less). And 6,000 tickets are to be sold for the 'other' raffle. So,

what do you think? Sounds like decent odds, and with it a charitable raffle, even better yet.

Don't miss this month's great article about the upcoming Parade. In fact, there are a LOT of articles in this issue mostly written by our members so enjoy! Especially the poster collecting, part 2 by Ron Faust. Go online to see these pics.

I know there are a number of Nord Stern members heading down for Parade, and if you are on the fence and haven't attended even part of a Parade, it is worth it. We have loved meeting other region members, seeing members we know and work with nationally and participating in some of the events (the TSD Rally is always a hoot!). The list goes on.

But no what your plans in July, there's always something going on in the PCA Porsche world, and in Nord Stern. So 'just do it!'

Read All About It: Fast Fling News Flash!!

We are pleased to offer an advanced lapping day at BIR on the short track for the small fee of only \$150. You will get all of the track time you want on the short track the Friday before Fast Fling, which is June 18th.

There will be a few instructors around that day if anyone is looking for a little assistance. Please register on ClubRegistration.net



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Show Your Car - How Many Porsches Make a Car Show???

**Sunday, June 27
10: 00 a.m.**

“Yeah right” no judged cars but only the largest display of Porsches one could imagine in the Upper Midwest. But it takes cars, cars, and more cars to surpass last years participation of over 150 Porsches. That’s what people come to see and what brings over 300 people to look. We are talking about Nord Stern’s All Porsche Show to be held Sunday, June 27, 10 am to 2 pm in Roseville’s Central Park.

The All Porsche Show is part of Roseville’s RoseFest and has become a significant part of this civic celebration. Everyone is invited to attend and there is no admission charge to the park. Porsche owners will be expected to make a \$20 fully tax deductible contribution to Courage Center. Nord Stern’s efforts on behalf of Courage Center over the last ten years has provided well over \$300,000 to support vital services for people with disabilities.



Central Park is on Dale Street in Roseville, about one mile north on Highway 36. There are no trophies and no competition. You will have a great time in the park with friends. Come show off your car and talk about your favorites - this event is a real opportunity for socialization. There will be a food vendor offering that early morning coffee and a wonderful lunch.

As any with any event, volunteers are needed. We cannot offer you a t-shirt nor lunch, but we do guarantee a great time. E-mail me if you can help in a two hour block of time.

Come see the biggest....

Phil Saari
Eventmaster along with Others
E-mail: ps356er@yahoo.com

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2010 Nord Stern Event Calendar

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

- 27 All Porsche Show**
Roseville Central Park
10:00 am. see page 8 for details!

July

- 12-13 BIR at Road America (Monday-Tuesday)**
Driver Ed Chair: Andrew Busche, 612 824-3547
andrew.busche@watsonwyatt.com

- 17 Summer Drive, See page 14**
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, porschebfrack@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

Dues Were Due

April issue is the last issue that will be mailed to those of who have NOT renewed.

If you are seeing this online and did not receive May issue in the mail, then your subscription lapsed - your dues are due!

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

Support your club, send in your dues!
Dues defray newsletter costs

Questions, call Ed

Road Trippin' and Drivin' . . .

by Jim Hudak

Lighting out for the territories . . . Switchbacks, curves, and tumbleweeds.

I reckon my Huck Finn days are long gone, same as you. Still, the innocent pull is there . . . the need to see the grandeur of the Western Territories, to experience vast distances, great mountains, deep, shaded canyons and valleys . . . geology at work for millennia, not hills carved out by Caterpillars. But, we know that wasn't really what Huck was doing, he was running away from Aunt Sallie 'cause she was going to adopt him and "sivilize" him.

Well, I'm already way "sivilized". Got kids, got jobs, got taxes, and got milk.

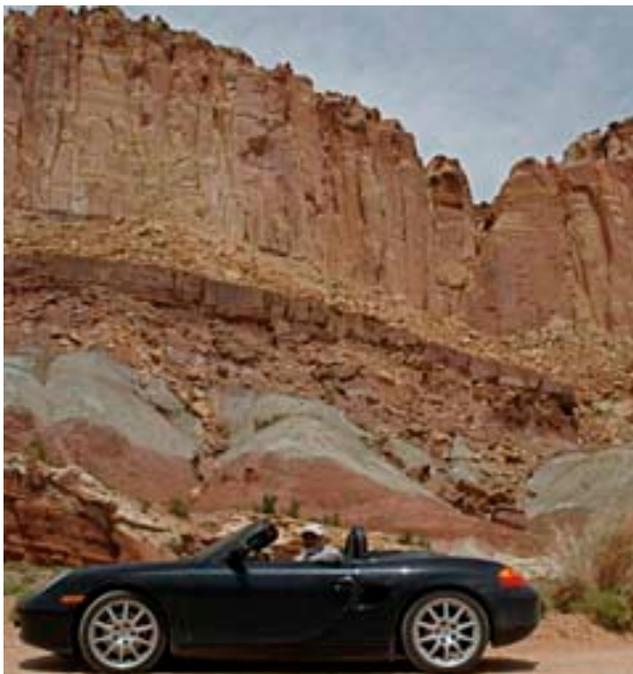
And got a Porsche.

Still, I wanted to be a minimalist, raw in my approach to a road trip . . . raw means camping, real camping. Down on the ground camping. Tenting, tiny one person, minimalist stove, 1 inch thick ground pad that loses air overnight, warm, down jacket, gloves . . . you fill in the rest. Oh, let's add oatmeal and Dinty Moore beef stew. And a digital SLR and an iPhone. Ready?

Confession: I didn't *want* to really be a minimalist. I wanted to drive my Boxster S on curves and switchbacks and across the vast high plains deserts, 'cause that would be cool.

My buddy and I packed as much as we could in the front, back, and between and in back of, the seats. Still, it's not roomy, like a 911.

Now, I'm not a big guy, and my 2000 Boxster S fits me like a glove. I've done a few DE's, too, so . . . you know . . . I reckon I can handle that puppy. (Did I say that out loud?)



Now, I've done a couple road trips in the Boxster before, with just me. No problems, except the time a wild turkey smashed through my windshield in on I80 near Council



Bluffs. Oh, and there was the time it overheated on a back country mountain road in Utah and I put Zerex in and made Jello out of the coolant. But, hey, Porsche roadside assistance only had to haul it to Vegas to clean out the cooling system and give me an oil change. Plus, I got to drive a Toyota Highlander hybrid for a few days . . . it put me to sleep on the highway and I get better mileage in the Boxster.

I'm ready . . . we'll adapt to weather, closed National Parks (North Rim, Yellowstone, Tetons), and head for Death Valley, via as many National Parks as we can get to, more or less directly.

What about the wind, you ask? We haven't even left and you're asking about wind?

Yes, the kind of wind that roadies in high profile rigs might lust after, were they sailors racing on a broad reach, sails strained at the full, spinnaker dancing in front, captain eyeing the next gust. Only an Elise might have a lower profile than the Boxster. So, basically it won't tip over or have the rear end get swing around by a rogue gust. But, gusts to 70 were bouncing us along the back roads of Wyoming. Quick, precise steering kept us in good shape.

Ummmm . . . For DE's, please add tumbleweed avoidance maneuvers. Here's a tip or two . . . practice quick braking, but not too heavy as just the right amount will let that weed roll on by (best use your peripheral vision, too, because these are tumbleweeds, plural), extra clay will come in handy, later, and maybe check for any debris or damage to the radiators. But, it is something to see a 2 foot diameter tumbleweed disintegrate on your bumper. Don't worry, the blowing sand will remove most of the organic tumbleweed matter from the clear coat.

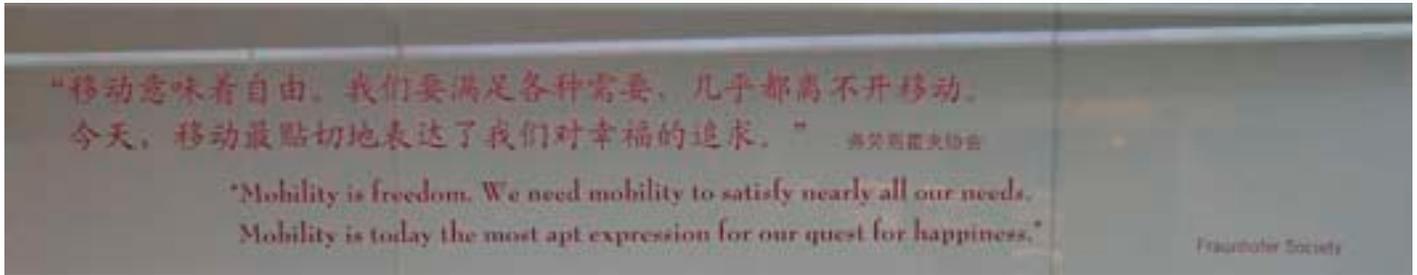
Also, if the next stop is 100 miles away and you need "comfort", be mindful of the wind direction, which can swirl unpredictably.

