

Nord Stern

March 2011

Inviting ALL PCA members to learn about your local club, Nord Stern!

- Featuring Driver Ed/Driver Training
- Track Participation
- Upcoming Drives & Tours
- Social Event Schedules
- Dues Info
- Newsletter Changes . . .
- Upcoming New Member Socials





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Address changes

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Address Changes:

Name: _____

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**18918 Dorenkemper Place
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**Reminder: Annual Dues are:
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**Check your mailing label
for your expiration date!!!!
Send Ed your address/phone
number changes!!**

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Porsche Show

YOUR NAME HERE - Volunteer Needed!

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913.897.5444 Cell
913.780.6979 Home
FAX: 913.780.6863
zone10rep@yahoo.com

Additional addresses available upon request for chairperson/s or Board members.

Call Christie Boeder 612 845-4509 (note: old phone number no longer active), or e-mail request.

The Prez Sez

by Bret Bailey

It was great to see so many of you at the Windows on Nord Stern Winter Party. It was a great turnout with over 125 guests! Since many of our activities are warm weather events, it is always fun to catch up with friends we haven't seen for a while. We also had some great bidding on the Target Ganassi crew team auction that, combined with the Camp Courage Sponsorships, raised \$12,050 for Camp Courage that night. Thank you to **Roger Johnson, Keith Jones, Luis Fraguada,** and **Carrie John** for making all this happen.

This issue of the Nord Stern magazine is being sent to all PCA members who reside within Minnesota and western Wisconsin. There is often some confusion regarding the membership of PCA and Nord Stern Region. PCA is made up of 139 regions in North America. Our region is Nord Stern, and we are also organized as a club within the PCA organization. Joining PCA does not automatically enroll you in the Nord Stern club. If you have not been getting this magazine on a regular basis, you are NOT a current member of Nord Stern and I encourage you to join.

Why should you join Nord Stern? Most of the Porsche club activities in Minnesota are managed by Nord Stern. These include social, track, group drives, shows and other fun events. Your membership will help make Nord Stern a stronger organization and increase the quality of these activities for all of us. In addition, you will receive discounted rates at DE events, registration priority on our fall and spring tours that usually fill up, access to ClubTalk, our email discussion list, and a subscription to the *Nord Stern* newsletter. You can join by contacting **Ed Vazquez** (edmn911@aol.com) or going to www.nordstern.org/join.htm.

We will also be hosting two New Member Socials this spring. The first will be Thursday, March 24 at Motorplex

Minneapolis in Chanhassen. Pizza, Beer, and other beverages will be served. The second is at Auto Edge in Mahtomedi on Saturday Morning April 2. **Bob Viau** will be discussing "What do I need to do to get my car ready for the track?". Both socials are a great opportunity to meet other Porsche enthusiasts and to learn about all the activities that are supported by the club. Current members are also encouraged to attend as well as your friends who may be considering the purchase of a Porsche.

I have two nearly identical 911 Carreras. They are both red, with black leather interior. Both are a blast to drive. The main difference is that they were manufactured 20 years apart from each other and the technology has changed quite a bit since the first one was made in 1986. My newer one even has a radiator and antifreeze. I know many of us were shocked when we first heard about water cooled 911's coming out. By now, most of us have come to accept them as well as SUV's

Continued on page 13



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2011 (No change!) Advertising Rates

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

Ad sizes (maximum dimensions):

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

All inside ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated. Color extra, currently none available. Contract and 6 month payment required for ad insertion



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

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).

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.

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 for example) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **Time Trials:** On course timed lap with controlled starts and exiting.

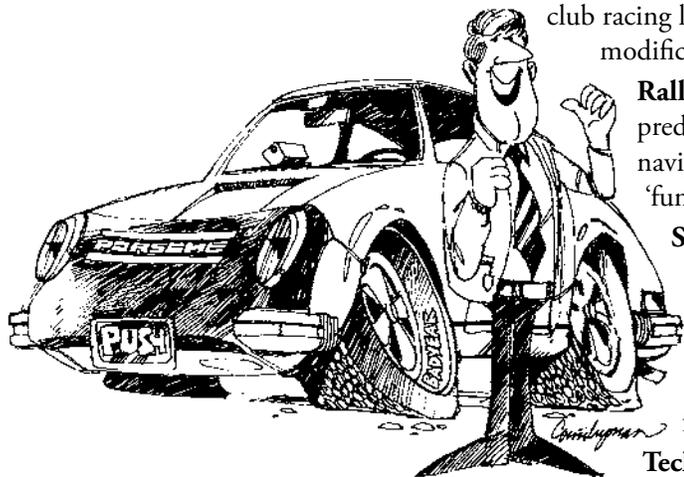
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!

