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November 2010



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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.

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Cover: Kim and Keith Fritze's Boxster Spec 'new' track car racing at BIR during this year's event in August. Photo by Phil Kittock, son of long-time Nord STern members Mark and Pat Kittock. Phil is a senior this year in high school - excellent focus! Mark and Phil have been traveling to several race venues, most recently at the Petit LeMans in Georgia at the famous Road Atlanta race track. Another story for an upcoming issue!



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Call Christie Boeder 612 845-4509 (note: old phone number no longer active).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

Holy smokes ñ can you believe it, it is the end of October! Pumpkins are out, folks are planning their Halloween costumes and deciding what treats to buy! I always buy something Keith likes as he has quite a sweet tooth (in case there are leftovers!) As I write this Keith and I are on our way home from an amazing Club Race at Hallett Raceway which is just west of Tulsa, Oklahoma. For those that have driven there you know that there is not a flat spot on the track! Lots of off camber and blind turns plus elevation changes make this very technical track challenging yet exciting to drive.

There were twenty-two Boxsters there racing together! Almost enough for their own run group. Keith has wanted to get into Club Racing and I love being at the track, so after many years of DE and lots of research we bought a Boxster that was set up for the Boxster Spec Racing Class. So do you build or do you buy something already prepared? We wanted to race this year and the Boxster class was really appealing as it had newer mid-engine technology and was attracting lots of racers. (So, no, Keith, the Cayman is NOT available for Club Racing). Keith found this car in California and the price was right. After some negotiation it was ours! This has been quite a fun ride. He has successfully completed four racing events and we are looking forward to next year. I have found my niche being track support, doing tire pressures, swapping out tires, checking brake pads, etc. and making sure he makes all practices and is prepped in his car in time to make the grid. Hmm - I also really enjoy the social side of being at the track. No surprise to most!

So enough of that stuff! We have decided not to have our traditional Awards Dinner in November and are putting our efforts and dollars into the Holiday Party which will be in January. The date and venue will be announced soon. Please check the website.

The weather has been so unseasonably nice it is hard to believe that we are moving into winter. Our cars are being prepped for winter storage - and for the few brave folks you are arranging to put the winter tires on your Porsche. Remember they do have snow in the 'hinterland'!

As the year comes to a close I ask each of you to consider volunteering to help out the club. Volunteer for a position or just assist the chairman. All help is welcome! It is you the members of the club that make this club work so well so please be involved! Otherwise we can't do what we do!

Speaking of volunteering, the Fall Color Tour was outstanding this year! Timing was great - leaves were at the peak of the season! Great job Suzanne and John Dixon!

Remember that even though the weather is getting cool there are still events to attend! Hope to see you soon!

– Kim



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Ad frequency	X1-5	x6-11	x12
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1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
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1/8 page:	8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover:	8" by 7"

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

Bob Church

Rochester, Mn
1964 356 SC and 2003 Boxster.

Gregory and Kristen Ross

Lakeland, MN
Panamera

Jerry Sweeney

Minneapolis, MN

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

Okay, it's still nice out the Porsche car just can't stay put (of course we are one of the rare breed of owners who daily drive the 964 and truly mean 'daily drive!' What a great fall to be able to continue to enjoy the dry roads in style). I think we still have a drive or two left in us for fall foliage as we can always head south!

Got a loaded issue with lots of photos from Fall Color Tour and hopefully more to come. Even if you didn't attend the event, the photos tell the story quite well. However, our first-time contributor (and new member - yeah new members!) Rob Allen, has done a fabulous job of setting the scene, describing the action and drawing you, the reader, into the fun. Thank you, Rob (who will readily admit his significant other, Erika, helped out!). We certainly hope to hear more from you. Enjoy!

This month we would also like to welcome a new advertiser! Gotta love the picture in their ad as featured below, along with a few words of introduction about the firm and it's

members: A warm Nord Stern welcome to the Duddingston Sylvester Group:

At the Duddingston Sylvester Group, we work with families and businesses in transition and/or consolidation. Not only do we emphasize the financial health and longevity of the family and business, but we place a significant focus on the financial health and money habits of the next generation. Our investment philosophy emphasizes risk management as well as performance while framing an overall financial lifestyle plan.

Being a team of avid car enthusiasts, we look forward to partnering with Nord Stern.

Here's to a great fall for everyone and looking forward to whatever the 'next event' is in the Nord Stern calendar. Stay tuned, check the website, and watch for the upcoming activities!

At the Duddingston Sylvester Group, there's always space for one more!



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Letters to the Editor . . .

18th Annual Fall Color Tour with 10th Sunrise Hike

We had about 75 folks on this years tour. The weather and food were great. The color of the maples, birch and poplar was vibrant.

Sunrise hike was attended by 13 smart souls who got to see the BEST color and sunrise we have had in 10 yrs of doing it. Thanks to the Pam's and Dan's and Don's we had some great snacks on the granite top of cedar outlook to view the sunrise. (editor's note: I can attest to that while watching that sunrise from the comfort of my room with the floor to ceiling windows as the colors glowed, spreading, and saturating the sky as that sun orb eased over the horizon. It was spectacular although coffee and rolls would have REALLY enhanced the experience!).

The night before we also got to see the moon rise out of Lake Superior at dinner time.

The Fall Color Tour would not work without the help of so many Nord Sterners.

A Friday night THANKS goes to Sarah Delong and Tim Fahey. They greeted, provided name badges, registered and waived all the tour folks. The food was great. You all brought your A game in this area.

Thanks also to BlueFin Bay for the wine and fruit trays with cheese. Very nice.

Alice and Ed Vazquez, Sarah and Tim with others also cleaned up the party room afterwards. Thank you.

Door prizes from Jim Bahner and Maplewood Imports Howie Kokisel were great. Thanks for the business cards on the clothing so that the members could exchange for size.

Thank you to Kim Fritze for the check from Nord Stern for the matching Bluefin Bay gift cards. Very nice to hand out at the lunch. Thank you to Jill and Sarah for helping pass out the Prizes.

Thanks to Keith Jones for all the Stanley work gloves. BTW Kim, the sunrise hike was incredible. Keith saw the sunrise, insert picture. Next year Kim (editor's note: yes, Kim, gotta do it at least once!).

If you have any pictures send to me and Christie Boeder. I will somehow get them on our website. (editor's note: and I'll get them in the newsletter!)

Last but not least, Thank you to the Bluefin Bay staff of Andrew Bilben, Nadya Maravigli, and Shaun

for the great service to our group. We could not do the trip without your help with the rooms, food and service.

Be sure to contact Andrew Bilben for a room reservation for 2011. Dates for next years Fall Color Tour are September 23-25th, 2011

Regards, John

Just back from the 18th annual Nord Stern Fall Color tour. It may have been the best ever. Tour director John Dixon ordered clear blue skies, cool but reasonable weather and gorgeous leaf color and Mother Nature answered his order.

Lunch at the Birch Terrace in Grand Marais was great. The drive to Grand Portage was colorful and fun.

The private tours John had arranged for us at the Grand Portage national monument with host reenactors were great and very informative. Did you know, for instance, that the first European to cross the North American continent to the Pacific wasn't Lewis and Clark but rather James MacKenzie of the NW Company, 11 years before Lewis and Clark?

