

# Nord Stern



August 2010





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# NORDSTERN



AUGUST 2010

*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.

Please contact staff for any event coverage you need

e-mail address: [editor@nordstern.org](mailto:editor@nordstern.org) website: <http://www.nordstern.org>

Online issues, past and present are available in pdf format at <http://www.nordstern.org>

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Cover: Vilma and Luis Fraguada Sr with their award winning 2004 Porsche 911 GT2 at the 16th Annual German Carfest  
First Place - Porsche & Best of Show Award.

Photo by Alex Bellus.

There were more than 85 cars registered in a nice reunion of all Audi, Borgward, BMW, DKW, Isetta, Maybach, Mercedes, Mini, Porsche, and VW.



## Address changes

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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).



# The Prez Sez

By Kim Fritze

Congratulations Christie Boeder – Nord Stern’s Editor Extraordinaire! Once again our newsletter ranks as one of the best nationally! You are amazing! Awards were handed out at this year’s 2010 Parade in St Charles and the Nord Stern newsletter was awarded 2<sup>nd</sup> in class. Great job Christie and thank you for all your hard work!

Can you believe we are now into August! What has happened to this summer? July was filled with great events. Our Road America event was as close to perfect as an event can be! We had great weather (just a little rain over lunch on Monday) and it was a very safe event (no incident reports were needed!). Thank you to everyone for a safe two days and thank you especially to Eventmaster Dave Anderson who makes this event run so smoothly every year. The Vino in the Valley drive was the weekend after Road America and once again this event was awesome! Randy and Sherry Walker did a great job organizing a field of 40+ cars. If you haven’t had the opportunity to do this drive try and sign up for it next year. The twisty Wisconsin roads can’t be beat and then the stops at the Cheese Factory and dinner at the Vineyard really make the trip! Keith and I enjoyed visiting with friends that we don’t see at the track. It is all about the people!

By the time you read this the Club Race and DE will have already taken place. Thank you to Roger Johnson who year after year puts on a great event. There is a lot of behind the scene work that takes place to make this event happen! Thank you also to Keith Jones who heads up the charity piece of the event. Every year he manages to find all sorts of great

items for the silent auction and the live auction. Thank you to everyone who generously contributed to Courage Center!

So that brings us to the August events! Sunday, August 8<sup>th</sup> is the 901-O-Rama at Marine on the St Croix. It is a one of a kind showing of the early 911’s and 912’s. The event begins at 10:00AM. Make a day out of it and enjoy the car show. Then the Gimmick Rally is on August 14<sup>th</sup> beginning at the Minnesota Landscape Arboretum in Chaska. Be sure and register ahead of time with Scott Welz at [scottwelz@aol.com](mailto:scottwelz@aol.com). I know that the number of cars is limited so contact Scott soon!

This club depends on all the hard work of volunteers so the next time you attend a Nord Stern event, be sure and say thank you to the Eventmasters for their efforts on your behalf. Better yet, volunteer to help!

Enjoy the rest of the summer and hope to see you at an event soon!



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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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Back Cover:	8” by 7”		

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## *Welcome . . . New, and returning, Members Hope to see you soon at 'the next event!'*

**Bill Clancy**  
Burnsville, MN  
1984 944

**Rodger Finke**  
Wayzata, MN  
2010 997 GT3RS

**Patrick Goodwin**  
Mpls, MN  
1986 944

**Mike Kaess**  
Eagan, MN  
2000 Boxster

**Stuart Madson**  
St Paul, MN  
2003 911 C4s, 1976 912E

**Daniel Murphy**  
Eden Prairie, MN  
2008 997 Co upe

**Mark Repka**  
Menasha, WI  
1987 944

**Roger Sarenpa**  
Roseville, MN  
2010 Boxster S

**Mark Vreeland**  
Savage, MN  
2001 996 Cabriolet

### **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

In as much as the Boeders spent all last week at Road America (and I mean ALL except for Wednesday which found us wondering up through Door County on the one and only non-track day of the week) this issue is being put together fairly rapidly to stay on schedule for printing and mailing. It seems as if I just finish one issue and here's the next, right on the heels of the last. And this one is not as long as time is short and submissions fewer than recent months.

How time flies! Last week was the Nord Stern Driver Ed days at Road America followed by the annual Kohler International Challenge with Brian Redman hosted by Ford Motor Company, formerly known as the BRIC (Brian Redman International Challenge), formerly known as the Chicago Historics. Whoa, a lot of name changes, or what we all know means organizer/sponsorship changes. No matter what, the event continues to offer vintage racing groups as determined by SVRA 'rules.' It's a big deal, lots of cars and historic race vehicles of many vintages and makes. With many spectators, of course. Hubby Bruce had a very good time racing our 1973 911 RS with the car performing well. He was pleased with his times and most of the vehicles racing with him. What I found interesting about his interest in vintage racing, which frankly isn't quite as intense as the PCA's Club Racing program is his comment that it is pretty cool to be racing at such a famous track, with a lot of different cars and with all the spectators watching. Says there's nothing quite like seeing the stands full of people (and he has time to notice that?! Guess that's what cool down laps REALLY are all about in racing. Who cares if the car/brakes/engine cool down, it's much neater to see all the people waving at the end of that race!

It is an event that's pretty entertaining for all and one I know draws attendance from many Nord Sterners who come just to watch, see and admire the many restored cars. Perhaps a full week of Road America was a bit much but it was a great way to spend a vacation week; especially with fabulous weather almost the whole time. Hard to argue with that.

Still lots of summer left and by the time this issue rolls out we will either be at our annual Club Race and DE or that will have just concluded. Always a great event, we hope many of you come even if you don't drive on track. The silent and live auction benefitting Courage Center always produces some great merchandise and hubby Bruce loves badgering the audience to open up their pocketbook during the Live Auction. Am sure there will be some unique items to be had!

While the slower economy is certainly taking it's toll on participation at a lot of driving events, many of our club's activities do not require big outlays of cash and it's good to see many members continuing their participation in some of the fun stuff. Life is too short to stay at home and only wash your car (or not, as the case may be! Those who know the Boeders will be shocked to learn that we spent a fair amount of time over at RA constantly cleaning the race car of tire boogers and keeping it looking rather pristine. Or as pristine as a race car can be! But we have to confess, part of the car was just repainted and given the 3M coating treatment so we were highly motivated. The repainting is another story, though!)

So do get out and enjoy the rest of this glorious summer. The days are long, the evenings are mellow; what is not to love? See you at the next event . . .



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# Letters to the Editor . . .