Taste of the Track: For those who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche. You will be a passenger with an approved instructor for one run group session at track speed.

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



From the Editor

By Christie Boeder

Change, change, change. Changes can be good, they can be different, they can just be that: changes. I used to dread change, avoid changes and in general not be too happy knowing something was going to change. Definitely just a general fear of the unknown.

However, with age comes a bit more perspective, a bit more experience and more than a bit of personal growth so I now find myself actually seeking out change, embracing change and anticipating change with more than a bit of thrill looking forward perhaps to learning something new, experiencing something fun, different, wild, crazy, exhilarating and in general, something positive. I am sure many can relate to those feelings.

So why do I mention change? Not because my work life has changed (it has, it morphs all the time - that's what being in the tech world MEANS), or that my family has changed (it has, our two children are essentially grown and on their own - well, one of them is still in school!) or that I've taken up some new and dangerous hobby (no, I am NOT going club racing!). Rather, the *Nord Stern* newsletter as we know and love it is going to change this year.

Whoa, what did the editor just say? Yes, the newsletter is going to change up a bit this year. Not that it will look much different (here I am admitting that I am a bit of an 'old dog' and not creative enough to redesign the layout much - offers

are always entertained, though!) but that the DELIVERY of the newsletter will be changed this year.

The club has experienced a few years of 'slow' growth to the extent that the costs of the newsletter are outpacing the continued sustainability of printing and mailing a 36 to 40 page product monthly. Meaning DE/DT costs are not helping to defray printing/ mailing nor are dues and advertising revenue making up the difference (got a business and want to support a PRINTED newsletter? Sign up now and contribute if you want to see the newsletter mailed out monthly!).

What HAS been proposed for 2011 is a reduction in the number of issues that are printed and mailed.

What is NOT being proposed is that the newsletter become strictly an electronic product available only online at the website as a pdf download. Many regions have moved to this format.

Nord Stern is not.

What will be happening this year is the move to a QUARTERLY printed and mailed version STARTING with March 2011. However, each month there will be an online issue and we will announce it via the PCA email blasts. So make sure PCA has an updated e-mail address for you or plan on checking the website regularly (you should be anyway, as events and info are posted there with details, contacts and phone numbers!). So Change is in the air..

Welcome New Advertiser!

Nord Stern would like to welcome new advertiser, Racesuitrental (RSR) and as an introduction, David sent me some info and background! Thanks, David and welcome.

My wife and I have been a Nord Stern members for many years and enjoy all the events our club offers both at the track and off. I started RaceSuitRental.com last year to help support my adrenalin habit of racing my Spec Racer Ford with the SCCA. After 19 years in the telecommunications business I now find myself pursuing this side business full time. My primary market was drivers in the Chump Car and 24 Hours of Lemons race series ,but now expanding to trackday and Driver Ed events. I am an authorized dealer for Bell Racing helmets, OMP Safety gear and the defNder.

I do not want to be your typical retail sales outlet or mail order business and believe I am the only company renting driver safety gear. I also offer some specials on a 'try and buy it' program - so if you like the gear you just keep it. My business enables the average Joe-racer to use top quality safety gear while on the track without making a large initial



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David Schaal 651-983-8238
Sales@RaceSuitRental.com

investment. I know from personal experience that DE events are very close to real PCA racing and participants should be using the same protection as the dangers are the same. For more information please take a look at my website www.racesuitrental.com.

Please feel free to give me a call with any other questions David Schaal 651.983.8238.

Letters to the Editor . . .

Driver Ed Helmet Requirements 2011

The question has come up regarding what helmets will be allowed for DE this upcoming season. As many are aware, the SA 2010 helmets have been out for awhile now. Many vendors currently are clearing out their stocks of SA 2005 helmets at discounts.

For those of you that have a SA 2000 or ME 2000(motorcycle version) helmet you would like to use this season for DE/DT, we will allow that for another year.

However, PCA Club Racers should be aware that after 6/1/2011 The SA 2000 helmets will no longer be allowed, so you may want to look for an '05 on clearance or a new '10 model before our July Club Race.