Continued on page 30

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Falling for Fall Foliage . . . Nord Stern's Annual North Shore Fall Colour Tour

by Rob Allen

Our first Nord Stern Fall Color Tour! It's been three years in the making. This was the year that I'd finally convinced my wife Erika to go, and nothing had popped up to preempt our trip. Okay, it wasn't too hard to convince her to get away for the weekend without the kids. The hard part was keeping the schedule clear.

The planning event at the Dixon's was a great way



Joll Daneu and Eventmaster John Dixon

to meet some of the regulars and people who help John and Suzanne out. Be forewarned, though, you just may end up with something to do, which explains my writing this

article! Actually, I volunteered without any pressure. As we always hear about every Nord Stern gathering, the people made the evening. Everyone was welcoming and happy to see some new attendees.

I didn't want to just write a chronological account of our trip. I thought that would be a little boring and not of much use. I decided to capture our trip in four lists: the highlights, the low-lights, some do's and don'ts, and some interesting quotes. I hope you find it informative and somewhat entertaining.



'Prankster' Brian Oldendorf with Keith Jones

I'll start with the low-lights first, because I can't give out the goods right off the bat! I will say that the low-lights aren't really all that low, just a few bumps in the road. These are in no particular order.

Friday's weather. I'm glad that I hadn't washed the car, because it would have been dirty the minute we left. It was so windy, and it rained off and on all the way up. This isn't the worst thing in the world, but it led to the next low-light.

"There's water dripping over here..." Ugh! That's not something I wanted to hear. We discovered that my 25-year-old car has a leaky gasket around the windshield. Not really surprising, but still not welcome news.

On the Sunday morning sunrise hike, I forgot to grab the



John Dixon with Tim Fahey and Sarah DeLong

camera on my way out the door. Maybe it was the fact that it was 5:30 a.m. I really regret not packing my stuff up the night before. I was up with plenty of time to do it, but I just didn't have all my faculties to get it done well.

The highlights are pretty high. We've never been up to the North Shore to see the fall colors, so we were really looking forward to it. Also, this was our first Nord Stern event together since the New Member Social over a year and a half ago. We haven't been real active, but we're working on that.

Turning right out of our neighborhood and hearing the hum of the flat six signaling our freedom for the next 48 hours or so. All the responsibilities just melted away. It was time to relax and have fun.

At the planning event, John suggested a detour on the south side of Duluth to avoid a good part of the construction, Highway 210 to the east off of I-35. Jay Cooke State Park was incredible. It was 116 turns (John's count) of pure

Continued on page 15

NORD STERN NOVEMBER 2010



Old Log Theater



The Mercedes-Benz Club of America Twin Cities Section and the

Nord Stern Region of the Porsche Club of America

invite you to their annual lunch and matinée outing to the Old Log Theater. This year we will be enjoying a performance of

"Jeeves In Bloom"

Sunday, November 14, 2010

Lunch @ 12:30pm, Performance @ 2:00pm

The outing consists of good cars, food, friends, and laughter (not necessarily in that order). We will meet at the Old Log Theater for lunch and then stay to watch the matinee.

The lobby and bar at the Old Log Theater open at 11:30am. Luncheon seating begins at 12:00pm, luncheon is served at 12:30pm. The show begins promptly at 2:00pm.

You have a choice of one of five main course entrées for lunch: Roast Crown Pork, Crispy Southern Style Country Baked Chicken, Braised Boneless Beef Short Ribs, Walleye Pike Almandine or Grilled Vegetable Stuffed Ravioli (vegetarian). All meals include: Mixed Green Salad & House Dressing, Potatoes O'Brian, Vegetables, French Bread & Butter, Dessert: Apple Crisp, Beverage: Coffee, Tea or Milk.

Please make your meal selection on the reservation form below. Each reservation is \$37.50 per person which includes lunch and your ticket to the show.

Please send reservation form (below) and payment to your events hosts (MBCA club members) John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439. Their phone number is (952) 829-5142 if you have questions. **Make checks payable to: "MBCA-Twin City Section"**



CUT OUT AND ENCLOSE IN ENVELOPE

All reservations and payment must be received by October 27, 2010

Yes! I / We would like to attend the Mercedes-Benz Club / Porsche Club Old Log Theater outing! Cost is \$37.50 per person. Please list name of each attendee, Check one main entrée selection per person:

Attendee#1 Name: _____
 Roast Crown Pork _____
 Crispy Southern Style Baked Chicken _____
 Braised Boneless Beef Short Ribs _____
 Walleye Pike Almandine _____
 Grilled Vegetable Stuffed Ravioli _____
 Total \$ Amount Enclosed: _____

Attendee#2 Name: _____
 Roast Crown Pork _____
 Crispy Southern Style Baked Chicken _____
 Braised Boneless Beef Short Ribs _____
 Walleye Pike Almandine _____
 Grilled Vegetable Stuffed Ravioli _____

Mail this Reservation form with payment to: John Elliot & Beth Kraus, 5904 Lee Valley Road, Edina, MN 55439

Make checks payable to: "MBCA-Twin City Section"

"A splendid new comedy by Margaret Raether"

Jeeves In Bloom follows the uproarious mishaps and misadventures of the loveable, loopy Bertie Wooster, who manages time and again to put himself in socially precarious situations, only to be rescued by his brainy butler, Jeeves. Now Bertie finds himself dodging romantic entanglements with a starry-eyed young woman, eluding an enraged chef wielding a meat cleaver, and begrudgingly helping his Aunt Dahlia to commit a burglary. Thank heaven Jeeves is there to save the day.

Based on the writings of best selling author P. G. Wodehouse, Jeeves In Bloom is great fun and will feature Old Log favorites James Cada, Sally Ann Wright and Steve Shaffer.

If you need to run directions use:

Old Log Theater
 5185 Meadville Street
 Greenwood, MN 55331
 Box office Ph: (952) 474-5951

2010 Nord Stern Event Calendar

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

April

- 29 BIR First Fling Driver Training**
 Ron Johnson, porsche freak@earthlink.net

30-

May

- 1 BIR First Fling Driver Education**
 Eventmaster: TBA

June

- 17 BIR Fast Fling Driver Training**
 Ron Johnson, porsche freak@earthlink.net
- 18-19 BIR Fast Fling Driver Education**
 Eventmaster: TBA

July

- 29-31 BIR Club Race and Driver Education**
 Eventmaster: TBA

September

- 9 BIR Fast Fling Driver Training**
 Ron Johnson, porsche freak@earthlink.net
- 10-11 BIR Fast Fling Driver Education**
 Eventmaster: TBA

Be sure to watch the calendar for upcoming Social events during the 'off season!' Which here in the winter hinterland can be a significant number of the months in the calendar, unfortunately.

Also, check here and on our website for info on upcoming Tech sessions this winter, always a great time to come out to hear about some of the latest and greatest Porsche engineering plus see fellow members who are undoubtedly experiencing the same need to 'talk Porsche!'

ZONE 10 CALENDAR

NOVEMBER

- | | | |
|----|------------------------------------|------------|
| 12 | PCA Palooza, Eureka Springs, AR | |
| 13 | Tech Session | St. Louis |
| 13 | Dinner social, time & location TBA | Dakota |
| 14 | Old Log Theater, Excelsior, MN | Nord Stern |

DECEMBER

- | | | |
|----|--|-------------|
| 4 | Christmas Party | Kansas City |
| 11 | Christmas Dinner, Gasthaus Gutenberger Red River | |
| 11 | Dinner social, time & location TBA | Dakota |
| 15 | Changing of the Guard | St. Louis |

2011

For detailed information about events listed in Zone 10, see the respective Region's website or the PCA National site at www.pca.org.