Snow? Yes, there was some snow, nothing much really on the roads, but accumulations where the cows, deer, and antelope play. But not really a thing to worry about for driving. Seeing Monument Valley, when cloudy, snowy, and

Continued on page 38

Out and About in CHINA . . .

with World-Traveler Keith Jones



Above: A sign in the Shanghai Automobile museum . . . hmmm



Above: All these years I thought I knew what a 911 looked like . . . guess I was wrong, according to the Shanghai Automobile Museum.



Above: The graphics are not my cup of tea but...



Above, Shanghai Automobile Museum: beautiful building, but lacking in substance.



Above: Laundry day in Automobile City China.



Above: Dave Robert's pit car with Cragars on the rear?



Above: Berard doesn't have one of these.



Above, the lone Porsche in the joint.



& the reason my work life sucks right now: there are labor shortages in China, partially caused by the Chinese government pulling workers to "white wash" any exposed concrete so you don't notice the smog and soot as much.



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---------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------

Cars, Planes and Kids at the 2010 Porsche Parade!

by Cole Scrogam

OK, it's not *Planes, Trains and Automobiles*, but it's pretty close! You might be thinking from the title that the Parade staff is planning something special and you would be right!

Are you ready for a “new” kind of Welcome Party at the Parade this year? What about combining our annual get together with a fundraiser benefiting Advocate Hope Children's Hospital in Oak Lawn, Illinois; which will feature a grand prize drawing for a *brand new 2011 Cayenne S!* This is the first Parade fundraiser of its kind – one benefitting a major non-profit hospital dedicated to saving children's lives.

That's right, this family themed event will award one lucky winner with a 2011 Cayenne S . . . do we have your attention yet?

The Pirelli Welcome Party at the 2010 Porsche Parade will come in a brand new format. PCA members will be joined by Hope Children's Hospital donors and leadership and both Porsche AG and Porsche Cars North America will be showcasing their products alongside Pirelli. We are making a big investment to ensure everyone will be impressed throughout the evening—and we're certain it will pay off!

The Pirelli Welcome Party will be held in an airplane hangar at DuPage County Airport's brand new Flight Center adjacent to the headquarters hotel. Be sure to sign up to attend this banquet so that after you get settled in at the hotel, you can come over and join us. On display at the airport will be old warbirds, vintage Porsche cars and new Porsche products. Live and silent auctions benefiting Hope Children's Hospital will add to the ambiance of this unprecedented event.

The menu for the evening will feature local specialties that are rich in Chicago tradition, including deep dish “Chicago

Style” pizza, hot dogs (with all the traditional “Chicago” trimmings), Italian beef sandwiches, barbecued ribs and cheesecake. Local wineries and microbreweries will provide seasonal beverages. If you skipped the Welcome Party on your meals list, you might want to go ahead and add this one back in. This will be one of the best Welcome Party meals ever!

Now—more about that exciting raffle! Tickets cost \$150 each and all proceeds will benefit Hope Children's Hospital. Hope is a specialty hospital staffed by over 175 pediatricians representing 30 specialties and subspecialties. Since opening in 1996, Hope has been committed to providing not only highly skilled medical expertise, but also quality care that is private, child-friendly, family-focused and compassionate. The drawing will be held at approximately 9 p.m. at

“this family- themed event will award one lucky winner with a 2011 Cayenne S . . .”

the Pirelli Welcome Party.

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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.

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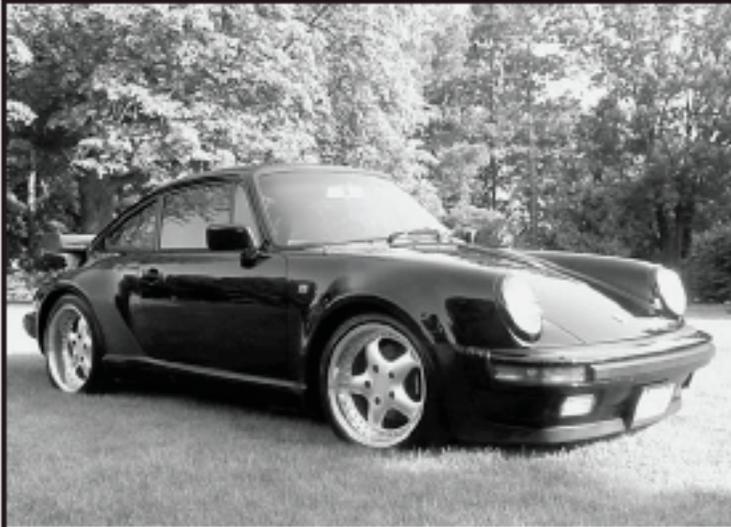


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'Newbie' Finds the 'Track!' . . .

Family photos and text by Mischa Redmond

I admit I am one lucky individual. Believe it or not my wife has been pushing me into the PCA for quite a few years, and every time I chicken out. After completing my first event a few weeks ago, my only thought was - why didn't I do this sooner?!

I purchased my Cayman S in February of this year with all the options that I felt would make it a great track car. These features included Sport Chrono (to time myself although this was way too nerve racking at 140 mph), PASM, Sport Seats (why didn't I get the bucket seats), and the Limited Slip.

I still remember the grin on my face when the truck pulled up in my driveway and dropped off the car. There was a bit of snow on the road, but I ordered the car with snow tires so off my wife and I went tooling through the neighborhoods while the temperature hovered around 15 degrees.

Fast forward to a couple of weeks before the big Driver's Training & Education events. I was on my way to Apex SPG with no clue on where it really was when all of a sudden, I saw the blue lights behind me. Bam! I received my first speeding ticket in almost three years. On the bright side Apex was awesome to work with. They fitted me for a helmet and really took the time to explain why it was worth the extra money to buy a good quality helmet. (editor's note: Jim Bryant, owner of Apex is a long, long time Nord Stern member with vast



#701 with owner Mischa and new helmet; 'ready' for the track! but sleep wouldn't come - however, pure adrenaline forced me out of bed the next morning in plenty of time.

A slight drizzle was coming down but that made little difference to Ron Johnson who's face beamed with excitement as he explained our training agenda. I could scarcely believe that I was going to get to drive my car on a race track later that same day.

I was introduced to my instructor Bob Barker who took me around the track for a couple of warm up laps in his SUV. We then proceeded to do a couple of track exercises. A slalom course and a braking exercise. Bob kept encouraging me to notch up the intensity on the slalom and finally the last run through the back end slid out and Bob shouted "finally - now you know the limits of the car."

The braking exercise consisted of getting up to about 70 mph and then slamming on the brakes and stopping within the boxed off "garage." I had visions of trying this at home in my own garage, barreling down the driveway, hitting the opener and then sliding to a perfect stop in my stall. I mentioned this to my wife and she didn't think it was such a good idea.

The rest of the day was filled with track time mixed in with classroom lessons and a couple of breaks mixed in. There was a lot to learn. The phrase I heard most often from Bob was "you turned too early," or just "too early."

At the end of the day I had an opportunity to meet some other drivers as we received our certificates. I remember a couple of drivers in particular discussing how "I was standing on top of a very slippery slope." I didn't really understand what that meant until I saw the investments driving in towards the end of the day. Some of the setups were unbelievable. Beautiful motor homes pulling expensive trailers which housed unbelievable race cars. This was serious business! I called my wife and told her the plan - you know the race car,



Mischa and daughters

experience on the track and with Porsches. He's a Nord Stern advertiser and all-around great guy!)

I had no idea what to expect from my first weekend at the track but the slight mist on the way up did little to dampen my spirits. I drove by several other Porsche owners on the drive and felt my excitement build as Brainerd closed in.

Our family plan was quite simple. I would go up Thursday night and then my family would join me on Friday night after the Driver's Training Event for dinner. I tried to get some rest

Continued on page 20

the trailer, the 4 sets of tires etc. She didn't think that was a very good idea either.

I was on my way to dinner to meet my family when Shelly (my wife) called and explained that traffic out of the city was crazy and they probably wouldn't be up to Brainerd until 8 or 8:30. As a result I grabbed a bar stool at Applebees and checked over the menu. All of a sudden a voice behind me said "Mischa - would you care to join us for dinner?" It was Rick Moe. I had never met Rick before that moment, but here he was asking me to join them for dinner. Rick, his son Chris, Mindy Grantham and I enjoyed a nice meal with lots of car talk. Mindy even picked up the check for all of us. That was probably the greatest thing about the whole weekend - the people. Out of nowhere, willing to help you out, discuss your car with you and show you the line.