– Keith Erickson
Nord Stern Safety Chair

Delta perks club talk auction for Courage Center Donation Results

Nord Sterner and Delta mega miler Steve Meydell has agreed to donate ONE (1) of the following:

Gold Medallion Status: winning bidder will receive Gold Medallion benefits throughout 2011, which offer the ability to qualify for unlimited complimentary upgrades, priority check-in and boarding and more,

Or, Six New and Improved System wide Upgrade Certificates: good for travel on Delta flights worldwide and now redeemable on the day of departure.

Or, Six Delta Sky Club One-Day Passes: winning bidder can use them for up to one year from the date of issue.

Or, 25,000 Bonus Miles: winning bidder can add them to your mileage balance and get ready for your next Award trip.

Note: It may take 6 weeks to receive the award.

Below is an EBAY auction that ended this weekend for Gold Medallion Status. While we don't expect that sort of number, it does show the value of this donation. I also appreciate the fact that Steve wants this "deal" to go to a Nord Sterner.

EBAY Item number: 250758285040

Gold Medallion Status on Delta Airlines for 2011

Ended: Jan 22, 2011 18:56:01 PST

Winning bid: US \$1,334.09

After wild bidding, a Nord Sterner won the Delta Gold Status with a winning bid of \$1,334.10!

His exact words were, "I'll bid \$1,334.10. I wouldn't want Steve out done by eBay".

Thanks to Steve Meydell for the donation and everyone's interest. Enjoy the 24 hours of Daytona this weekend.

– Keith Jones | Nord Stern's Charity Guy

Kudos to Steve Meydell, Keith Jones, and the anonymous winning bidder!!! This shows that interest in Charity in Nord Stern can make up for a much smaller market than on than eBay!

–Roy Henneberger

Couldn't resist including this Clubtalk posting as I believe it truly underscores the unique nature of this club and its membership. It's truly heartwarming to know members are willing to continue to support the club's philanthropic efforts in good times and not-so-good times!

– Christie Boeder/Editor, Nord Stern

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A Challenge: Who Do You Know Who Wants To Try Driver Training?

by Michele Deml Johnson

Calling all Nord Stern track enthusiasts . . . we need your help! You may not realize Nord Stern has experienced declining participation at Driver Training and Driver Education events over the past couple of years. We need your assistance as ambassadors to help reverse this trend.

The reasons for the trend are varied and are somewhat cyclical. Families are changing and some cannot devote as much time to track events. Some club members have relocated. Others are focusing on Club Racing. Whatever the reason, we need, as a club, to ensure we have a pipeline in place to keep a solid core of new drivers participating in our track events to ensure the club can continue to offer the variety and number of track events. This helps keep the track costs affordable, fills out our run-groups and allows Nord Stern to offer a full range of programming throughout the driving season.

Someone else who was already active introduced most of us to track events. While we may have had a desire to try out our sports car on a controlled high-speed venue, or have always loved road racing from afar, we may not have known how to get on the track ourselves. This is where you come into the equation! As most of us say . . . *Nord Stern is about the people*. It's the people make this club what it is. We need to continue to attract people (new folks and those who are members of the club but have not YET tried track activities) to something that is such a vital part of Nord Stern. The driving experience encompasses not only the school, but also the social time where people connect with other Nord Sterners.

As a veteran driver, you know the ropes and can help educate the car lover about what to expect from a driving experience. You do not have to have all the answers, just steer the person in the right direction. The club can help you fill in the details. If each one of us encouraged one person to participate, we would have an abundance of participants – now that would be a great “problem” to have!

To help you spread the word and recruit new drivers, use this edition of your Nord Stern Newsletter. It has great information to share with a potential driver, or with someone who may have tried the track once before and needs a gentle nudge to come back again.

Here is the 2011 schedule of events at BIR (you can always find these dates on the calendar at www.nordstern.org):

DRIVER TRAINING

Friday, April 29

Friday, September 9

DRIVER EDUCATION

April 30 & May 1

June 18 & 19

July 11 & 12 (at Road America in Elkhart Lake, WI)

July 29, 30 & 31

September 10 & 11

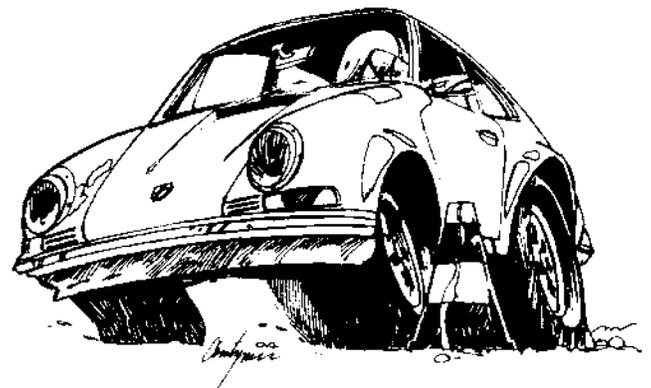
Driver Training: A driving course designed to teach and enhance high-speed driving skill and technique on an actual racecourse. Training includes class sessions, on-track exercise plus supervised lapping session. This course is a prerequisite for Driver Education participation. It includes both Novice and Intermediate level options.