2011

Central Iowa Region: cia.pca.org
 Ozark Lakes Region: olk.pca.org
 Dakotas Region: dak.pca.org
 Red River Region: www.RedRiverPCA.org
 Great Plains Region: porsche.ellipse.net
 Schönesland Region: www.schonesland.org
 Kansas City Region: www.kcrpca.org
 St. Louis Region: www.stlpca.org
 Nord Stern Region: www.nordstern.org
 Wichita Region: wic.pca.org

2011

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First Parade: Concours people and robin leave their mark . . .

courtesy, Jill Beck, PCA Natinoal Newsletter Editor

My first Parade experience as part of a Concours prep team provided a refreshing awareness of Porsche owners, accented by response to a robin in flight over the prep floor.

Fellow Bluegrass Region member Phillip Doty invited me to assist him and Chesapeake Region member Bob Gutjahr in preparing Bob's 1979 Sebring Edition 924 for Preservation competition.

Although I am not a Concours person, I have spent many hours working with experienced paint. My 14-year-old Carrera 4S turned 109,000 miles on the drive to Parade, so although I try to take care of my car whose panels remain free of dings (save one which I will not point out), she sports the patina of a Porsche that is well traveled, and that suits me.

Bluegrass Region member Robert McClelland and brother Richard, stretching on Friday evening from the 561-mile drive in their 356C, volunteered to join the work on Saturday.

I enjoy a display of low-mileage Porsches, but what really draws me in for a closer look is the car more traveled, not less. So I was happy to lay hands on the 924 approaching 100,000 miles, its Guards Red finish showing light scratches, stone chips and the oxidation that comes with age and use. Following my shift of polishing and waxing, the finish glowed a little more under the cruel brilliance of the overhead lighting.

The five of us enjoyed working on the 924, which won Second Place in class on Sunday, especially rewarding for Bob in his first Concours outing. We all felt some pride in having been a part of the win, but for me winning was secondary.

I was impressed with the enthusiasm of Concours car owners in the prep area who volunteered more information about their car than requested, searched for needed parts to

complete our prep, people who have a great time sharing their car with others.

Parade, then, is about sharing the enthusiasm.

Paul Stewart on Friday evening, for instance, detailed his two Porsches in the parking lot in front of the hotel. This was his tenth Parade in the same 2001 Boxster, and his daily driver '87 924 with 134,000 miles posed alongside the Boxster, both cars in white paint, both equally loved. Although not Concours cars, Paul's enthusiasm for Porsche and for Parade equaled that of the Concours car owners, a telling reflection on Porsche ownership.

The uninformed imagine owners with Q-tips applied to hood hinges to be people with mental health issues, but from my first Parade experience, Concours people left their mark with me as super enthusiasts.

Enthusiasts who whoop loudly with laughter when a robin in frantic flight over the prep floor leaves his mark on a Concours body panel.

Paul Elwyn, *President and Newsletter Editor*
Bluegrass Region

Below: Bob Gutjahr and his 1979 Sebring Edition 924



entertainment. The view of the river from the road was incredible. If not for the wet road with wet leaves, it would have been a bit more exciting too.

Lining up to head south to the Temperance River. I have to admit that forming up into a long line of Porsches was pretty exciting. It was fun to see the double takes and finger pointing as the column of cars drove past.

The sun rising over Lake Superior was incredible. Even before the sun peeked over the horizon, we could see all of the colors on the hillside below us. It was an awe-inspiring view, and worth every uphill step.

There was quite a selection of wildlife to see while we were hiking along the Temperance River. We saw a bald eagle soon after we started out. There were people that had caught some pretty large trout. On the way back up to the cars, we



Plenty of time to socialize on the hikes

spotted an otter that had also been fishing. He was eating his catch on the opposite bank.

The mashed potatoes at the Birch Terrace in Grand Marais were silky smooth with just the right amount of garlic and butter. I can still taste them! Lunch was very good. The whole buffet was tasty, and we even got a large slice of cheesecake to finish things off.

Here is a small list of do's and don'ts to hopefully make the trip even more enjoyable:

- Bring some extra shoes to hike in. It was nice to have a separate pair of shoes to change into after hiking, especially after the sunrise hike, where the grass was wet with frost and dew.
- Don't worry about eating prior to the social. We decided to have an early supper, because we didn't know what to expect for food. We found that we had wasted our time, and didn't have much room for all the great food.
- Be on time, because it really makes the trip go smoothly. I can't remember there being any problems with tardiness, so that was really great.

- Experience the sunrise hike at least once. I wasn't sure whether I was going to go, but I'm really glad that I did. It certainly depends on the weather, at least consider it.
- Pack your gear the night before the sunrise hike. I'm still kicking myself for not having the camera!
- Take the opportunity to use the bathroom when you're not with the big group, otherwise you could be waiting a while.
- Don't worry about being new to the group. It is a lot of fun meeting as many people as possible, even for introverts like me.



Bruce Boeder with Keith Jones

Now for the interesting quotes. I am going to limit the quotes to me, because I don't want to misquote anyone else. I will say that you have to watch what John says while on the hike. He may be a bit optimistic about how much farther uphill you have to go. Although, it was out of good intentions. Thanks John!

"You better get over..." I think this was just as we were exiting I-35 onto Hwy 210. Two campers were turning east just ahead of us, and I didn't want to have to follow them the whole way through the park. Luckily, they pulled over at the gas station right after we turned east.

"Now you can't mess with my climate controls!" There's a history to this one. I always thought it was the driver's place to set the climate controls, because the driver should be comfortable. Sadly, this has not been the case. I did, however, figure I was safe, because the controls in the 911s are not exactly straightforward.

These three all happened pretty close together as we were driving through Jay Cooke State Park. Me: "Is the river still down there?" Erika: "I don't know. We're going too fast." Me: "50 isn't fast!" The river was still there.



Temperance R. runs high; fish were being caught by humans and an otter!

fogging up. I just kept moving sliders and pulling handles to try and get the defroster working. I think I finally got it figured out, though I'll probably forget by the next time I need to use it.

I hope this has given you a small glimpse into what the Fall Color Tour is about. We had a great time. I'll soon start working on getting my parents out to watch the kids again. I really hope to make this a tradition.

Photos on page 16 by Keith Fritze



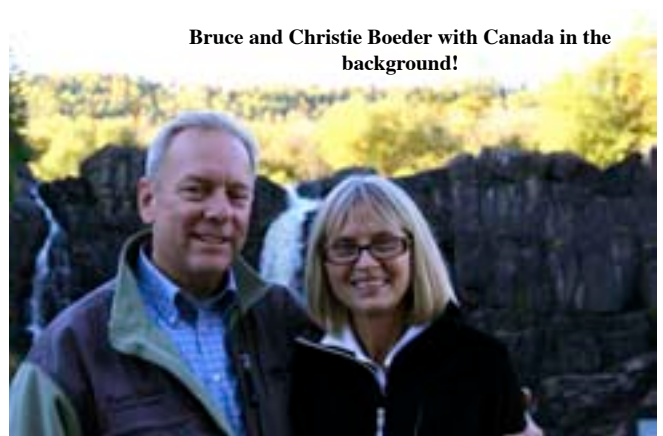
Kim Fritze, Christie Boeder, Don and Darlene Miller with Bruce Boeder relaxing on their deck at Blue Fin - below, crystal clear sunrise



Sunrise - colors best seen online!