The next two days were filled with much more track time. I felt like a kid in a candy store. I was born in Switzerland and grew up with a love of German cars. I had my first Porsche (red) at 3 years old. My mom says that that car ruined me for



life. I will admit that I am a bit of a car addict.

I was able to get Rick to drive with me a couple of times and also Chip Smith, both of these guys were extremely helpful. It seemed I was still turning in early at almost all the corners.

My first solo drive was amazing. I cannot really describe the rush that I felt going around the track at triple digit speeds. I really felt connected to the car and the road. The Cayman did an amazing job at correcting my many mistakes. There were a couple of close calls - way too much speed into turn two for example, but my car bailed me out every time.

My family had a great time despite the weather. We were booked at the Comfort Suites, which had a Waterpark, so the kids had plenty to do. They came out to the track a few times to watch and Grace videotaped a bit of driving, but mostly herself talking.

The weather was not the best but I felt that it helped



We are 'prepared!' Stocking caps and mittens . . . !

me slow down and really concentrate on what I was doing. I can only imagine how fun and fast the track will be in dry conditions.

The drive home was uneventful but I felt as if everything had really slowed down. In fact I had also slowed down - the edge was gone. I cannot wait for the next event - I just need to figure out how to convince Shelly that I really need that race car.

Newbie Advice from a Newbie

- Get plenty of sleep-this will wear you out
- Get off the track if you feel tired or worn out.
- Drink lots of water-you will get dehydrated.
- Bring snacks-you will get hungry.
- Ask lots of questions-be ready to learn.
- Be ready to buy new tires after the event.

Niggles and Notes

- I wish classroom time would have offered more specifics on becoming a faster and better driver.
- A better website for registration.
- More instructor rotation during training.
- A registration email sent after sign up regarding what to bring etc.



We loaded the cars on the trailer and headed back to the hotel arriving at 3:30am. We had to be up early the next morning to test the race car. It was Sunday morning and Bob and I had only pre-run 45 miles of our race section. Fortunately, the other two teams had run at least half of their sections of the course the previous day.

Back in the hotel parking lot at 7:00am Sunday morning, we continued to tie up loose ends on the race car. Our plan was to run up and down a section of the race course near the hotel and fuel map the engine. The car had a brand new race motor and the fuel settings were extremely rich to keep it cool while we broke it in.

About mid-morning, Bob and Darren took the car up and down the sand dunes, with PC in lap and data acquisition attached. They put about 50 miles on the car and with the 25 miles we put on it in Phoenix, it was time to take the car out on the race course.

Bob and I followed Darren out to the course which was about 5 miles from our hotel. We were going to make a few more passes with the data acquisition attached making final adjustments and then take it on a long run. We started our test run, but we weren't getting any speed. We couldn't understand why. A few minutes later, our question was answered when the engine seized.

One of the items you always carry in a Baja race car is a tow strap. With tow strap attached, we towed the car back to the hotel. The entire crew jumped into action and pulled the engine. We were fortunate that DragonFire had brought a spare.

While we were replacing the engine, Darren pulled the heads off the expired motor. It had embedded a valve in top of a piston. Darren, Bob and Nick looked for a cause but couldn't determine what had happened.

While relatively simple in construction, it still took about eight hours to remove and replace a new engine. We got the engine bolted into the chassis and decided we would finish the job Monday morning. It was midnight, Sunday night.

Back at it early Monday morning, we took the rest of the day to button up the car and tune the engine at the sand dunes. The car seemed to be running great. We wanted to take it to a

difficult portion of the race course, but it was dinner time and the other teams were not back from their pre-runs.

Fred and Chris returned just after sunset and we decided to have dinner, head up the highway and pick up the course. We wanted to run about four hours that evening. With two spare fuel cans strapped to the rear of Fred's pre-runner, we headed north at about 8:00 pm. The race car was running great.

We headed off highway and picked up the race course. Bob and I shared the driving chores and when we got about 2 hours out on the course, we decided to turn around, backtrack to the highway and let Fred and Chris get experience in the car. We turned over the reins and headed back to San Filipe. Hanging back to avoid their dust, we noticed we had no trouble catching the race car. Thinking they were taking it easy as they learned the car, we stayed out of their dust. We got back to the highway and turned south to the hotel. With no dust to contend with I pulled alongside and Bob motioned for them to pick up the speed. When Fred motioned that he had the throttle on the floor, Bob and I just looked at each

other without saying a word. Could it be another engine problem? We drove ahead and when we looked in our mirrors, Fred and Chris had dropped from view. We turned around and found them stalled on the side of the road about a 1/2 mile back. Race engine number two had seized.

It was 1:00 am Tuesday morning and we were on the east side of Baja and had to be in Ensenada for registration and the driver's meeting on Wednesday night and

Contingency on Thursday. With the tow strap attached, we pulled the car back to the hotel and went to bed.

At breakfast on Tuesday morning we evaluated our alternatives. One thing for sure, we didn't want to put a race motor back into the car. We would give up speed for reliability. Problem was we didn't have a stock or race engine in Mexico. There was another stock engine in Southern California, but how were we to get it to Mexico?

We called a number of people in Southern California looking for someone who could get the engine to us in Ensenada Wednesday morning. It was going to be a



Continued on page 23



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challenge because the Mexican Border authorities don't smile affectionately on new equipment being brought across the border. Fred and Chris went out to pre-run the San Felipe loop and we pulled the engine out of the car.

It took us until lunch to remove the engine, seal off all the car oil and cooling lines, pack all of the necessary parts and load the car on the trailer. It was a four hour drive to Ensenada but the pre-runners weren't back. We couldn't leave without them. They returned about 3:00pm. We loaded the cars and headed to Ensenada.

After breakfast in Ensenada, we went to DragonFire's headquarters hotel and started preparing while the engine was in transit. The motor arrived just before lunch and with all hands on deck, it was installed in approximately three hours. We got it running just in time to go to driver's registration. Todd had also arranged for tech inspection for our car that evening. This meant that we would not have to stand in line during Contingency Day with 350 other cars going through tech. It was a welcome timesaver as Bob and I had only pre-run from RM 160 to 205 and we start the race at RM zero.

Thursday morning we got up and met at our hotel in downtown Ensenada as it was Contingency Day. Contingency is where all of the race cars line up for tech inspection. If you are at the back of the line, it could take 8 hours to get through tech. As a spectator, Contingency is great. You get to see the carnival activity associated with tech and see practically every car registered for the race. For racers who hadn't completed their pre-run, it was a waste of time.

Bob and I walked through Contingency and then went out to pre-run the start section of the course. We ran the first 40 miles and then jumped on the highway and headed back to town. Tomorrow is race day.

Friday and the start of the 42nd Baja 1000 is just a few hours away. The car is back at the DragonFire hotel and our start time is late morning. Bob and I find our way to the car, do idle hands work for a few hours, put on our driver's suits and head to town, again driving down public highways.

As with any race, nervous energy builds, so while Bob stayed with the car, I walked to an overpass to watch the Class 1 cars start the race. The streets and river bed were lined with tens of thousands of people all watching both professional and amateur drivers start the race. And not just the first mile,

they line the track for at least 30 miles. Many of them camp all night and those who don't bring their children seem to be extremely thirsty and it is a thirst that can only be quenched with tequila or beer.

I make my way back to the car, have my picture taken with a number of children whose parents want photos with "race car drivers". Guess they don't know Boris Said is just a few cars in front of us. John McCarthy explained it best. This is the only time in our lives we will be treated like rock stars.

Before I know it, we are strapped in the car and rolling up on the man-made dirt hill for the start of the race. Your starting position is assigned by a blind draw. Once you submit your registration fee, your name goes into a hat and is drawn for starting position. We come out of the hat on poll.

As we roll up the hill, Sal Fish, CEO of SCORE, shakes our hand as he does with every driver team. He wishes us luck and tells us to be safe. We roll off of the hill down to the starter where he is starting cars in one minute intervals. The green flag drops.

We are off. From the starting line to a quick left up another block and another left, another block and we see it, a dirt ramp built two days before the race to take us down into the river bed. We make that right hand turn and are amazed at how many spectators are standing along the race course. Down the riverbed through a sweeping left hander and THE JUMP. This is the famous Baja jump. It is also built two days before the race and is the ideal location for TV cameras and professional photographers.

Our class starts behind the VW Baja Bugs. Our car is much faster than these guys and we pass half of the field in the river bed. This is a ball. We start climbing into the hills heading to Ojos Negros and then from there to the summit. Our car is performing great. We have enough speed with the stock engine to pass higher class cars and we have four wheel drive giving us a tremendous advantage as we climb the loose rocks and dirt into the higher altitudes.