## ALL PORSCHE SHOW KUDOS WELL DESERVED!

Nord Stern members . . . The All Porsche Show displayed nearly 125 cars, 200 plus people attended and approximately \$2,100 was raised for Courage Center. The success of the event was based on the work of volunteers to ensure it ran smoothly and it certainly did. Special thanks to the City of Roseville for including the event in their Rosefest Celebration, to George Andeweg of Maplewood Imports for bringing over a new GT3RS that came off the transport the day before, Carousel Automobiles for bringing over two new Cayennes, Sue Perkey from Courage Center for ably assisting Keith Jones at check-in and Eric Erickson and Mark Bouljon for assisting with the overall organizing.

It was a pleasure to serve!

Phil Saari

Thanks Phil, Eric, and Mark for all of your hard work and effort planning and putting together the Car Show yesterday. The weather cleared up again this year and a lot of Porsches and their owners showed up. Jo and I had a great

time visiting with all of our friends and as always, it was fun to see all those Porsches come together.

Events like the Car Show and other Nord Stern events don't just happen. They take members to volunteer their time and effort to plan, arrange, organize and get volunteers to help.

The more volunteers there are, the easier it is for everyone. Next time a call goes out for volunteers, please say "yes".

Dale Trippler

I would like to echo all of Dale's comments. I was a great day and event. The people make it happen.

Brian Mayer

Thanks to all who helped and to all who showed their cars.

Steve Thompson

My congratulations to Phil Saari, Mark Bouljon, and Eric Erickson along with all of their volunteers for putting on such an enjoyable All Porsche Show.

Keith Jones



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# 2010 Nord Stern Event Calendar

## July

30-

### Aug 1 **BIR Annual Club Race and DE**

Eventmaster: Roger Johnson

## August

### 8 **901-O-Rama**

See page 19 for details!

Sunday 10:00 am to 2:00 pm

Marine on St. Croix

A rare showing of early and rare 900s series!s

## 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, porschebreathe@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](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

## ZONE 10 CALENDAR

### AUGUST

1 PCA Club Race & DE, BIR Nord Stern

8 Botham Vintage Car Show  
Barneveld, WI Central Iowa

22 Autocross Wichita

26-29 Run for the Hills 8, Keystone, SD Dakota

28 Valve Adjustment Tech St. Louis

28-29 Mutually Assured Destruction of Omaha  
(24 Hours of LeMons series), Mid-America  
Motorplex, Pacific Junction, Iowa

28 Cruise Nite Show 'n' Shine at Sonic Great Plains

28 Lake Party (tentative) Wichita

### SEPTEMBER

4 Afternoon Drive, S. Central Iowa Central Iowa

5 Tour St. Louis St. Louis

6 Annual Rochester Labor Day Picnic Nord Stern

9-12 Escape, Sun Peaks Resort  
British Columbia, Canada

12 Autocross Wichita

10 Last Fling DT Nord Stern

11-12 Last Fling DE, BIR Nord Stern

18 Ste. Gen Winery Tour St. Louis

18 Garage Crawl (tentative) Wichita

24-26 RVBOWWOW 6 tour, Lake City, MN Dakota

24-26 18th North Shore Fall Color Tour Nord Stern

25-26 Fall Carrera Classic DE,  
Gateway Int'l Raceway St. Louis

26 Autocross, Ameristar Casino,  
Kansas City, MO Kansas City

26 Autocross Wichita

### OCTOBER

1-3 DE, Heartland Park Topeka Kansas City

9 Lamber's Throed Rolls Run St. Louis

10 Autocross Wichita 10 Fall Leaf Drive Central Iowa

17 All Porsche Car Show,  
Kemp Auto Museum St. Louis

23 Fall Color Tour St. Louis

30 Road Trip to Cottonwood Falls (tentative) Wichita

# Letters to the Editor . . .

## Fast Fling and Cleaning those Tire 'Boogers!'

What a great weekend at BIR! Thanks to all the organizers for a well run event and for the best weather I have ever had at BIR (I usually go to First Fling instead). Also thanks to Paul and Lynn for being there on Friday to get me back on the track when my tires gave out.

I am getting my car back to its normal role of getting me to work every day. Does anyone know how to clean the rubber marks off the clear bra? For the paint, I use Mother's cleaner wax or pre-wax cleaner. I don't think I am supposed to use abrasives like these have on the clear bra.

Thanks, Steve Kemp, Silver '05 Boxster S #137

Stripping the wax with Simple Green will remove all but the most stubborn rubber marks. For remaining rubber marks try 3M adhesive remover before going to anything mechanically aggressive.

Griot's Paint Cleaning Clay will remove imbedded brake dust and grit. <http://www.griotsgarage.com/product/car+care/car+polishing/paint+cleaning+clay/paint+cleaning+clay.do> You will be able to see on the clay that it has removed grit that may not have been visible after washing. The time to remove the metal particles from brake dust is before they oxidize and yellow the clear film. The clay will also be easier on your clear-coat than most pre-wax cleaners or one step waxes.

Roy Henneberger

The clear bra I have on my car does not have a clear coat and I've had good results with plastic polish, the variety typically used for headlight lenses. If you have a 3M bra with a clear coat, then you can treat it more like a painted surface as Roy suggests.

Cory Hoeglund

My experience is that even the gentlest abrasives with scratch a clear bra. Try a citrus cleaner first. Clearly not as effective as an abrasive but it gets a lot of the marks off with some work.

Nick Cirillo

Nick: I hate to contradict, but the citrus cleaner can create cloudy spots on the bra. Susan (the auto detailer in the family)

Susan Cirillo

Steve, My 3M clear bra installer recommended that I use "Plexus" plastic cleaner, protectant and polish. This is

good for all types of clear and colored plastic like: Perspex, Lucite, Plexiglas, ABS, Mylar (window tints), Lexan, Acrylite, 3M Protective Film, Venture Shield (3M Brand) and all other acrylics including painted surfaces. The 13 oz. spray can is a little pricey and the only way you can buy it is through the Internet. You can not get it in any of the local auto stores or Big Box store.

Regards, Luis, Fraguada Sr.

I use Plexall, a plexiglass cleaner used on airplane windshields. You can find it at many airport fixed base operations.

Fred Bursch

Plexus is usually available at motorcycle dealerships.

Joe Rothman

Stripping the wax and using Griot's Paint Cleaning Clay apply to either clear-coat or clear film. Luis would be more knowledgeable than me on how Simple Green, 3M adhesive remover might affect a film in good condition. With what my 944 has been through, a petroleum based solvent is the only thing that will get the majority of the rubber off of (now) porous surfaces.