The High Falls on Pigeon River at Grand Portage State Park



Bruce and Christie Boeder with Canada in the background!



Reconstructed Great Hall at Grand Portage National Monument

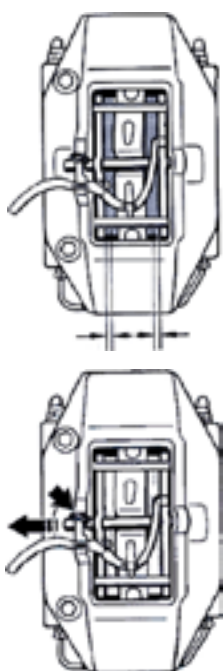


We were a rapt audience for our 'Voyageur' Docent at the Grand Portage National Monument Tour

Brake Maintenance . . .

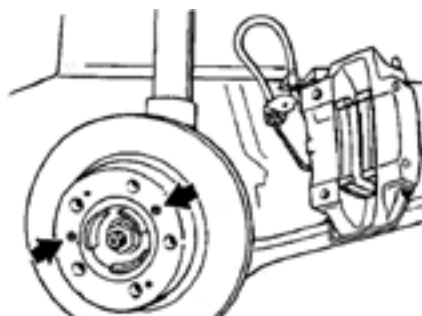
by Pedro Bonilla, Published in the September 2009 issue of "Die Porsche Kassette"

Brake maintenance is really one of the simplest jobs you can do on your car. Most importantly is the thickness of your pads, which you can visually check without taking off a wheel. If you determine that you need to replace the pads, either because they are worn or because you want to install different ones for racing, you must first remove the Wheel. With the wheel off you'll have full access to the caliper and pads. To remove the pads, you just need to pull the retainer's safety pin and remove the retainer. Once out, the spring will come next, and once the spring is out the pads can be pulled and replaced.



If you need to replace the disc, just a few more steps are required:

Take off the two bolts that secure the caliper to the wheel hub and pull the caliper out of the way.



Remove two small Phillips-head screws that secure the disc and pull out the disc. So, how do we know when the pads need replacing? There are two ways: a) You wait for the brake-light to come on, or b) You look at the thickness on your brakes and make the determination. How does the sensor know? The sensor is inserted in the pad's hole. When the pad wears down to the hole, the sensor will scrape against

Continued on page 18



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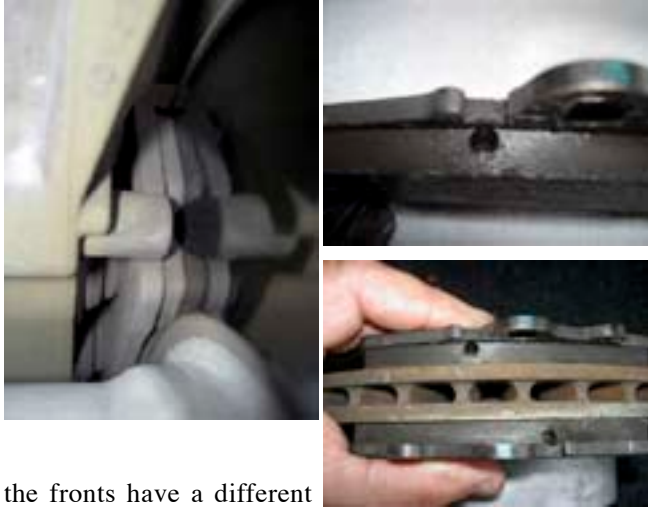
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Brakes . . .

continued from page 17

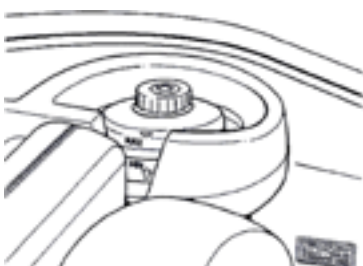
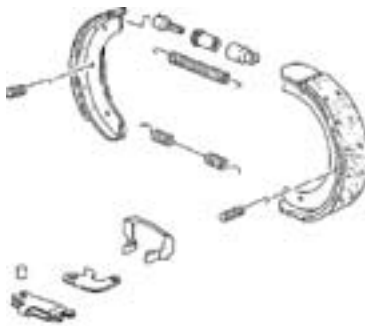
the rotor and create a short circuit, thus triggering the brake-wear light. Generally when the light comes on you will need to replace the sensors as well as the pads. The discs also wear down, so you must measure them every time you change pads to make sure they are still within specs. Keep in mind that



the fronts have a different thickness than the rears, so measure them individually. As a rule of thumb the rotors last the life of two pads.

And the rears last twice as long as the fronts. The other components that we haven't talked about yet, are the Brake Fluid Reservoir. This is generally located in the front trunk, and is where the brake fluid is poured. It gives you a minimum and maximum level and you should make sure that it's never lower than the minimum.

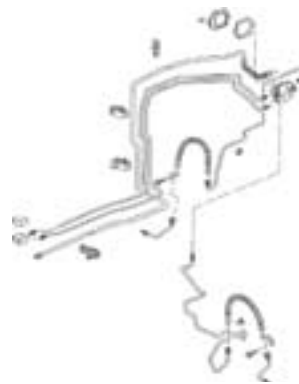
At the two rear wheels we also have the emergency brakes. This system generally uses the internal part of the rotor or "hat" as a drum brake and two expanding circular pads that press against the hat when activated. This system is completely mechanical and independent from the hydraulic brake system, but will only activate the rear wheels. Not great for breaking, but better than nothing in an emergency and great for parking, hence it's nickname "parking brake".



The hydraulic system is made up of solid lines that connect the different components. You may have asked yourself, just exactly how does the whole system work?

Because liquids don't compress, if you fill a line with liquid and put pressure on one end (pressing the brake pedal) you will have an immediate and equal reaction on the other end of the line, just as if you had a solid rod connecting the two ends. This pressure at the end is connected to the caliper pistons which move against the pad, which then presses against the rotor.

The harder you press on the brake pedal, the harder the pads press against the rotors. You will also find four flexible brake lines that connect the solid tube to the caliper, allowing the wheels to move side-to-side, by the steering wheel (for the fronts) and/or up-and-down by the suspension (all four) and still transmit brake fluid.



As we explained before, a great amount of heat is generated when stopping the car. Because



of that the rotors are internally ventilated, forcing cool air through the inside of the rotors as they rotate.

The cars also have cooling ducts to direct oncoming air directly to the front brakes, which generate the most heat because they do the most work. Most of the new brake rotors are now cross-drilled from the factory. The purpose for

cross-drilling is to allow for the quick escape of gasses between the pads' and the rotors' surfaces.

These gasses are generated by the application of the brakes when the great heat generated tend to sublimate some of the pad.

A second advantage to cross-drilling the rotors is that there is



much less brake fade when wet.