Just outside the Ensenada city limits, we get passed by our team car, which has a race engine. Because of the problem we had with the valve train, they decide to check their valve train and find a cracked keeper. There isn't another engine available, so they replace all of the titanium keepers with stock ones.



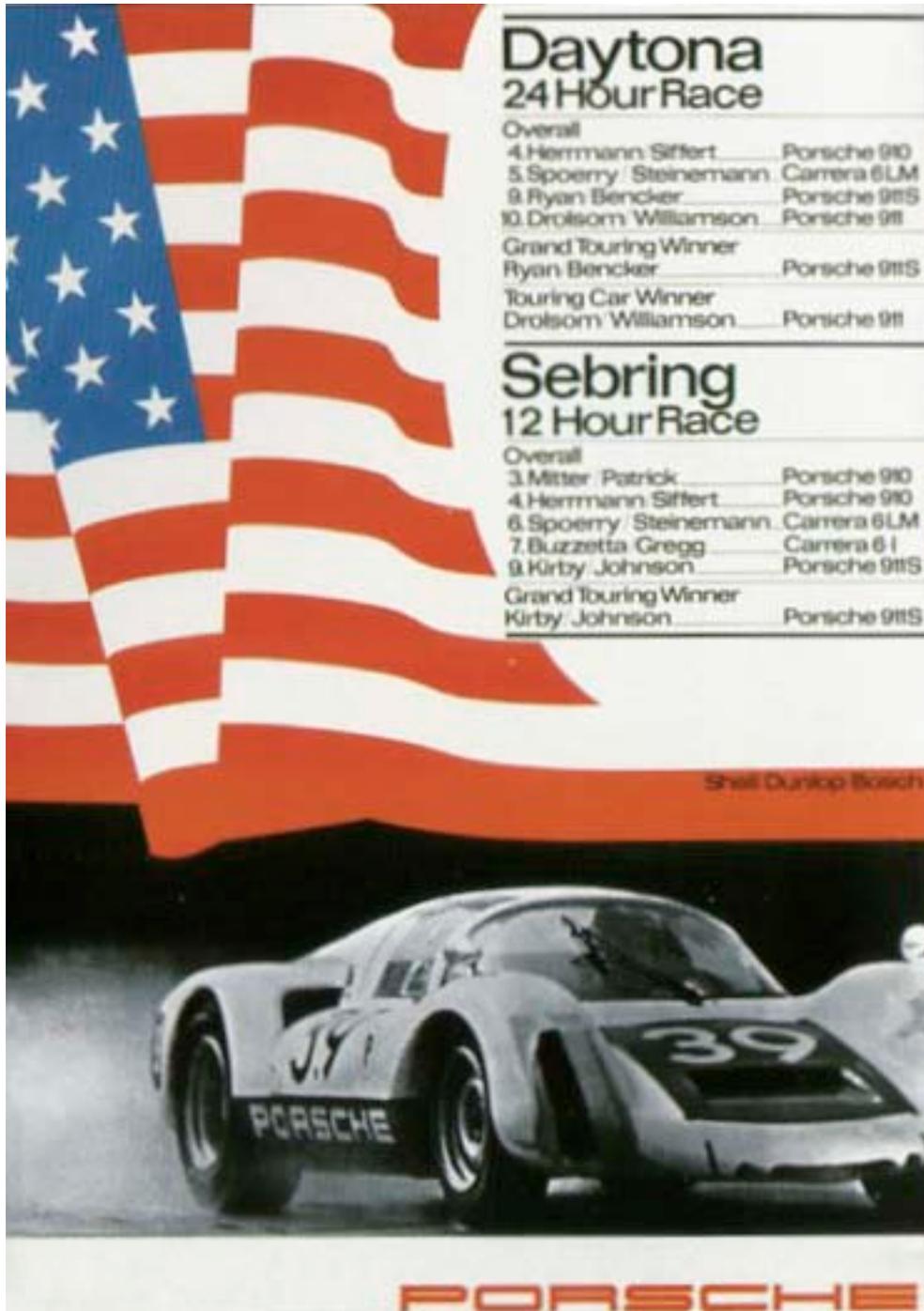
Factory Racing Posters, Part 2

by Ron Faust

The Books

Surprisingly few books have been printed on Porsche factory racing posters. First came Jurgen Lewandowski's Porsche Plakate, published in 1984. This 10 ½ x 14 inch, 160 page cloth bound book came in a grey cardboard slipcase.

The posters are printed chronologically in color and black and white, some full page. For each year a very short summary in German, English and French tells a few highlights of that year's racing. Even the title is translated: "Plakate—Posters—Affiches". Long out of print, this book shows up on eBay sometimes and usually sells for over \$175.



Daytona and Sebring, 1967: Flags were frequently featured in Strenger's graphic art.

Lewandowski followed with a second poster book, only slightly smaller in format but 175 pages, "Porsche Die Rennplakate von 1951 Bis Heute" printed in Germany in 2008. For this one he received "cooperation" from Carl Bauer of Houston, Texas. There's no space wasted on an introduction that you wouldn't read anyway; posters cover almost every one of the book's pages. Again he goes back to 1951 and continues through fifty seven years to the date of publication, finishing with multiple posters created for the RS Spyder victories in the ALMS series. This book is spectacular; every poster is in color. The sizes of the reproduced posters vary from full page to quarter page and some pages contain up to nine posters reproductions. At the time of this writing Amazon lists seven copies of this book with different sellers asking \$72 to \$149; snap one up.

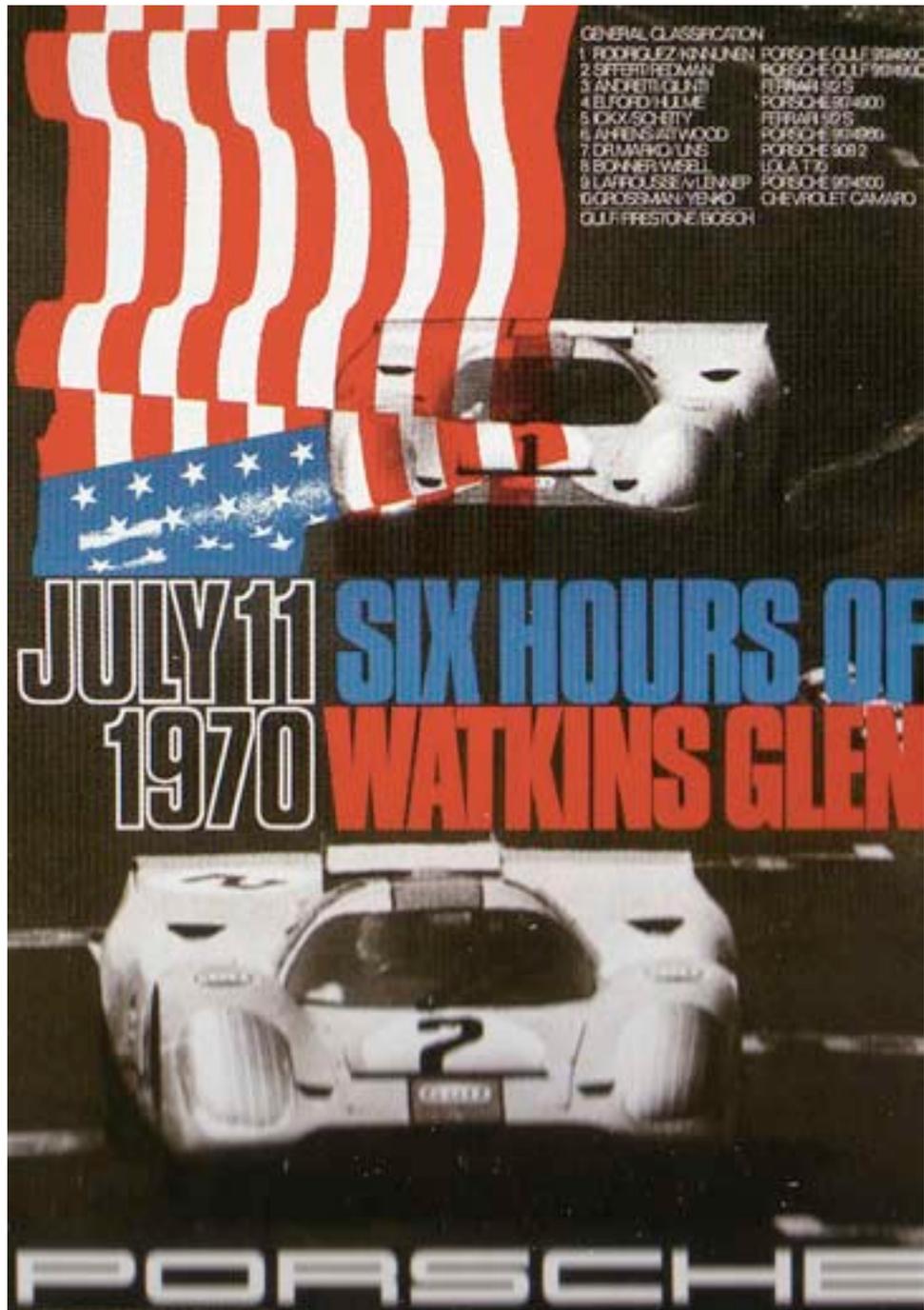
In 2008 California answered with Everett Anton Singer's "Porsche Showroom Posters—The First 25 Years". This book can be enjoyed on line free at Tony Singer's www.VintageAutoPosters.com where you can also purchase from a huge inventory of