Although I have had acceptable results using 3M Perfect-It hand glaze on plastic film, I have not used the same car for DE and Concours as Luis has. His car always looks great and wins his class! I would follow the suggestion Luis made if you need to polish to remove rubber marks or fine scratches from the film.

The paint cleaning clay is especially important on a light colored car like Steve's so that iron particles do not yellow the film when they oxidize.

Roy H.

I have Plexus and I apply it before events to ease clean-up after. But if you have a tough tire mark on clear bra, my experience is that Plexus will not remove it. Also, 3M wax and adhesive remover will cloud a clear bra that is not clear-coated. I learned that one the hard way.

Cory H.

*Continued on page 12*



I have used my Griots products on my paint protection film including the #2 and #3 polishes and they have lasted 8 years plus, without yellowing. I would probably only do the #3 if that is necessary after doing what Roy suggested below.

Be careful with the adhesive remover :)

Penzel

Thanks everyone for the suggestions. Since this involved both track tire blobs and detailing, I figured the club would be all over it.

Luckily I had some Plexus in the basement for polishing up the Chexx Bubble Hockey dome (first year 1983 original version USA versus Russians). The Plexus did not work on the tire marks (as Cory predicted). It made the plastic and black marks really shine up nicely, but did not remove the black marks.

Staying with plastic products, I tried some Meguiars Mirror Glaze 10 Clear Plastic Polish I had around. It removed the black, but took a long, long time and a lot of work. Too much work for me.

I tried some Meguiars Mirror Glaze 17 Clear Plastic Cleaner I also found I had. It is more aggressive than #10 and is for removing light scratches. It removed the black marks quickly and did not seem to damage the finish.

I also tried some Novus #2 I had around. It worked like the Mirror Glaze 17 removing the marks quickly. These products seem like they are similar in what they are supposed to do.

I don't think any of these plastic cleaners and polishes should be too aggressive on the plastic, but I might need to polish up the spots with Plexus, Meguiars 10 or Novus #1.

Thanks for the help!

Steve K.

## Blast From the Past

*Courtesy Chicago Scene July 2010*

**In (MCMLXXXIX) 1989**

- Seinfeld premieres on NBC
- The Simpsons premiere on FOX
- Disney MGM Studios open in Walt Disney World
- Wonders of Life pavilion opens at Epcot in WDW
- The first of 24 GPS satellites are placed into orbit
- Exxon Valdez runs aground in Prince William Sound
- Tiananmen Square stand off is broadcast live on TV
- East Germany opens "Checkpoint Charlie"
- In Sports: Oakland A's beat San Francisco Giants
- Pete Rose accepts lifetime ban from baseball
- 49ers beat Bengals in Super Bowl XXIII
- Alain Prost wins F1 championship
- Emerson Fittipaldi wins Indy 500
- In movies: The Abyss, Batman, Field of Dreams, Indiana Jones and the Last Crusade, License to Kill, The Little Mermaid and Major League debut
- In music: Another Day In Paradise - Phil Collins  
Don't Ask Me Why - Eurythmics  
Express Yourself - Madonna  
Janie's Got a Gun - Aerosmith  
Love Shack - The B-52's  
Pump Up The Jam - Technotronic  
She Drives Me Crazy - Fine Young Cannibals  
Veronica - Elvis Costello
- Medium household income: \$28,906
- Average home price: \$148,000
- Dow-Jones Industrials: High 2,791 - Low 2,168



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# The Art of Racing in the Rain

Garth Stein, 2008, Harper, 321 pages.

*Book review by Ron Faust*

We would-be racers study the physics of racing and practice the mechanics of the sport. When we put together a few turns pretty well, we feel the rush. Even those of us at the lowest levels have our dreams. We listen to the pros and watch them and we realize they race at a different level. They know and practice the art of racing. Although the title of this book has a nice alliteration, “The Art of Racing” would have covered the message for those who have gone around a track at speed, wet or dry.

When I found out that this New York Times bestseller was told by a dog in Seattle and was about other things besides racing, it sank way down on my reading list, doomed to never get to the top of my stack of to-be-read books. Yet through the dog we get a sprinkle of the protagonist’s understanding of racing at the highest levels. The underlying novel develops into a story you can’t put down, not just because of the plot, but because of the occasional racing wisdom the main character sprinkles in. His rules of racing are applicable to his rules of life.

At first Denny seems to be just another one of those would-be racers working to get a ride. Marriage to a good woman and fatherhood don’t quash his dream as he slowly works his way up in the professional circuits. Garth Stein keeps dropping out the racing pearls however. I would like to share a few, hoping the author would be honored by my quoting him:

“No race has ever been won in the first corner,” he said. “But plenty of races have been lost there... Yes: the race is long—to finish first, first you must finish.”

“Very gently. Like there are eggshells on your pedals, and you don’t want to break them. That’s how you drive in the rain.”

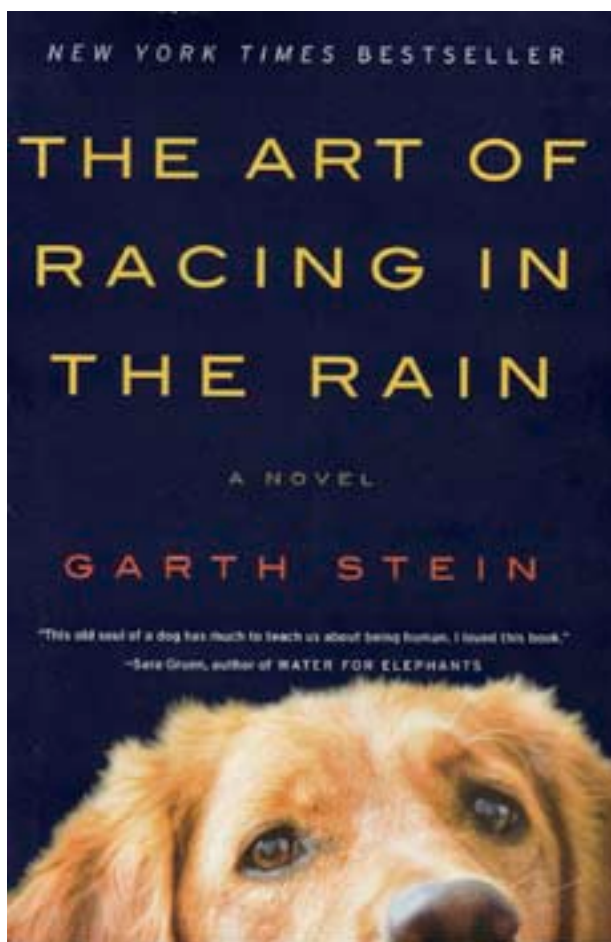
“Never move aside to let some one pass; make him pass you.”