One of the disadvantages is that is the cross-drilled rotors tend to crack around the perforations, so chamfering helps to relieve the cracks.

A l s o chamfering eliminates a bit of the cheese grater effect on the pads.



Some people prefer slotted rotors which allow for gas and water to escape, but don't crack as the cross-drilled. Brake bleeding is necessary before every DE and once every two years (as per Porsche recommendations).

The reason is that Brake fluid absorbs water.

And as you are now very aware, because of the friction, heat is generated while braking. This heat is transferred to the calipers, where the brake fluid resides. Water boils at a

much lower temperature than brake fluid (212 vs 400 deg.F). Once the water in the fluid starts to boil, it will generate bubbles of water vapor in the fluid and will now allow compression and brake efficiency is lost (mushy brake pedal). The easiest way to bleed is to use a Power Bleeder.

Pour in one litre of your favorite brake fluid.

Connect the cap to the Brake Reservoir and pump to 20 lbs of pressure. I place it in a bucket just in case of spills if the pressure line breaks. This way you contain the fluid which is a paint solvent.

With the system pressurized start with the right rear wheel and pop off the two bleed caps.

Place the drain hose and wrench on the nipple and loosen it.

Make sure to catch the flow in a receptacle.

Do both nipples until you get new fluid coming out.

If you alternate fluid colors from blue to gold and back, you can clearly see when the new color starts coming out. Then move to



Continued on page 22

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Illustrated Buyer's Guide: Porsche

by Dean Batchelor (revised by Randy Leffingwell) published by Motorbooks

Review by Bruce Herrington, Riverside Region PCA, reprinted from The Circuit, Gran Prix Region PCA

Illustrated Buyer's Guide PORSCHE, 5th edition, by Dean Batchelor, revised and updated by Randy Leffingwell, published by Motorbooks, Minneapolis, MN.

That title is a mouthful, but is a tribute to the late Dean Batchelor who created the first Porsche Buyer's guide, establishing a tradition so ably continued by the current author. Though not a price guide, the Buyer's Guide does attempt to evaluate the investment potential of various years and models. For the neophyte Porsche investor this could be misleading because the America Roadster is rated as a "best" investment, (despite a probable price upwards of \$500K), whereas a 924S, a good reliable, 25mpg driver, is rated as just a "car" (despite a probable price well under \$10k, maybe twice what the price was 5 years ago).

This edition is absolutely up to date, with a 6 page section on the Panamera. Coverage is very broad with chapters on the Carrera GT and the 959, as well as a chapter on each of the four eras of 356s. Coverage is deeply enough to have three sections on the Cayenne, broken down into sub-sections by year. Data are given in minute detail. Though 996 and 997 are lumped into one chapter, the data tables separate-out distinctions as fine as the track differences between the Turbo, GT2, GT3 and GT3RS versions.

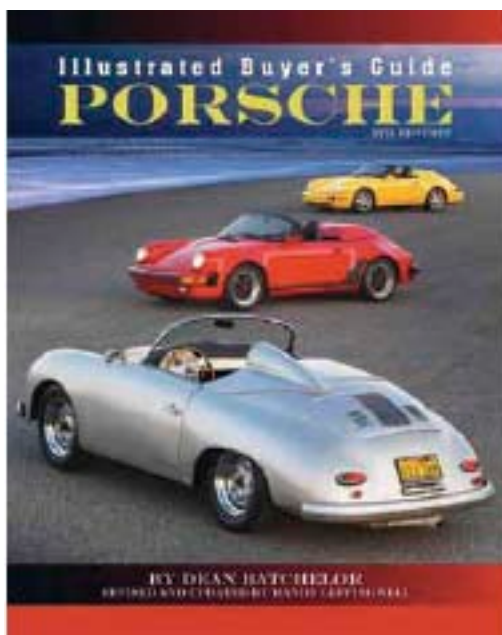
The 5th edition, like the previous ones, is very well illustrated. Though it lacks the emphasis on distinctions between individual components, bumper arrangements, wheel shapes, etc. of the earlier editions, coverage is sufficiently complete to show the difference in steering wheels of European and American versions of the 914. Timing changes, compression changes, displacement changes, even the original price of factory options are discussed in the descriptions of the various year/model Porsches.

So, the Illustrated Price Guide provides coverage that is broad and deep. What good is it? It is a comprehensive guide to every model of Porsche ever made. Not focused on being a guide to authenticity, it does tell a potential buyer everything he/ she needs to know about the specifications and configuration (and to some degree the performance), of any model/year that buyer might want to consider. It provides very useful guidance on what model/year would best fit a buyer's criteria for a car. Once a model/year decision is made, it provides detail information on what is correct for that car, inside, outside and under the hood. This information is helpful both in selecting a year/model to buy, and evaluating an individual vehicle.

For the Porsche owner (as distinct from a current buyer) this book is a treasure trove of detailed, model specific information that much more compact and readable than Mr. Ludwigsen's massive tomes. Illustrated Buyer's Guide Porsche does not attempt to go into the design history or personalities, or test and development efforts, which Ludwigsen covers so uniquely well,

but specifications are covered almost as thoroughly. As a one-book reference library on the characteristics of various Porsche year/models, Illustrated Buyer's Guide Porsche cannot be beat.

Illustrated Buyer's Guide Porsche, is a paperback, with 240, 7-1/2x9-1/4 inch pages, priced at \$24.99. This brand new 5th edition Illustrated Buyers Guide PORSCHE should be available from your favorite book seller by the time you read this, or from Motorbooks at <http://www.motorbooks.com>





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Brakes . . .

continued from page 19

the left rear, the right front and finally the left front. Even



driving and AX, the stock brake pads are great, but for fast track days you really need a specialized brake pad that can take the additional heat generated by the higher speeds. If not, you will experience brake fade.

I particularly like PAGID Orange Racing Pads. They really are



though it's not part of the brakes, it is a good idea to



orange well, at least when you mount them, because

after the first couple of laps the heat turns them black. These pads have no sensor holes, so the sensors must be zip tied out of the way. If installing Racing pads, keep in mind that they are not DOT legal. They will not brake properly unless they are VERY hot, as I found out for myself on my way to Sebring a few years ago.



bleed the clutch at the same time.

First you need to depress and hold down the clutch pedal while you bleed it.

You can either have an assistant sit there and do it, or just use a piece of 2 by 4.

To find the clutch bleed nipple, look on the left, upper side of the transmission.

It's easier to see than to get at it. You bleed it the same way as the calipers.

After you finish and remove the Power Bleeder, make sure to check the fluid level in the reservoir is full. For daily



Happy Porsche'ing, *Pedro*



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Mattias Muller Takes Wraps Off New Porsche Speedster

Stuttgart - September 29, 2010 - Matthias Müller, the new Chief Executive Officer of Dr. Ing. h.c. F. Porsche AG, Stuttgart, will be unveiling the new Porsche 911 Speedster as well as the 911 Carrera GTS Coupé and Cabriolet models at the Paris Motor Show on Thursday, September 30. An event organised by the Volkswagen Group on the evening before this autumn's leading motor show opens its doors will also see the official handover of responsibilities on the Porsche AG Board of Management. After a successful tenure Michael Macht will symbolically hand the Porsche steering wheel to his successor Matthias Müller. Matthias Müller's assumption of office as Chief Executive Officer coincides with three world debuts. Only the fourth Speedster to have been built in Porsche's history is a model steeped in purist tradition and reflects the forward-looking nature of the brand, while the new Carrera GTS range with wide body and rear-wheel drive underscores all this.