his vintage original automotive posters. The printed 12 x 12 inch version is available soft and hard bound. Although just 50 pages, the reproduction quality is perfect and this is the only book giving the precise sizes of the early posters along with the credits at the bottom of each poster. Some images are the multicolor mechanical cut-a-ways, lubrication charts and wiring diagrams surely intended for dealership service bays. Singer was interviewed by Peter Linsky for a December 2008 article on posters in Excellence, “Never Enough Wall Space” (#170: 131-134).

If you can't get enough Strenger you can also diverge into his sales brochures and other literature in two books. “Porsche: Brochures and Sales Literature—A Source Book—1948-1965 was published by Richard F. Merritt and Susan Miller in 1978, 312 pages in black and white. More recently Charlie White published “derWhite's 356 Porsche Sales & Technical Literature...the Book!” in 2006 in full color. Like Singer's hard cover edition, only 356 copies of this one were printed.

Collecting Racing Posters

These posters, like the old cars they display have been appreciating in value. Posters from the 356 era go into the unobtainium class, selling for thousands of dollars when available. I have seen even tattered and torn examples going for almost four digit prices on eBay. Prices on posters from the '70's with those beautiful 917's come “down” to \$300 to \$500 range. Most posters from the '80's with 935's and 962's will reach \$200 to \$300 on eBay. Modern posters can be had quite inexpensively, sometimes for even less than \$10; Mark Biljoin usually brings some up from Carousel to his Club Race goody store. Of course, sales people still give them away at the dealerships but the cars that they come with are expensive.



Watkins Glen, 1970: The rear 917 looks draped under an American flag that appears to be waving.

In addition to looking for your favorite image (as easy as picking your favorite impressionist painting), you can go for a certain race or racer, a race that has historical significance to you, a series of races, your favorite track, a certain color and on and on.

As with cars, figure out the purpose you want it for (framed or protected in the closet or pinned to the wall) and get the one you like the most at the best price you can afford.

Continued on page 26

24 Stunden

Le Mans 79

1. Ludwig / D. u. B. Whittington	Porsche 935
2. Barbour / Newman / Stommelen	Porsche 935
3. Perrier / Servanin / Trisconi	Porsche 935
4. Pallavicini / Müller / Vanoli	Porsche 934
5. Darniche / Ragnotti	Rondeau M. 379
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PORSCHE

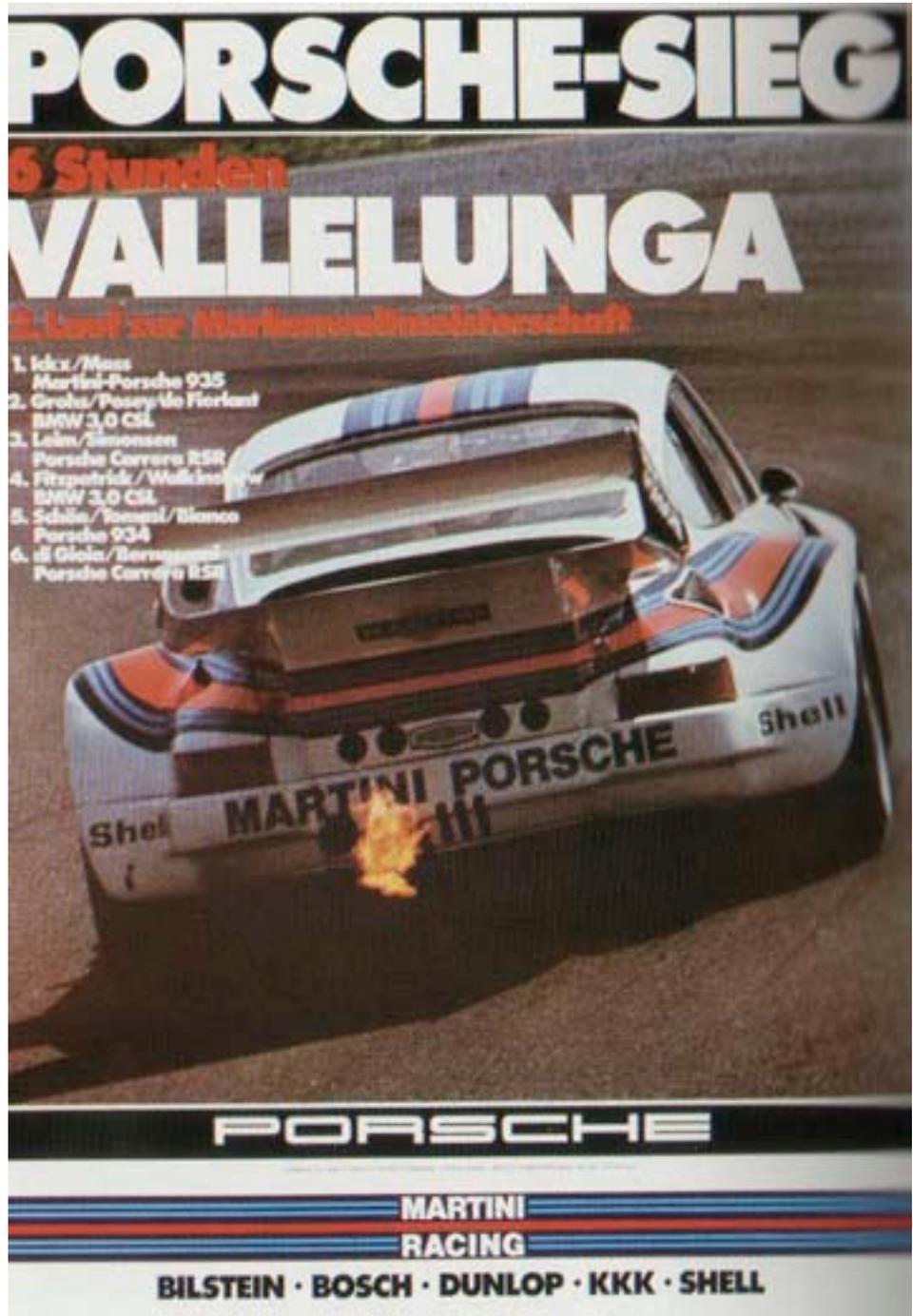
LeMans, 1979: The Whittington brothers' 935 outlasted all the prototype racers, but our hero P. Newman is listed on this poster for finishing second with Dick Barbour.

Due to their size, these posters are visually striking. But their size is what makes them so hard to collect. Rolled in protective tubes, they are not easily viewed; getting them out of the tube and flat enough to see takes time and risks the poster to wrinkling or even tearing. Thus you could say they are best used for their original purpose, tacking to a garage wall, but the old ones are far too expensive for this. Dry mounting them to a stiff board is also not a good choice for the older posters as it makes them hard to ship, also decreasing their value. A solution is to display a few in frames, sandwiched between the glass and a stiff board. These can be rotated, while the bulk of a collection is kept flat under a bed in an artists' portfolio, a giant, stiff folder that zips closed and has handles for carrying large art work wherever you want to take it.

If you allow it to happen, hours can be enjoyably wasted on eBay looking for bargains. In addition to the time factor, there are other problems with eBay. Its frustrating when you think you are leading the bidding to get a good poster at a good price only to lose it to someone for a dollar more in the last second. I have been told there is a program called "Auction Sniper" for this; it take's all the fun out of eBay. Secondly, the way

the posters are listed makes it hard to search for true "vintage factory racing posters". Using this as a search term leads to only a handful of results. If you enter "Porsche posters" as search terms, eBay usually shows you at least 500 posters and other stuff and very few of the genuine items. Thirdly, as my daughter taught me, you don't "win" anything on eBay or any other auction; you just "buy" it. Lastly, although we all love to think "that thing could be worth a lot on eBay someday", selling takes a lot more time than buying.