“The driver who cannot tear his eyes away from the wall as he spins out of control will meet that wall; the driver who looks down the track as he feels his tires break free will regain control of his vehicle. Your car goes where your eyes go.” Who hasn’t spun and crashed in the rain on the BIR straightaway and not thought he or she might have saved it in the last fraction of a second if only he or she might have gotten off the brakes and steered down the straight?

“Hands are the windows to a man’s soul. The rigid, tense grip of one driver reflects his rigid, tense driving style. The nervous hand-shuffle of another driver proves how uncomfortable he is in the car. A driver’s hands should be relaxed, sensitive, aware. Much information is communicated through the steering wheel of a car; too

tight or too nervous a grip will not allow the information to be communicated to the brain... To voluntarily restrict one channel of information is foolish for a racer; to allow information to flow unfettered is divine.”

Truer words were never spoken. Graduates of Nord Stern’s driver education program would find all of it so familiar! Definitely a good read with good insights into life and racing.



# All Porsche Show 2010 is 'One for the Books!

*photos by Jeff Boehm*

**N**ord Stern members should be very pleased with the success of the recent All-Porsche Show at Roseville. In spite of heavy rains the night before and a somewhat soggy field in some few places, the turnout was huge and a sunny day was at last enjoyed by all. After many years of focus on competition (Concours), the emphasis in the past several years has been more on fun with friends and interesting Porsches. Better yet, members this year raised more than \$2,100 for Courage Center with contributions in lieu of entry fees. Simply a great result – members should be proud!

**Phil Saari, Keith Jones and Eric Ericson** deserve very special thanks for their hard work and persistence in making this event a real high point on this year's calendar.

Mark Bouljon, Carousel Porsche







A few of the 914's on hand



Dale Trippler's lovely Speed Yellow Cayman S



The early 911 line up





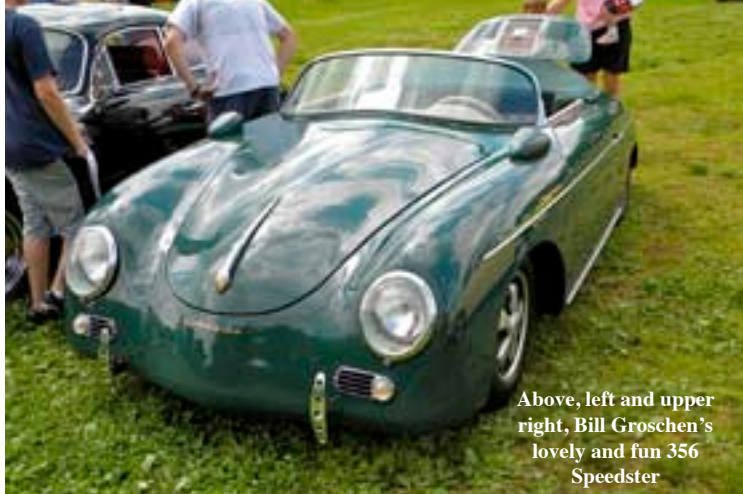






# Out and About at our All Porsche Show

*Photos on page 16 & 17 by Jeff Boehm*



Above, left and upper  
right, Bill Groschen's  
lovely and fun 356  
Speedster



Lots of 356s!



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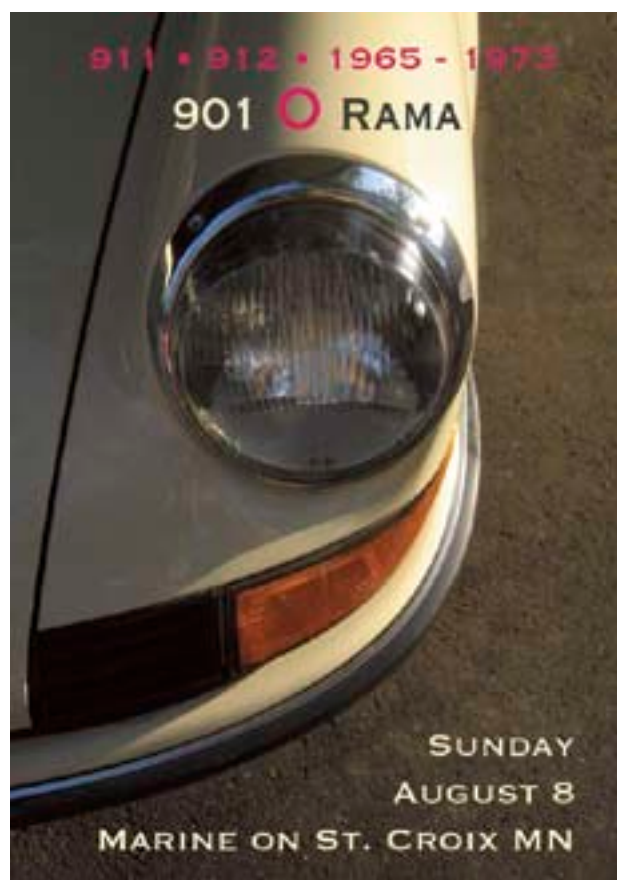
**WE'LL MEET IN MARINE ON ST. CROIX  
SUNDAY, AUGUST 8**

- **Take a Sunday tour** through the beautiful St. Croix River valley to one of Minnesota's oldest towns, the village of Marine. All owners are encouraged to bring their cars, no matter the condition. Several historic racers, early and original cars will be on hand.

- **911 / 912 cars will be placed for display by 10 AM** at Burris Park, next to the Mill Pond. Enjoy the sights and sounds of these early cars and spend some time talking to other owners. A special adjacent parking area is reserved for all other Porsches.

- **Lunch will be at noon** - you can pack your own picnic basket or let us reserve a box lunch for you. Grills and picnic tables are on site. Just a few steps away are the Brookside Grill, Olive's Neapolitan Pizza, the General Store Deli and the Village Scoop ice cream shop. Bring your own cooler for beer or soft drinks. Water and lemonade will be provided.

- **People's Choice awards** will be given in several categories, along with special organizer's awards for which you cannot possibly prepare, so be assured of a low key event. A decent wash and vacuum will be a good idea. We'll ask you for a \$20 donation for Courage Center in lieu of entry fees. There will be prizes, goodies and keepsakes for all entrants.