Photos courtesy Porsche AG

Above, Right: 911 Speedster

Below: Matthias Müller, the new Chief Executive Officer of Dr. Ing. h.c. F. Porsche AG, Stuttgart



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



From our incomplete collection of Nord Stern newsletters from the early '80's three issues come from Bob Lunde. Although the newsletter format has changed a little, there is more photography and more faces we know are showing up. We know there are more issues out there; get them out of the attic and loan them to Christie or me and you won't even have to spend time dusting them off and looking through them; I'll find the highlights for you.

August-September, 1982

- Corey Johnson is President; Dennis Guentzel is Newsletter Editor.
- For the first time in four years, there was no rain at the Afton Concours. 45 cars showed, or were judged. Some familiar names keep showing up at the top of each category . . . Cox, Tourtillotte, and Roger Johnson and me.



The Afton Concours crowd

- The BIR "Invitational" has settled into the July 31, August 1 weekend; have we held that spot for 30 years? Only 25% of the cars were Porsches, but the registrations from the non-P's provided welcome financial stability. The scanned photos tell the story.

- Larry Skoglund's Rennwerke moves to Victoria. Home Spun Auto Restoration Ltd also has a full-page ad.



August '82: Saturday night stock car buffs Godfredson, Erickson, and Strot

- Bruce Erickson "comes out" with a four page article confessing that he is a closet stock car racing buff. His venues were not Nascar tracks but Raceway Park and Elko Speedway. Fearing derision from his Porsche friends, he would sneak off on Saturday nights after smearing a little grease on his jeans and stuffing a couple of J.C. Whitney catalogs under his white t-shirt to give the appearance of a beer belly.

- Erickson goes on to say he met Hank Godfredson at Elko one night. He said Hank at that time must have a Golden Age PCA card because he had been

around Nord Stern so long. *"I guess no one's ever understood Hank anyway and some of the bolts in his head have never been torqued."* Hank was driving his Datsun 510 ice racer in mini-stock class, mostly what they called "fer'in" cars. Erickson got a ride the next

Scanning the Past!

by Ron Faust

weekend, and was driving the Datsun the week after that. Within laps, he sinks into the stock car competitiveness after his first pass, *"Hey that was kinda fun; I think I'll go for that yellow modified pile of junk ahead."*

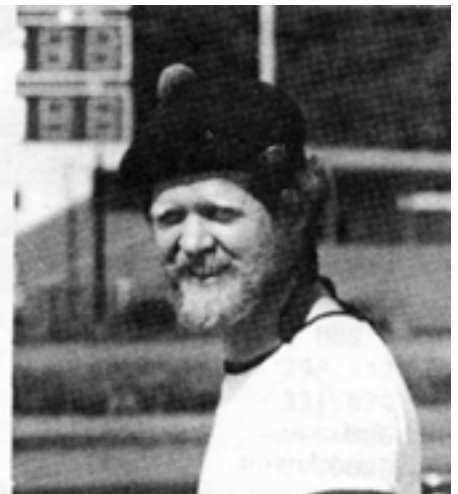
- The Market Place features a '70 914-6, yellow with black interior, asking \$7,500. Another good investment would be the 2.8 liter motor by Rick Moe, 46 IDA Webers, S-cams, ported heads, sport muffler for \$5,999.

Right, August '82, Corner Workers (editor's note: and that would be 'us!' back in those days) at turn 7



**Left, August '82:
He only beat you
by a foot!**

**Right, August '82: Lap
times posted the old way**

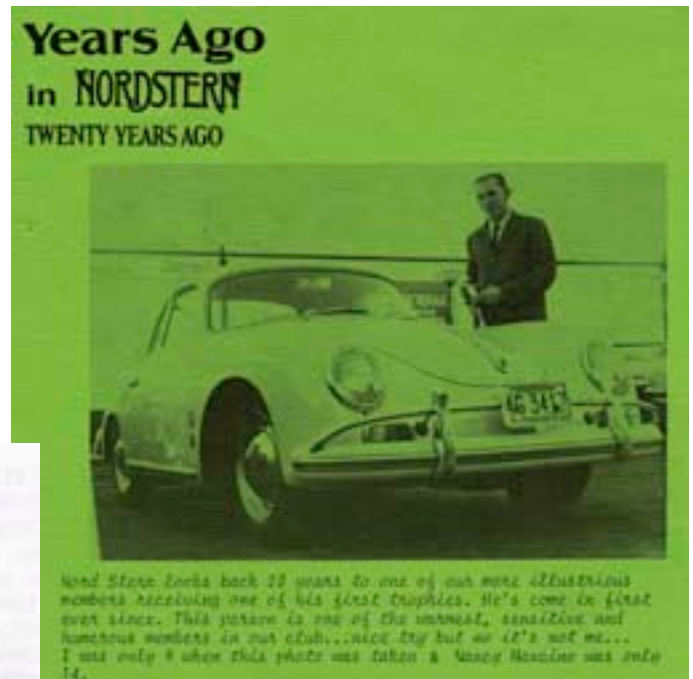


Scanning the Past!

by Ron Faust

Right, September 1979 Nord Stern: 20 years earlier in a 30-year-old issue; Hank Godfredson in 1960.

Editor's note: Wow, this is a young Hank Godfredson who is one of Nord Stern's earliest members (Hank and his wife, Phyllis, now reside in Colorado Springs, CO) and MUST have joined when he was a teenager, I do believe! And Ron says, "I had a suit like that too."



Left, from the October 1979 issue of Nord Stern, Note: The phone booth is in the SAME place to this day!

Below from November 1979: driver's meetings even then were lots of fun! Check the smiles...



Left, from the November 1979 newsletter; hmmm, negotiating the 'funnel'? Early chicane configuration?



Falling for Fall Foliage . . .

continued from page 16
photos by Keith Jones



Shoreline on Lake Superior by Temperance River



Ali Vazquez at the Friday evening social



Susan Jones channelling her inner Sandra Dee



Above & below, shoreline on Lake Superior at the Temperance River



Above: Friday evening social; food galore! Below, Jill Daneu, Dale Trippler and Jo Craven at the Social; big smiles!



Letters . . .

continued from page 8

All in all a great time.

Make your reservations now at Blue Fin for the 19th annual as reservations are tight on the North Shore this time of year.

—Bruce Boeder

Absolutley a great trip. And the food at the Friday party was outstanding. Thanks to all who helped.

—Steve Thompson

This was Erika's and my first time, and it was a ton of fun! The weather was incredible (after it stopped raining on Friday)! I was even able to pry myself out of bed on Sunday for the sunrise hike. All I can say is WOW, it was totally worth every step!

A huge thank you to John, Suzanne, Jill, Ed, Kim and all of the other volunteers. You made our first time a special one that will be fun to try and top.

—Erika and Rob Allen

Early morning person, huh? For the "night persons" among us, watching a near-full moon rise over the lake Saturday night was a fitting end to a day full of great scenery.

It was only the second time for Carol and me. But the bar seems to get raised every year.