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



Vallelunga, 1976: A series of posters celebrate a string of victories by Martini Racing sponsored 935's and 936's. The Vallelunga 935 spits fire, but even the names of the tracks are wonderful—Mugello, Pergusa, Imola, Monza.

24 Heures du Mans 13/14 Juin 1970



CLASSEMENT GENERAL

- | | |
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| 1. HERRMANN/ATTWOOD | PORSCHE 917 |
| 2. LARROUSSE/KAUHSEN | PORSCHE 917 |
| 3. LINS/DR. MARKO | PORSCHE 908 |
| 4. POSEY/BUCKNUM | FERRARI 512S |
| 5. DE FIERLAND/WALKER | FERRARI 512S |
| 6. CHASSEUIL/BALLOT-LENA | PORSCHE 914-6 |
| 7. KREMER/KOEB | PORSCHE 911 |

L'INDICE DE PERFORMANCE

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|-------------------|-------------|
| 1. LINS/DR. MARKO | PORSCHE 908 |
|-------------------|-------------|

L'INDICE AU RENDEMENT ÉNERGETIQUE

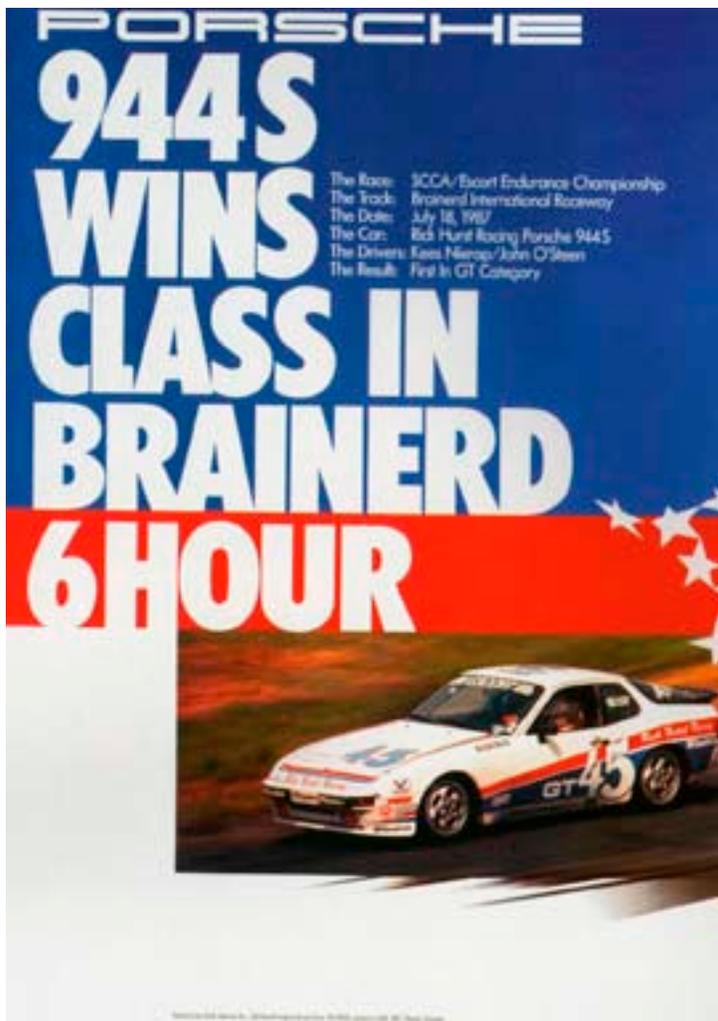
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| 1. LARROUSSE/KAUHSEN | PORSCHE 917 |
|----------------------|-------------|

COUPE DE GRAND TOURISME

- | | |
|--------------------------|---------------|
| 1. CHASSEUIL/BALLOT-LENA | PORSCHE 914-6 |
|--------------------------|---------------|



PORSCHE



Above right: Sebring, 1971: The red, white and blue flag flaps behind the black and white 917-30.

Above left: Brainerd, 1987: This one should be in every Nord Stern garage.

Left: LeMans, 1970: Porsche's first overall victory at LeMans. This red and white 917 looks three dimensional against the dark background.

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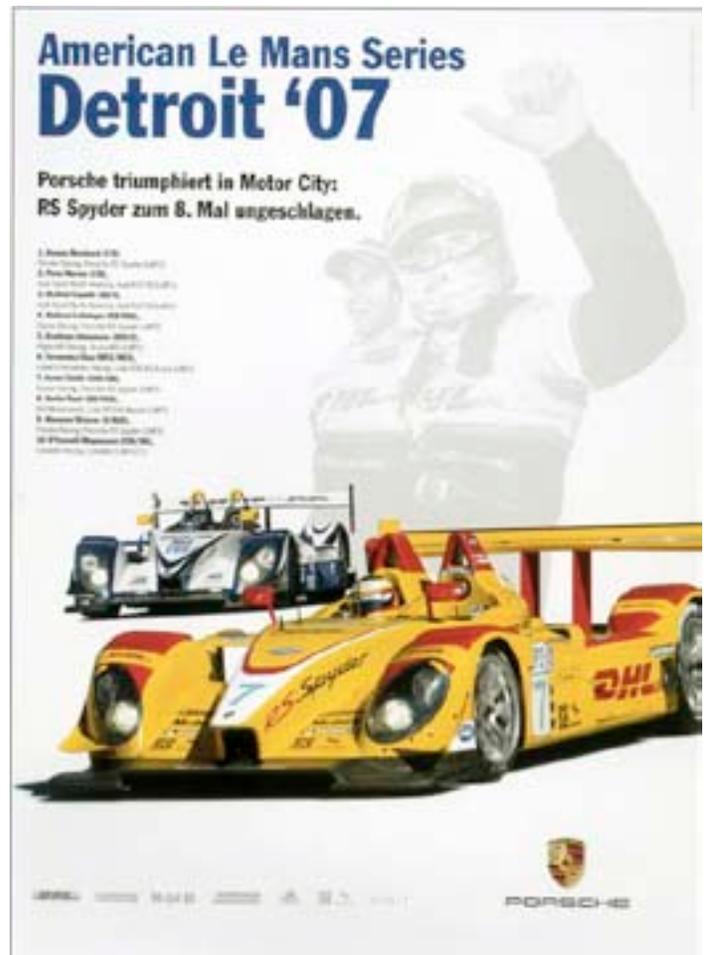
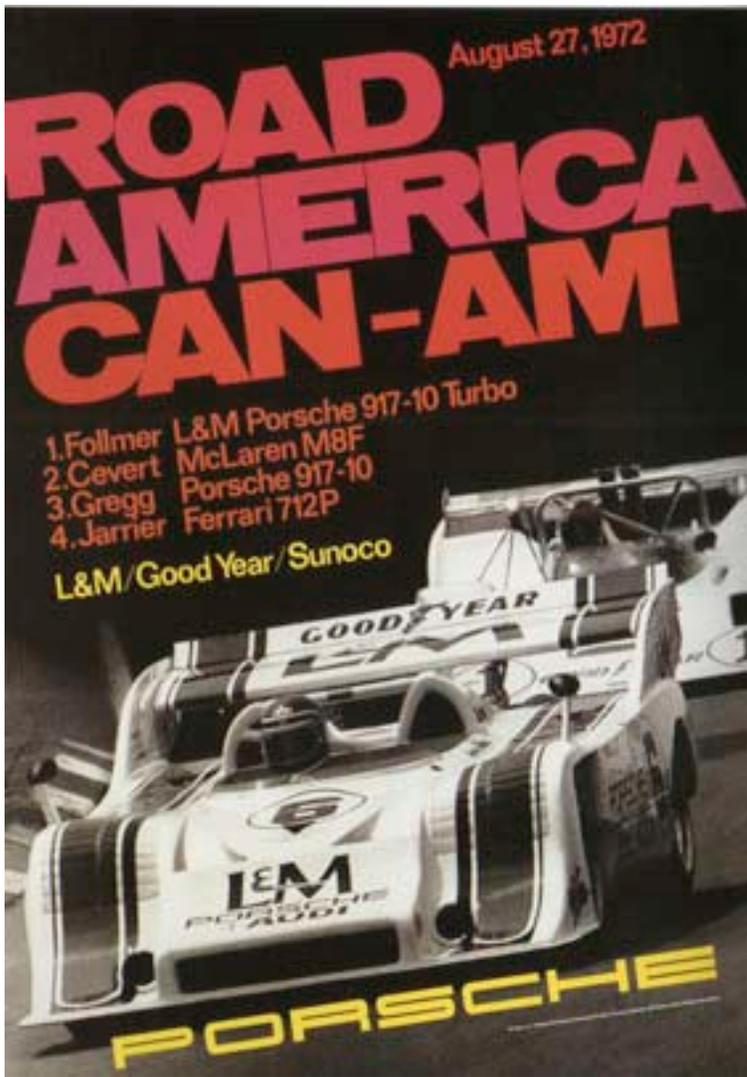
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Detroit, 2007: Eight different posters show the yellow and red RS Spyders from different angles on white backgrounds, each city a different win in the ALMS series. These are easily available and inexpensive

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2010 Nord Stern Rally Open for Registration

by Scott Welz

This year's Nord Stern Rally will be held on Saturday, August 14. This year we will explore the west side of the Twin Cities. Our starting point will be the Minnesota Landscape Arboretum in Chaska. We will gather in the parking lot of the Arboretum at 9:30am with a mandatory driver's meeting at 9:45am. Cars will be released starting at 10:00am.