The drive to and from Marine (about 10 miles north of Stillwater) will make for a memorable day, as will the chance to renew old friendships and make new ones. Contact us for travel planning, scenic routes and nearby lodging. Map search: Marine, MN 55047

Display space may be limited, so please let us know your plans as soon as you can. Will you spend some time helping on event day? Contact Gordon or Mark. We look forward to seeing you on August 8!

Check for updated information at [www.901orama.com](http://www.901orama.com)

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## PCA Membership News and Discount Information . . .



Left, the golfing group from this past year's North Shore Fall Color Tour. Photo courtesy Jill Daneu. Such a great group shot:

Top, L to R: Fred Daneu, Ed Vasquez, Dale Trippler, Keith Fritze, Steve Thompson,

Seated, L to R: Jill Daneu, Ali Vazquez, Nancy Thompson, Kim Fritze, Jo Craven

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# New Engine Break-in Conundrum

by Ken Koop, Yellowstone Region of PCA, Old Faithful Newsletter

Since I was a young boy, I have always wondered why it takes so long to break-in a new engine--especially those built by Porsche. Most people driving new cars also do not fully understand the real reason for the break-in period. Are you one of them? A good friend of mine just picked up his brand new 911 Turbo and complained about the break-in period taking so long (2,000 miles, not exceeding 4,000 RPM). We have talked about this issue many times over the past few years, always coming up with many scenarios of why such a long break-in period is required. However, we have never agreed on a reasonable answer. Well, you are about to find out the reason Porsche requires the break-in period it has today. The answer comes directly from the engineers at Porsche.

I was on a recent Porsche factory tour and was watching an engine being built and dyno tested. Each engine is built by a single person on a moving production line. Porsche feels that they can obtain better quality control with one person building an individual engine from start to finish. In addition, each engine builder can assemble every type of production engine that Porsche produces and every gasoline engine is still built at the Stuttgart factory. It takes 2-3 ½ hours to assemble each engine, depending on the type. Afterwards, the completed engines are either used in the cars produced at the Zuffenhausen factory or are boxed up and shipped to Leipzig (for the Cayenne and Panamera) or off to Finland (for the Boxster and Cayman).



Before all of the parts are assembled for a particular engine; the pistons, connecting rods and valves are individually weighed and grouped together using similar weights to optimize performance. They are put onto a cart that moves along the assembly line with each engine block. This cart contains every part required to assemble that particular

engine which includes each washer, nut, bolt, bearing etc... As a result, if any part is left in the cart at the end of the assembly line, then—Houston, we have a problem!

At the end of the assembly line, the engine is filled with Mobil 1 Synthetic Oil. Each engine is then dry run (without fuel), pressure tested and checked for leaks. Every car coming off the production line is also run on a rolling road dyno. This enables all cars and engines to be tested at highway speed before they leave the factory.

Some of the engines are also randomly selected to be tested on a dyno stand before they are installed into the car. The





assembly plant has 5 dyno rooms located directly off the production line. The day I was on the tour, there were around 40 engines lined up on dollies. Some of these engines were in the process of being tested for quality control purposes. Once the engine is bolted onto the dyno, warm water is circulated throughout the engine to bring it up to temperature. The operator then starts the engine and checks for the correct pressures and temperature before the actual test begins. Engine speed is then increased in RPM steps to about 80% of its red line (the engine's maximum RPM). The entire engine run takes around 30 minutes. Since each engine type (Turbo, GT3, Boxster or Carrera...) has a different red line, all of the data is recorded and analyzed after the test is completed.

After the engine is turned off, the engine is again checked for seal leaks and its actual HP is compared to its

advertised HP. To pass final inspection, the engine has to develop, at a minimum, 100% of what its advertised HP rating is. Also, the engine cannot produce more than 5% over that same advertised rating. If the engine falls out of those parameters, the engine is rejected and then torn down to determine why it did not deliver the anticipated HP.

When the test was completed, a Porsche engineer came over to review the results. I couldn't resist asking the question that I had been searching to find an answer to for all these years. I asked "why does Porsche feel it is safe for a new engine to run at nearly full throttle in the factory, while the customer must keep the engine speed to no more than 4,000 RPM for a 2,000 mile break-in period?" I thought that was a logical question and if I do say so myself—well stated! The engineer replied, "Herr Koop, you do not understand (that I already knew). When we do our engine test, the metals inside the engine never reach the temperatures they would when driven on the street since the test session is fairly short. In other words, the bearings, pistons and cylinders never get a chance to thermally expand to their maximum. Therefore, there is little wear on the moving components. But when you drive a car on the street, the engine parts expand considerably more because of the heat being generated from the engine running for an extended period of time. No matter how tight the tolerances are, there is always a slight amount of expansion in the material. The moving parts can wear quickly if exposed to excessive heat and not always in a uniform way. We also constantly vary the speed and allow the engine to run at both high and low RPM's".

"Porsche wants the engine to break-in slowly, which means it needs to maintain a lower operating temperature (below 4,000 RPM) and to allow all parts to adjust (wear-in) within their own thermal expansion parameters. This is also the reason why Porsche wants the owner to vary the RPM throughout the break-in period; therefore the engine doesn't get use to one operating temperature range".

"Porsche has been using Mobil 1 Oil since the early 90's. With its superior lubricating properties, it takes many miles of driving (without getting the engine too hot) before the components actually seat (or break-in). Porsche's own tests reveal that after 2,000 miles have been driven, all of the moving parts have had a chance to wear into their adjacent surfaces and then an increase in engine RPM is permissible." I replied, "JA DAS SOUNDS GUT, when you explain it that way, it makes a lot of sense." I thought to myself "You Dummkopf, why didn't you think of that".

The engineer commented that there were many other moving parts other than the engine that needed break-in as well. Wheel bearings, constant velocity joints, tires, brakes and transmission were just some of the other components that were mentioned.



So breaking it down into layman's terminology, it all comes down to; higher RPM equates to more heat, which leads to greater expansion. For a new engine, that can mean uneven wear on certain parts if excessive heat is allowed to build up. In Porsche's opinion, the thermal expansion of different parts and various materials need time to adjust to one another. Porsche's time frame for that to occur is calculated to be 2,000 miles, with the heat restriction being 4,000 RPM. So simple; who woulda thunk.

Many experienced Porsche engine builders and experts on the Flat-6 engine state that the peak power of a Porsche engine is developed around the 20,000 mile mark. This coincides with the principle of what the Porsche engineer was telling me; "Break it in correctly and the engine will last longer and perform better".