BTW, if anyone has a favorite photo or two they'd like to share with everyone, email it to me. I'd be happy to put a thumbnailed photo page of a couple-dozen shots together and send out a link.

— Roger Grimm

Fargo, ND

rgrimm@cableone.net

901-O-Rama

A great event was put on today by Mark Bouljon and Gordon Maltby in Marine on the St Croix. Although more than a little hot and humid, there was a great turn out by a variety of Pre 1974 911's and 912's (plus a few 356's and newer cars mixed in). It was great to see a number of cars

Out and About at Last Fling



Rookie Bob McGuire came up from Jackson, Mississippi as a guest of Nord Stern member Mark Dekutoski at our annual Last Fling Driver Training and Driver Ed event. After three full days of track time, he gets the nomination for the 2010 Hook, Line, and Sinker Award! We heard he drove Mark's car every minute he could . . .

Photo above, by Ron Faust, Bob's instructor. A testament to our excellent driving training program!

At Left, also by Ron Faust, coming through turn 9 is Steve Sabers right behind Clint Anderson in his Cayman S.

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.

Wheels

Set of 4 wheels from 1989 944Turbo S
7J x16 with Pilot SX sport 225/50 ZR16
9J x16 with Conti Sport Contact 245/45 ZR16
\$750 or Best Offer. Loren Stiles H-952-892-0214 or C-612-201-4304

WHEELS & TYRES

Fuch's Set of 4 Prof. Refurbished 16" Porsche with new caps and new Dunlop Direzza DZ101 Tyres. 6" Front 205/55, 7" Rear 225/55 P.N. 911-362-113-00 and 911-361-020-44 Anodized Silver with Black Center's as O.E.M. \$2100 + Shipping, Pic's available. Geoff Sharples, Cold Spring,Mn 320-685-7851, GGSHARPLES@AOL.COM

2001 911 Turbo

Very nice 911 Turbo Coupe 2001 Triptonic with only 22,827 miles. Color Guards Red with Black Leather. Pirelli P zero with 1,300 miles. All maintenance done by Carousel Porsche. Always garaged. Include Porsche car cover, battery tender, red SpeedLingerie bra and a set of winter wheels, though I never drove the car in snow or salt. Asking \$51,000. Contact Guy Montagne at 952-212-1824 or Guy.Montagne@comcast.net

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 \$9,500.00 with original phone dials. Also have HRE 17"

with Michelin Pilot Sport PS2 tires as pictured above. Will sell these for \$2,500. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell)



Out & About at BIR



Terry Rix



Rodger Finke



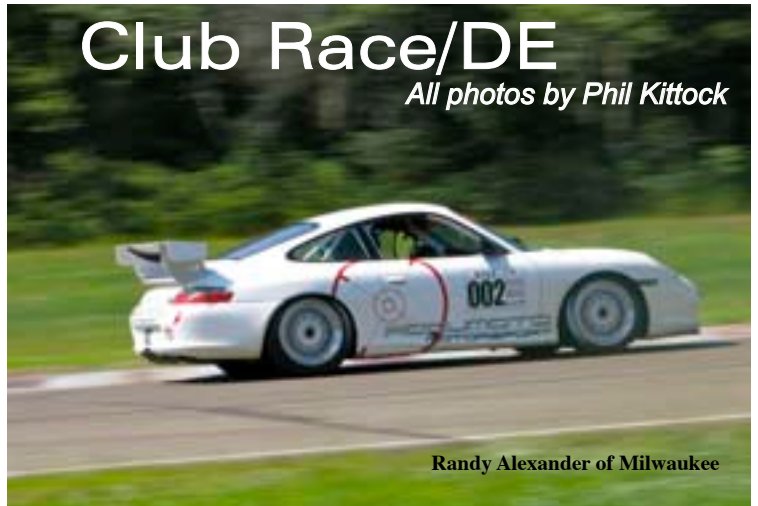
Tom Hayes



Fernando Pena

Club Race/DE

All photos by Phil Kittock



Randy Alexander of Milwaukee



Darryll Dodson



Jeff Engler



Peter Puffer/Cindy Spielman



Henry Luft



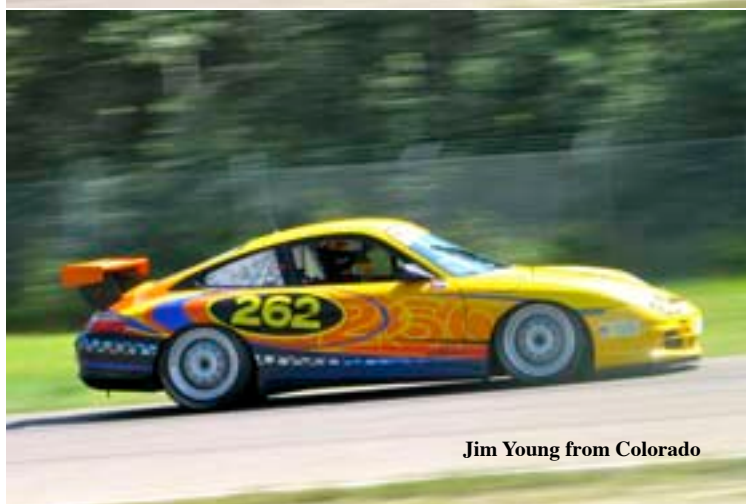
Mike Courtney



Gary Boss of Chicago



#99 Brad Leno about to be passed by
Clint Sawinski in #43



Jim Young from Colorado



Bob Viau



Dan Muldowney



Rick Polk

Out and About with Nord Sterners

Right, I know the owner of this car spends a 'certain' amount of time at this particular establishment (which happens to be quite close to his domicile) and he submitted it with the following caption:

Summit on tap
Best fish sandwich on the planet
No waiting
5 miles west on Hwy 77 from 371

That's what I call great advertising!
Ymmmm, after a hard day's work on the track, what more does one need?!



Left, Samantha Dvorak with her dad, Chris, in their race car. That grin says it all, a future club racer for sure. Samantha thoroughly enjoyed her track time at this past summer's Chicago Region Club Race held Labor Day weekend at Road America. Photo by mom Becky.

Editor's note: I can attest to that as we paddocked near the Dvoraks and Samantha was zipping around in her own wheels. I good time was had by all...



Left: 1965 green 356C Coupe with a young, quite dapper Dave Weisel in his Navy uniform taken where he was stationed in Brunswick, ME in about 1968.

Above: "taken in the apartment complex parking lot where I lived in W. St. Paul. I was packing things up for my move to Seattle. (I had towed the Speedster - as pictured - to St. Paul when I started with Northwest Airlines in 1969)"

So, do you have a picture of you and your first Porsche or Porsches?
If so, send it in!

Letters . . .

continued from page 8

turn out that we don't normally see at Nord Stern events. A fun but very low key event, plus some great food in Marine on the St Croix.

Now the question is "Will this become more than a one time event?"

—Bruce Boeder

You are absolutely correct Bruce, it was a very fun event! Mark, Gordon, Eric, Matt, and the other volunteers made it look easy.

There wereeTwin Cities early 911s at the event that I had never seen before.

Also, thanks very much to the early 911 registrants who donated another \$560 to Nord Stern's 2010 Courage Center effort!

—Keith Jones

Even though you may be understating the hot and humid details, I think the enjoyment of all the great cars

overshadowed any discomfort there was. Going home was a different story, though!