If you are not familiar with a rally, it is an event where participants are given a detailed set of driving directions they must follow as precisely as they can. Points are awarded for how closely your mileage matches the official rally mileage (don't worry, there are provisions for adjusting for differences in your odometer). If you get lost along the way, you will have a set of "Bail Out" directions that will help you get back to the end point of the Rally. In addition, this year there will be opportunities for earning bonus points along the way. These points could come from answering some questions or from performing certain tasks along the way. Want more details? You'll just have to show up to find out!

The Rally route will take 1 ½ - 2 hours to complete (there will be a couple of opportunities to stop for a break, if necessary) and will be followed by lunch at the end point of the Rally where we will announce the winners.

The cost for this year's Rally is \$40 per car. This includes the cost of the Rally, entry into the Minnesota Landscape Arboretum, and lunch for two people. For you Cayenne or Panamera drivers out there, if you will be bringing more than two, let me know. There will be a small additional charge for additional lunches. Space is limited in our lunch location this year, so the Rally will be limited to 22 cars. If you would like to be a part of this year's Rally, e-mail me at scottwelz@aol.com. I'll add you to the list and will send you additional details as we get closer.



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Riverside Region PCA Book Reviews for Porschephiles . . .

by Bruce Harrington

Porsche 911 Buyers Guide, 2nd Edition by Randy Leffingwell (published by Motorbooks)

This is a truly awesome piece of work. It is in no way a price guide, but rather a detailed discussion of the issues which tend to occur with various year/model 911 Porsches. The amount of research which went into this book seems incredible. Leffingwell's second edition is the lineal descendant of the late Dean Batchelor's classic *Illustrated Porsche Buyer's Guide*. Randy Leffingwell is a renowned photographer and author of books about Porsches, most notably *Perfection by Design*, reviewed in the June '09 Circuit, and *Porsche - 60 Years*, reviewed last December. Other books he has produced deal with Corvettes, Mustangs, tractors and California Missions, but the detail incorporated into the *911 Buyer's Guide* could make you think that it was written by the PCA Technical Committee.

Indeed, the author credits the assistance of several people at PCNA, Bruce Anderson of PCA, Pete Stout of *Excellence*, and a surprising number of Zone 8 members, including Tony Callas of Callas Rennsport.

The author's foreword says: "It is very difficult to write a useful buyer's guide without pointing out problems and risks . . . Such a book could sound negative . . ." Many current Porsche 911 owners might be appalled at the issues identified as potential risks, but the key for the current and prospective owners is potential. No one car will have all the problems described for that year, and many cars will have none of them. But, the author's philosophy is: forewarned is forearmed. To that end, he has done a monumental job of chasing down, describing, and often illustrating items that a prospective buyer should pay particular attention to. With respect to this reviewer's personal experience, many listed potential problems have never occurred. However, the problems with which I have had to deal are identified in this book. Thus, this book also serves as a 911 Owner's Guide, giving insight into specific issues to which owners should be alert.

Porsche 911 Buyer's Guide consists of 304, 8.25" x 9" pages, beginning with ten sections describing in detail the process of evaluating a car for purchase. These range from (1) Begin with the Car Body, (thru 5) Testing Brake Pedal Characteristics and Firewall Integrity, (to 10) What, you say? Everything Works Perfectly. From there, he gets down to the

real nitty-gritty. 44 chapters deal with year models 1965 to 2009, supplemented by two chapters with special considerations for Targas and Cabriolets, and Grey Market cars.

Each chapter begins with a table of specifications for that year (by model), and most include a picture of a representative car with captions connected to various parts of the car explaining what to evaluate at that particular point. Captions are also used to highlight features new to that particular year.

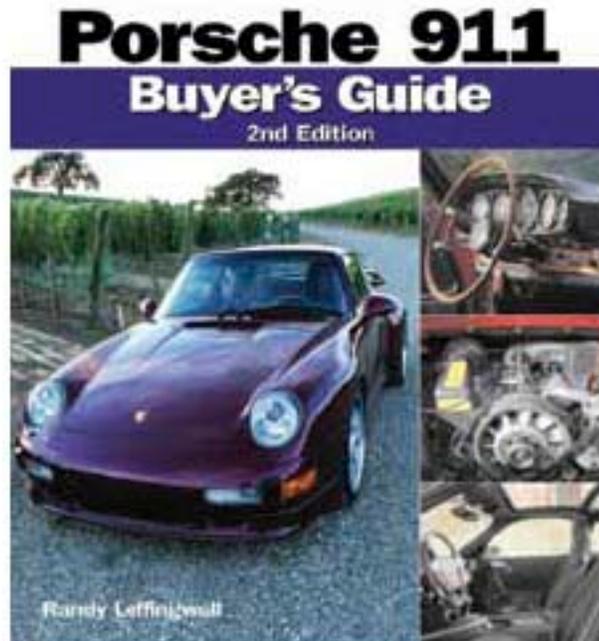
Another nice touch is that each chapter presents quotes from reviews at the time of the year/model introduction,

a comprehensive list of specifications for the year, and a listing of the current cost for some twenty-four standard maintenance/ replacement parts specific to that year/model.

This is indeed a book that few will read from cover to cover. None the less, it is hard to flip through it and not be caught up in something of interest, even if you aren't in the market for that particular year. The writing is very readable, and he is not bashful about adding a little (possibly politically in-correct) color to his tabulations of car characteristics. This reviewer could not help but smile/grimace when he came to Chapter 15, 1975 "The US EPA Strangles and California Chokes, the Cars."

Though the vast majority of this 49 chapter book deals with specific issues for particular years, the greatest value for potential buyers may well be in the first three chapters, which deal with basic procedures and techniques for evaluating virtually any car being considered for purchase.

Porsche 911 Buyer's Guide lists for \$27.99 and is available from your favorite book store (ask for it) or at <http://www.motorbooks.com>.



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14. All requests for entries must be submitted on an official entry form which is available on the PCA website, www.pca.org, and in "Porsche Panorama." Entry forms may be reproduced. All entry forms must be submitted by mail to PCA at P.O. Box 1347, Springfield, VA 22151-0347.
15. The winner will be selected at a random drawing from all eligible entries to be conducted at 101 Marietta Street, Suite 3100, Atlanta, Georgia 30303 on June 15, 2010, at 2:00 o'clock p.m., by an independent judge whose decision shall be final and binding in all respects. The winning entry will be drawn from a container in which all eligible entry stubs purchased for the drawing will be mixed. Each entry stub will have an equal chance of being drawn.
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big part of our club and all are welcome to
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16th Annual German CarFest

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

Memorial Park - Shakopee, MN



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Vendor exhibits, food & refreshments and live music by the greatest German brass band in town: the 30-man *Babarian Musikmeister!*

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Awards at 1:00PM!

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16th ANNUAL GERMAN CARFEST - SATURDAY JUNE 12, 2010 - Memorial Park, Shakopee, MN

Registration Form

NAME: _____ PHONE NUMBER: _____

ADDRESS: _____

E-MAIL ADDRESS: _____ CAR MODEL: _____ YEAR: _____

In order to speed up registration at the gates, we are asking Club members to pre-register by June 5th. 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 2, 2010 to:

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

For additional information, please call 952-937-1822 or contact PBASSOCINC@AOL.COM

For Sale . . .

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

1978 Porsche 911SC

Set up for PCA class D, DE track events. Almost ready for PCA Club Racing. Very nice 911SC with only 61000 miles, the engine is strong and runs flawlessly. I've used only Mobil 1 oil and changed every year usually with only a few hundred miles. The suspension was professionally prepared by Johnson Autosport and includes new torsion bars, adjustable sway bars, shocks, adjustable rear suspension, turbo tie rods, bump steer kit and lowered for racing. This is the same setup that Johnson Autosport had in their own 911SC that dominated the class.