It only took me 45 years to find out the real answer to this puzzling question. After I returned home, I explained this to my friend. As for our ongoing debate, we now feel a solution to this riddle has finally been reached. Neither one of us had the answer to this complex question totally figured out, but we were on the right path! I am finally able to resolve another one of my life's unanswered mysteries and now it's been crossed off the list. I hope this helps explain one of your unanswered questions in the car world as well.



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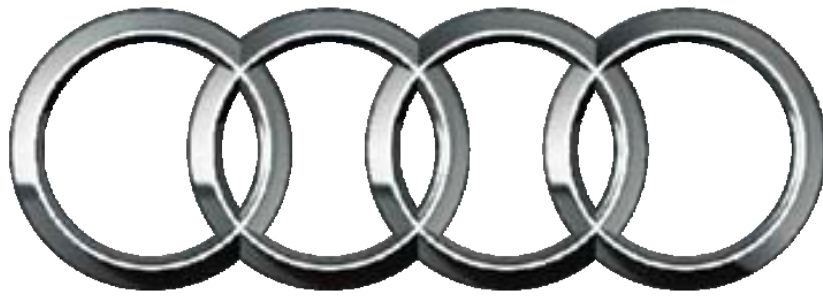
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# Zwart Wins Pikes Peak Time Attack Class With Porsche 911 GT3 Cup

*courtesy Jill Beck, PCA Newsletter Editor*

**B**reaks Record by 38 Seconds while Finishing Sixth Overall - Ahead of Every Production-based Car Entered.

Colorado Springs - June 27, 2010 - Jeff Zwart, from Woody Creek, Colorado, driving the specially- prepared Luminox Watch Porsche 911 GT3 Cup race car, has won and set a new record in the 2WD Time Attack class in Sunday's 88th running of the Pikes Peak Hillclimb.

Zwart, now a seven-time Pikes Peak class winner, not only broke Rhys Millen's 2009 class record by 38 seconds (after smashing his qualifying record by 18 seconds), but went faster than all but five of the entire field - three Unlimited Class and two Open Wheels cars, all with 600-plus horsepower. His 911 GT3 Cup car also beat all the production based race car entries, 2WD and 4WD. Nobulhiro Tajima, from Japan, won the hillclimb overall in an eight-cylinder, turbocharged Suzuki 4WD one-off race car with an Unlimited Class entry.

Zwart said the key to his victory was the confidence that build up every time he drove the car.

"In my previous six victories - all in Porsche street-based turbo cars - I spent most of my practice time trying to tame the car to fit this difficult course; With this Porsche 911 Cup car, it was clear to me from the beginning that the car was challenging me to drive my best, and I went faster every time I stepped behind the wheel. Each time I thought I was asking too much from the car, especially when I carried maximum speed into one of those hairpins, the Porsche responded and challenged me to push even harder," said Zwart.

He also repeated his amazement from Friday's qualifying session that the normally-aspirated car didn't lose horsepower from its 9,000-foot-elevation start and the 14,000-foot finish line. A combination of the 450-hp, 3.8-liter Porsche Cup car engine and expert engine map adjustments from Porsche Motorsport North America gave Zwart the performance of a lifetime.

Zwart again praised the Pirelli road racing rain tires, which he felt held their grip evenly on both the gravel and tarmac surfaces, a necessity as the course has been transformed from all gravel to half and half. Next year, with two more miles of the 12-mile course scheduled for paving, road-racing- based tires will make more sense than ever. The team made some adjustments

to tire pressures on all four wheels prior to qualifying. Pirelli had developed a tire for Zwart based on the rain tire they use for the Rolex Grand-Am series.

"Without Luminox Watches, Porsche Motorsport North America, and Pirelli tires support, this victory would not have been possible," said Zwart.

Porsche Motorsport started with a 2007 Cup car, updated it to 2010 specifications, and installed a new 450 horsepower 3.8-liter engine currently in use in the Patron GT3 Challenge, American Le Mans Series Challenge Class, and the Porsche Supercup series. The engine management mapping was modified to perform well in high altitude as the race starts at 9,390 feet and finishes at the summit, 14,110 feet above sea level, and ride height was increased for the gravel sections of the course. The underbody was also modified to protect the car from gravel and stones similar to rally competition. Zwart has now won his class at Pikes Peak - all in Porsches - in 1994, 1995, 1996, 1997, 1998, 2002 and 2010, setting new class records four times. Most recently, before this weekend, he co- drove a Porsche Cayenne with Pikes Peak veteran Paul Dallenbach at the challenging TransSyberia Rally (Moscow to Mongolia) in 2007. He also has an SCCA PRO Rally Championship (1990) and a SCORE Baja 1000 class win (2004) to his credit.

The Porsche 911 GT3 Cup car, built on the same assembly line in Stuttgart as the street-legal Porsche 911s, is raced all over the world in the Porsche Supercup series as well as various Porsche Carrera Cup and Challenge Cups, including IMSA Patron GT3 Challenge. New last year was the addition of the American Le Mans Series Challenge class, where the Porsche 911 GT3 Cup cars contest the full endurance series run by the Le Mans racers.







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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](mailto:scottwelz@aol.com). I'll add you to the list and will send you additional details as we get closer.



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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.*

## 911 RS America

Class G, new engine, full cage, Bilstein custom valved, factory LSD, Magnicore, K&N, Jerry Woods headers, Sparco wheel, Ultrashield Simpson harness, IOPort brace, BBS wheels, Lexan windshield, LWF, Odyssey battery. No PS, SR, AC, radio. Highly maintained by a 35 year PCA member.



\$35k. More information online at PCA.org. Jon Beatty, jon@minntonkaaudio.com.

## 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 offer for both. Glenn Lysaker 651-258 4011, racer911sc@sleepyeyetel.net

## 928S

One of a kind. Only 22,000 miles. Miles by original owner; never in winter. Flawless, dingless metallic garnet red finish. Less than 50 miles since '09 complete service and detailing by Maplewood Imports. Five speed stick. Full leather interior. Call their service people for confirmation of it's "like new" status.



You can steal this rare Porsche and have years of fun for just \$18,000. I must make room for my new Panamera. Call Ken Kamstra © 651-690-5115. Or E-mail: thinkmk05@comcast.net.

## 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)

## 914 Parts

Front and Rear (w/spoiler), Fiberglass Deck Lids, white, new, stock appearing underside. \$200 each. Steel wheels 1973 914-4 widen to 6 1/2" have four. \$50 lot. Gary Greiner, 701 E. 9th St. Superior, WI 54880 or 715-395-9431 (nights), 218 348-1849 (cell), e-mail gtgcw8976@hotmail.com.