I hope this event will continue. It was a lot of fun.

—Rob Allen

Underestimating the heat the humidity? You were all welcome to join Carol and I on the 250 mile drive back to Fargo (hey...we're both still among the living. That should count for something :-))

Echoing Bruce, yes, I'm counting on the 2nd 901-O-Rama (Mark/Gordie?). Keith...here are a few of my shots. There are lots floating around, I'm sure...

<http://myweb.cableone.net/rgrimm/901-o-rama/>

—Roger Grimm

Restoration Glass

Had Restoration Glass, one of our Nord Stern advertisers, replace a window on one of my cars last month and they did a nice job.

—Jim Bahner

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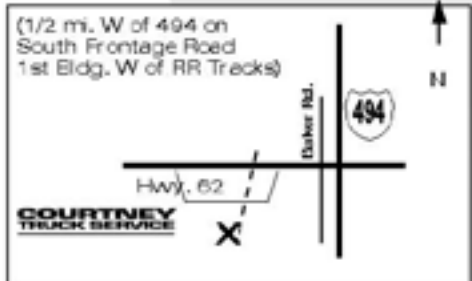


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October '10 Business Meeting Minutes

President Kim Fritze called the meeting to order at 7:01 PM.

Advertising: Jim Bahner. Jim reported to Kim that most of the advertisers are paid up, but some still have not paid for past ads. A list of unpaid advertisers is being requested for the next Officer's meeting in November at which time the officers will discuss our options. A new ad should appear in the next Nord Stern newsletter and another new ad in the following.

Autocross/Time Trials: Harvey Robideau. No report.

Charity: Keith Jones. The club did very well for Courage Center collections this year despite the current poor economic situation.

Concours: Phil Saari and Eric Erikson. No report.

Club Race: Roger Johnson. No report.

Dealer Relations: Roger Johnson. No report.

Driver's Ed: Dave Anderson. The club broke even for the driving events this year. People are signing up very late and that makes planning extremely difficult. There was discussion on how to encourage early registration. We may have to charge extra for late registration. Member may not understand that once Nord Stern commits to reserve the track for track events, we must pay for the track whether we have 20 versus 200 entrants and regardless of the weather.

Driver's Training: Ron Johnson. Discussion about next year for Fast Fling in June, use only the short track. Friday have two run groups, Advance Lappers and Women's DT. Then Saturday and Sunday again use just the short track all day. We have not had a women's event for a long time.

Drives: Mike Lancial/Randy Walker. No report.

Fall Color Tour: John Dixon. No report.

Historic Archivist: Kim Fritze. No report.

Insurance: Michele Johnson. No report.

Membership: Ed Vazquez. There are 698 PCA members in our region of which 457 are also Nord Stern members. Ed's is considering asking some Nord Stern members to gather at his house with their cell phones to call PCA members to encourage them to join Nord Stern. If you are interested in helping with this, contact Ed. We talked about a flier and

business cards to tell people about the benefits of being a Nord Stern member.

Met Council: Bob Kosky. There is one more Met Council event scheduled this year. The numbers are down from previous years, but not a lot.

Newsletter: Christie Boeder. Christie is looking for pictures from the Fall Color Tour and Last Fling for the newsletter. Anyone who has pictures should forward them to Christie.

Rally: Scott Welz/Dale Trippler. The Rally was run by 13 cars. Two people who signed up did not show, but one person who did not pre-register did show up. Everyone had a good time and enjoyed the format. Scott did a great job of setting up an interesting route and the stop and shop with narrative reflecting qualities of Porsches. Probably have the Rally in August again next year.

Road America DE: Dave Anderson/Keith Fritze. Probably the same dates for next year, but may start after the KIC races instead of before.

Safety: Tom Renfer/Bob Huston. No report.

Shop Relations: Eric Marksberry. No report.

Social: Carrie John. Roger Johnson and Teresa Vickery helping Carrie come up with new or different ideas for the year end holiday party. Anyone who has a suggestion should contact Carrie or Roger or Teresa with your idea(s). The awards dinner may be cancelled this year for lack of enough awards to hand out to make it worthwhile.

Taste of the Track: Lydia Meyer. No report.

Timing and Scoring: Ed Tripet. No report.

Track Relations (BIR and RA): Rick LaVerdiere. Looking at the same dates for next year.

Treasurer: Jeff Bluhm. No report.

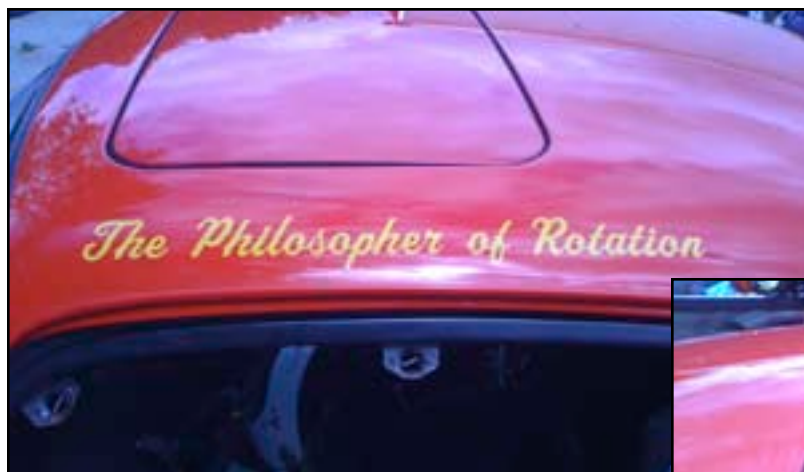
Webmaster: Bret Bailey. Nothing to report.

Adjourned at 8:28 PM.

Respectively Submitted by
– Dale Trippler, Secretary
October 20, 2010

Out and About at Nord Stern's BIR Club Race

photos by Christie Boeder



One of my favorite Club Racers, Wally Ruiz, who we've become good friends with has such a great outlook on life. It's truly reflected in the decor of his race car. What is NOT to like about these philosophies?! Wally races at numerous tracks around the US and readily admits Brainerd is one of his favs, along with Road



America so we are lucky to have so many opportunities to connect with our 'Doc' of track action! Wally's home territory is Oklahoma. Be sure to stop and introduce yourself next time you see this car up at BIR!



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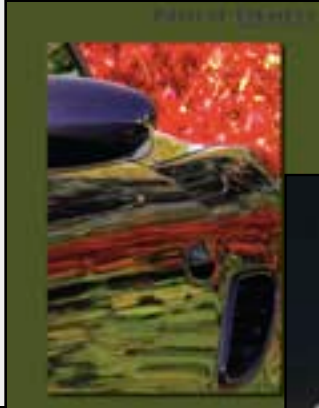
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<i>Key Chains (starting at)</i>	<i>\$24.00</i>
<i>Porsche Motor Sport Bear</i>	<i>\$69.00</i>
<i>Porsche USB Stick</i>	<i>\$59.00</i>
<i>Caps (starting at)</i>	<i>\$24.00</i>
<i>Plush 911 Car</i>	<i>\$49.00</i>
<i>Coffee Mugs (starting at)</i>	<i>\$19.00</i>
<i>Wine Bottle Chiller</i>	<i>\$34.00</i>
<i>Porsche Calendars</i>	<i>\$59.00</i>

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