It has a custom welded safety cage and racing seat with 5 point harness. Front and rear fiberglass bumpers, a front mounted oil cooler and an exterior kill switch. Jongbloed racing wheels plus original Fuchs with new Toyo R1s for rain. Everything is in great shape. This car could also be restored as I have all the original parts and there is NO rust! and no damage, this car has always been stored inside and has never seen the snow. Its has a fresh oil change, new brake fluid and front rotors, it's ready to go.



The trailer is lightweight aluminum by Trailex and includes a winch and tire rack and is in excellent shape and can be pulled with a V6. \$25,000 or best

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1986 944 Turbo

Very nice clean 2 owner car! 117,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. 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)

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PCA Membership News . . .

A graphic for PCA Membership News. It features a blue background with white and red text. The main text reads "PCA Members • Ask for Your 10% DISCOUNT On ALL Genuine Porsche Parts At Carousel Porsche Maplewood Imports". Below the text is an image of a PCA membership card. The card is white with a red border and features the PCA logo and the text "PORSCHE CLUB OF AMERICA", "10% Buyer Individual Member", and "5/21/2010".



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Drivin' . . .

continued from page 11

windswept, makes me wonder if John Wayne ever tried to wrangle a cow or shoot an antelope when the sun wasn't out and mother nature had reverted to a jealous, angry, spiteful greek goddess. How many cowboy shows really show a winter?

This, of course, was springtime, so I can hardly point a finger. After all, the Boxster has good climate control and those full featured gas stations have great hot dogs and Cheeto's. We did have to miss Yellowstone, the Tetons and the North Rim because they were getting snow and weren't open for the Boxster. No camping in the snow. Darn! I hear that's a pretty soft ground mat.

Oh, Curves . . . Those curvy freeways, like I70 west of Denver, are great practice for looking far ahead to where you want to be. Yes, my DT instructors should be proud. It really does smooth out your steering behavior even though you have to stay in your lane and accept the DOT apex. My 76 Dodge van (back in the day) hated those and would setup it's own rhythmic bounce and jostle, just like what I saw on that new Land Rover in front of me (does that vehicle qualify for high profile?). Slow down for a 50mph curve! Pffft!

There are limits. You can't really treat them like turn 2 at BIR. This is steady state speed, where smooooth is

what counts for passenger comfort and abidance, as in law abidance. I am "sivilized", after all.

OK, let's admit that at 9000 feet, 250hp and 225 ft/lbs of torque ain't much. Drop to 4th for that long upgrade and run a bit over 4000 rpm so cruise can keep up, usually.

Still, that looking far ahead to where you want go, really does wonders for smoothing out the micro-adjustments you might need to make rounding a broad curve. By the way, have you ever tried to do that for 2-3 hours, steady?

A long curving tunnel will bring you back to . . . well, forgive me . . . tunnel vision, looking just ahead a bit. That light you hear about . . . at the end of a tunnel . . . absolutely blinding!

Aren't those switchbacks great? Quite wonderful, as in totally and completely filled with . . . I wonder what the hell is next! Isn't that where you really want to test your metal? Test out those ideas from your DT instructors. NO!

Look ahead to where you want to be? That's like 10-20 feet in front of you, for pete's sake? Is that where you want to be? Yes, but . . . what's that thing 5 feet in front of you? And over to the outside. And over to the inside, and . . . for example . . . just around the bend?

Now, certain things change in our approach to these puppies, right? I mean, depending . . . there's the totally . . . what do they call it with swimming pools, "infinite edge",

or something like that . . . you know, where you can't really tell where the edge of the pool is, because there's no lip, the car(oops, I mean the water), just flows right over the edge. There's the road, then there's . . . no road. No lip, no guard rail, no boulders, no curb, no scenic pullovers, no pavement markings (hell, how do you mark dirt, anyway . . . and, why am I here? Oh, yea, this car sure handles well . . . OK, check that off the list). Where should I be looking to make this kind of switchback be well driven? And is that what we're after? A well driven switchback? No, the goal is to get safely to the bottom without being scared witless.

First, don't look way over there! This is a corollary (no, I said corollary, not coronary) to the rock climbing "don't look down" mantra. Look to the inside of the curve, right in front of the car (that's all you can see, anyway).

OK, we need more of a description. Imagine a lane . . . pretend it's yours and stay in it. Anticipate the typical things that might occur . . . a wheel could go off the "infinite edge" (ha, just kidding!) . . .

a big rock could fall,
a big rock did fall,

a big rock could fall into your imagined, pretend lane because there are big rocks all over the place that have fallen already and obviously the local DOT came along and pushed them to the inside of the curve or knocked them over the "infinite edge" because otherwise they would be in your imaginary, pretend lane . . . and, finally . . . a big rock did fall into your imaginary . . . well, you know.

Add a few wild animals instead of rocks. Now, add a biker! Surprise! Gotcha! No, not a Harley guy, a guy with front and rear panniers loaded to gills, front wheel wobbling, brakes smoking . . . he knows about the infinite edge, too,



and knows where to keep his eyes focused . . . and it's not on you!

Need I say more!

Yes! . . . local drivers who know those roads and what they can get away with in there big diesel, dually, 4x4 that fills up half your lane. Now, you are really glad you have a Boxster . . . but that tiny Lotus Elise is sure looking sweet about now, too.

I don't have the time or energy or the courage to describe logging trucks, but I think the Elise would do better scrunching underneath one.

And you damn boomers and retirees with RV's going up and down switchbacks . . . I mean, what the hell do you have that Wrangler tagging along on the back for, anyway?

Notes for DE/DT . . . Practice driving curves at 5mph and actually breathing rhythmically. It's important to breathe, especially at 9000 feet.

Yeah, we did get to Death Valley . . . sure is hot, there!

But it's the journey, isn't it? Especially in a Porsche. For those interested, we did get to:

- The Badlands,
- Mount Rushmore,
- Thunder Basin National Grassland,
- Flaming Gorge,
- Moab,
- Arches and Canyonlands,
- The South Rim of the Grand Canyon,
- over the Hoover dam,
- Death Valley (ya ever even heard of Pahrump or the Amargosa Opera House?),
- Zion,
- Bryce,
- Capital Reef,
- and, home again.





Slowpokes Inc.

Open Track Lapping 2010

@ The Brainerd International Raceway
Competition Course (Short Course)
2.5 Miles, 13 turns - \$295 per car per event

Friday - June 4th
Thurs - July 1st

- Format:** Open track 9:00 a.m. to 6:00 p.m.
Number of drivers per car unlimited
- Participants:** 40 cars maximum registration
- Requirements:** Prior High Speed Track Driving Experience
Snell 2000 or newer helmet
Vehicle Tech Inspection
- Contacts:** Linda Schmid - linda@slowpokes.org 952-943-9567
Fred Jacobberger - fjacobberger@comcast.net 952-948-0600
John Cunico - jcunic0@aol.com 651-726-4814
Andy Schmid - ams@amschmid.com 952-943-9567
Jim Bahner - jbahner@tela.com 651-492-9459

If you require more track time visit www.slowpokes.org
for more information or to register for an event.

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 7 Suburban Corvettes school BIR long course \$235	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 1 @	DRIVER'S 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

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

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Our sister car is a single seater driven by a team of experienced and professional drivers. Reid Nordin starts the race. Reid is the Motorsports Manager for Kawasaki and is teamed with Todd Romano, Hans Waage and Larry Roesler. Yes, "the" Larry Roesler whose picture is hanging on the Wall of Fame at the Horsepower Ranch. Reid is taking the car the first 160 miles then Todd and Hans take their turns. Finally Larry, fresh from his trophy truck run, will take 1803 to the finish line in Ensenada. We expected to see Reid early.

Things are going great and Bob's Baja experience is paying off as we pass cars on the left and right going up mountain roads with no more than an inch separating the cars. We have a chance to at least finish second if we maintain this speed.

The first 40 miles of the race, broken cars are scattered along the road. Despite all of the preparation, cars are breaking. We pass Trophy Trucks, Class 1 cars, and Baja bugs. The worse thing is to pass a trophy truck and then see it approaching from the rear at twice our speed once they have

the truck repaired. They have a siren to let us know they are coming. With more than a half of million dollars invested, a Sportsman UTV in front and nowhere to pass they become impatient. Our car is equipped with a blue running light which indicates a slower vehicle. Bumping our car from the rear to move us out of the way is automatic disqualification. Not so for cars of equal speed. When you see a Class 1 or Trophy Truck, take a look at the rear bumper. Most are bent from gentle nudges to let them know someone wants to pass.

As soon as we find an area wide enough to get over, we pull aside. He goes by. Two miles up the road, he has another problem and is stopped. We pass him again. A few miles further, he is back on our bumper. We hope he has the car fixed this time because we have no interest in repeating this dance with them. We have a similar situation with a Class 1 car.

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