## WANTED- 944, 944 turbo, 968

Looking for the following: Less than 45,000 miles, original paint, no dents or dings, stored Winters, manual transmission, properly maintained. Serious buyer. Jim Tourtillotte 952-831-6513 or e-mail jgt777@q.com



# Nord Stern Glossary, or How To Talk Nord Stern . . .

*originally submitted by Teresa Vickery, edited by Christie Boeder*

*A slightly irreverent glossary of commonly used terms compiled by Teresa Vickery and originally run in Nord Stern many moons ago, your editor decided it was a good idea to pull this out and update it for the newsletter. There are many new members who may not be as familiar with 'all things Nord Stern' and this piece does a pretty good job of 'picturing' just about all the aspects of this club! Enjoy . . . questions, let me know!*

**All Porsche Show:** Formerly the “Nord Stern Concours d’Elegance”, our once-a-year get together is where you come, park your car and just show off a clean car (or your skill at driving through the car wash or NOT as the case may be!) while enjoying the opportunity to oogle all the other unbelievably beautiful cars! A relatively small donation is requested that is contributed directly to the club’s charitable recipient; Courage Center of Minnesota.

**Autocross:** The politically incorrect term for driving our cars on a track or in a parking lot. Replaced with the term *Drivers Education* (see below). Often abbreviated as AX or AutoX. Other car clubs who are not subject to PCA insurance rules and have not, therefore, been enlightened as to politically correct terminology, still run Autocrosses.

**BIR:** Brainerd International Raceway. Our “home track” and home-away-from-home during the summer. Site of our Drivers Education events and Driver Training Days. Two and half hours north of the Twin Cities, depending on your car, your radar detector and your comfort level with speeding tickets.

**Blackhawk:** A funky little track about 5 hours southeast of the Twin Cities, stuck in the middle of a cornfield. Twisty turns, short straights and tons of fun. Note: Nord Stern currently is not organizing DE’s at this track, however, the Chicago Region does and the above description is still accurate!

**Board of Directors:** The best job to have in the Club but one that takes time to get. Made up of Past Presidents, they work with the current President to insure we abide by our By Laws, manage finances responsibly and run the region effectively.

**Club Racing:** Drivers Ed on steroids. Sponsored and run by PCA, Club Racing is wheel-to-wheel racing at tracks all over

the country. It is run under 13/13 rules, similar to Vintage Racing, which penalize drivers who cause damage to their car or other cars, or who drive in an inappropriate manner. Attend our Club Race in August at BIR to check this out.

**Club Talk:** Our own Nord Stern chat group. Go to [www.NordStern.org](http://www.NordStern.org) and sign up to get in on all the hot gossip, meeting and event reminders and general silliness. Past posts included a discussion about installing trend-setting orange shag carpet in 911s, messages from someone looking for racing history (he’s got a 356 Carrera that was raced), posts about the Nord Sterners competing in the Daytona 24-hour and Sebring 12-hour races, and a great source for your editor when she’s looking for filler for the newsletter (sorry, guys, nothing is sacred on the Internet, hey!)

**Concours:** Events for the truly neurotic clean car fanatics - as defined by one who is one! If the thought of cleaning your car with toothbrushes and q-tips makes your heart beat faster, this is for you. (Note: Attend the Concour Tech to learn the trade secrets of the clean car guys. There really is a right way to wash your car. Note, also, that a Concour winning car, or at least a well-maintained car is significantly more valuable when it comes to re-sale. And, keep in mind that an afternoon spent polishing your car is significantly less expensive than a session with a shrink. I have personally saved a bundle!)

**Drivers Education:** The politically correct term for an Autocross or Driving Event. These are carefully controlled opportunities to drive your car as Ferry Porsche intended.

*Track Events:* At BIR, Road America or other race tracks. Generally two or more days of driving, car talk and socializing with fellow car nuts. You will come to love the smell of hot brake pads in the morning, have fascinating conversations about tire pressures and engage in long discussions on the nuances of cornering.

*Parking Lot Events:* At Dakota County or other huge parking lots (Valley Fair, of late). Generally a one day event where we mark a course with a million orange pylons. The object is to negotiate the course, without hitting any plastic pylons, in the shortest possible time. (Not as easy as it sounds!)

**Driver Education Training Days:** Formerly known as Driving Schools. These days precede a Drivers Education

event (see above) and are designed to teach you how to drive. (There's more to it than you think!) Our Driver Training Days have a national reputation for being comprehensive and well-run. The skills you learn at our schools will make you a better driver on the street and will prepare you for our Drivers Ed events. Note: Successful completion of a BIR Driver Training Day is mandatory for any driver attending one of our track events. You already own a great car. Now, invest in learning how to drive it well.

**Event Master:** The person in charge of an event who has God-like power over all aspects of that event. He/She is to be given our complete attention; groveling is recommended. Questions about that event should be directed to him/her. If you are into "sucking up" (always a good idea!), call to volunteer to help. You'll always find their name and phone number in the Nord Stern.

**Executive Council:** Our Fearless Leaders. Made up of the Board of Directors and the elected officers of our Club: President, Vice President, Treasurer, and Secretary.

**Fall North Shore Tour:** Our annual trek to the north shore of Lake Superior that includes accommodations at BlueFin Bay, lunches and dinners at great restaurants and a self-guided foliage tour. (Also includes late nights in hot tubs, but we won't go there...) Seeing a bunch of shiny Porsches positioned against fall foliage with Lake Superior as the backdrop is awesome.

**German Car Fest:** A gathering of the faithful that includes owners of all German marques. This is fun! You'll see some great cars, meet some interesting people and feel right at home among a group of people who are just as weird about their Mercedes, BMW, Audi or Volkswagen as we are about our Porsche.

**Instructors:** A group of experienced drivers who think it's fun to sit in your car all day teaching you how to drive. Identifiable by their red name badges. Nord Stern has a reputation for producing great drivers, and it's all due to our emphasis on continuing education and the quality of our group of Instructors. Take advantage of these people - they've been selected because they are enthusiastic, willing to share their knowledge with you and want to help you improve.

**Met Council:** A loose organization of all Car Clubs in the Twin Cities area. Met Council runs a series of parking lot autocrosses all summer long, for those who need more drive time than Nord Stern can provide.

**Newsletter:** Also called The Nord Stern. Your one-stop source for information on everything that is happening in the Club. You should read it cover to cover, every month. Note: Your newsletter editors are always looking for photos and articles and you will endear yourself to them for all eternity if you submit material. Available online at NordStern.org in pdf format.

**Nord Stern:** German for North Star. Trivia buffs will immediately recall that our state motto is *Etoile du Nord*, French for "Star of the North". Seeing as how we're not driving Peugeots or Renaults, we've gone with the more appropriate German translation. Note: your editor 'begs' to point out the correct spelling for our region: it is 'Nord Stern' and not 'Nordstern'. Two words....sigh, your editor is amazed at how many don't notice the difference!

**Pano:** Porsche Panorama - the bible for Club members. Check out the classified to find out what the absolute max a Porsche is going for. (Check *Excellence* for a more rational figure.)

**Parade:** A once-a-year PCA-sponsored national gathering of the Porsche faithful. It includes a variety of car-oriented activities (the list is too long to reprint here!), lots of partying, lots of car talk and lots of Porsches. Described as a near-religious experience for Porsche-philes. To be held this year in Milwaukee, June 30-July 6.

**PCA:** This one is a "gimme": You are already a member of the Porsche Club of America.

**PCNA:** O.K., another 'gimme'. You're already driving one of Porsche Cars North America's finest.

**Rally:** Getting from Point A to Point B in an exact time frame, along an exact route. You and your Navigator rendezvous at a given location, are handed coded instructions and (if you are successful) end up somewhere fun. Note: Included in your instructions is a "Panic Pack" that will give you the destination so you won't miss the end-of-Rally fun! Rallies range from diabolically tricky time-speed-distance events that test your driving, mathematical and personal relationship skills to "gimmick" or fun rallies that are goofy, silly events that may have you taking pictures, decoding "secret" messages or trying to find hidden clues.

**Registrar:** The person who handles your Drivers Education registration. You send your entry form and check to the Registrar and he/she will record it, process it, assign you to a run group and insure you have a great weekend. Note: We strongly recommend you be a good Nord Stern citizen by registering early for an event. We also strongly recommend you be effusive in your praise of the Registrar, as this is a tough, thankless job. We all want to keep our Registrar happy!

*Editor's Note: life has VASTLY improved for your Registrar (and being a former Registrar I can attest to the former accuracy of the above description of this job. But with the advent of online registration, yahoo, much has improved however, we STILL want to encourage earlier, rather than later registration for events.)*



**Road America:** Abbreviated RA. A fantastic track located in Elkhart Lake, WI. that features big straights, the infamous Carousel, the wicked Turn 5 and more. Also features “Eggers” - a breakfast concoction not for the faint at heart (or sensitive of stomach) and the best brats in the country. An easy 6 hour drive. (Any less and you will meet one of Wisconsin’s finest who carry credit card slide machines, for your convenience...)

**Run Group:** Your group at a Drivers Ed event, assigned by lap time. Note: Run Group in no way designates social standing or status within the club. It is a time-based grouping designed only to maximize track time. Based on observing other regions who do not use time-based Run Groups, our system also maximizes fun.

**Safety:** The people charged with insuring our driving events are run in as safe a manner as possible. Duties of the Safety Chair include monitoring adherence to the rules, making certain people are driving in a safe, sane fashion and having “chats” with drivers who exhibit inappropriate behavior.

**Schools:** The politically incorrect term for our Driver Training Days which precede our Driver Education events. (Confused yet?)

**Techs:** Events organized to give us a dose of car talk in the off-season. We gather together to hear presentations on technical aspects of our Porsches and Porsche ownership, and to talk cars with our Nord Stern friends. Topics vary and are always fascinating.

**Tech Inspections:** Prior to attending a Drivers Ed event, your car must pass a tech inspection. A comprehensive inspection of your vehicle is done to insure it is “track ready”, checking brakes, tires, wheel bearings, suspension, fluids, and mandatory safety gear. This is done at one of our Tech Inspection locations, with your car up on a lift.

**Tours:** Like a Rally in that you are going from Point A to Point B, but you know the route and there’s no pressure. Routes are specifically selected to be scenic and/or fun to drive in your Porsche. Note: The sight of 20 or 30 (or MORE) Porsches traveling briskly down a beautiful country road is not to be missed. Tours always include great food and great socializing.

**Waiver:** A form you will be asked to sign prior to participating in any event which involves driving your car, including rallies and tours. It is required by PCA as part of our insurance package. Our lawyers make us do this.

**Zone Rep:** Each region in PCA is part of a Zone. Each Zone has a representative who’s job is to keep track of the regions and to represent us at PCA meetings. Once or twice a year our Zone Rep will attend a Nord Stern event to schmooze. We are part of Zone 10.



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# 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			
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.cvsc.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

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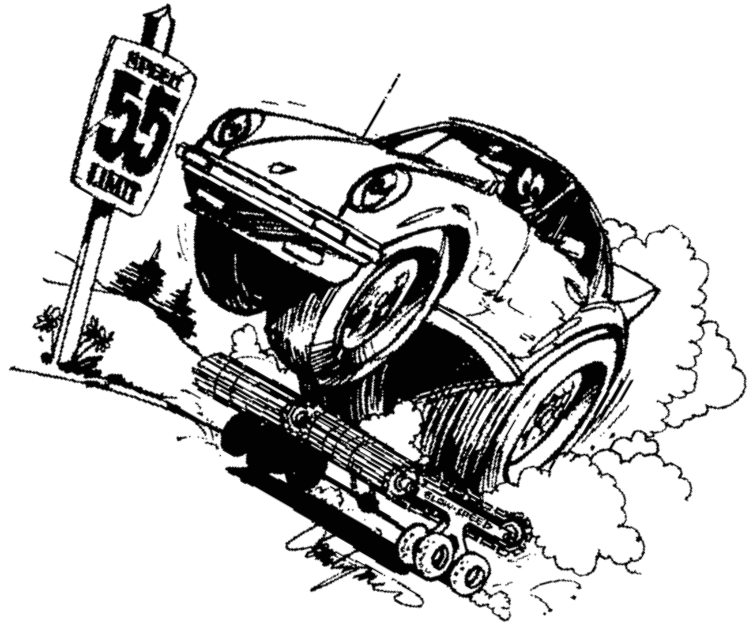
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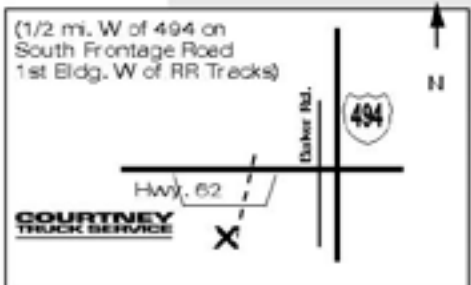


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