Driver Education: High-speed driving event on a closed-course racetrack where drivers are grouped according to prior lap times. Must have successfully completed the Novice level of the Driver Training course.

Questions, contact Ron Johnson, Driver Training Chair. He can be reached at (612) 730-2351, or porsche freak@earthlink.net.

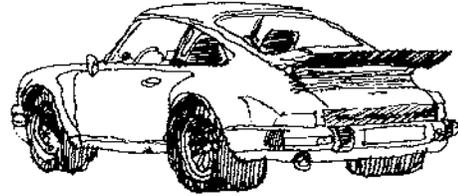
During the 2011 season, we will track the source of all Driver Training enrollments. We will be tracking who has referred members to Driver Training and Driver Ed events. The person who refers the most people will be recognized at the end of the season.

Will it be you?



So You Own A Porsche!

- Why not enjoy your car at a different level?
- Is there any point in owning a Porsche without experiencing it's true capabilities?
- Participate in Nord Stern Driver Education events at area tracks and experience whatever limit you set for yourself and your car. Four events at BIR and one at Road America are scheduled this summer.
- Check out the schedule and the DE description in this publication or at www.nordstern.org.
- Get the lead out, go fast, have fun, and meet lots of great like minded folks!



So, Just How Do I Get Started Driving on a Track?

Driver Ed Tech Session! Saturday, April 2, 201 Question and Answer time...NOT to be missed

The place to be is **Auto Edge** in Maplewood (see back cover for location)
Noon to 2:00 PM, for all owners and club members interested in just what is involved in track participation (see above!) *“What do I need to get my car ready for the track”*

Cost: \$15 @, at the door for lunch

Please RSVP to Ed Vazquez email: edmn911@aol.com by Friday, April 1st. Just leave your name and the number of guests that will attend. Friends and family members are welcome!

Elsewhere in this issue are various articles to check out, too. Track participation is NOT just for those interested in going racing, or driving fast; it's YOUR opportunity to learn more about your car, car control, improving your personal driving skills in a safe, controlled environment and just plain, HAVE FUN. See you there!

2010 Nord Stern Event Calendar

March

8 Nord Stern Business Meeting
 Location: Ramada Mall of America Airport
 Questions? Prez Bret Bailey
 6:30 Social, 7:00 Business Meeting

24 New Member Social
 6:30 pm, Motorplex - see page 10 for details

26 Swap Meet - Carousel Porsche, see pg. 25

April

12 Nord Stern Business Meeting
 Location: Ramada Mall of America Airport
 Questions? Prez Bret Bailey
 6:30 Social, 7:00 Business Meeting

April

2 New Member Social
 Auto Edge, 10:00 am to Noon
 See pg 10 for details

2 Tech Session: Getting Ready for DT & DE
 Auto Edge, Noon to 2 pm, see pg. 10

12 Nord Stern Business Meeting
 Location: Ramada Mall of America Airport
 Questions? Prez Bret Bailey
 6:30 Social, 7:00 Business Meeting

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

30-

May

1 BIR First Fling Driver Education
 Eventmaster: TBA

1 Maplewood Imports Auto Fair
 10:00 a.m. to 2:00 p.m.
 More Details to follow
 George Andeweg, gandeweg@hotmail.com

14 2011 Nord Stern Spring Drive - in 3D
 St. Bonifacius 9:30 am
 Details on page 31

21 Intermarque Car Show at Como Park
 St. Paul, MN 10:00 a.m.
 Contact: Andy Lindberg 651-292-8585
 Cars arrive early each year!

June

11 17th Annual German Carfest
 Veteran's Park, Shakopee, MN
 Contact: Paul and Chris Bergquist
 952-937-1822 or pbassocinc@aol.com

18-19 BIR Fast Fling Driver Education
 Eventmaster: TBA

26 All Porche Show - TBA

July

11-12 BIR at Road America
 Monday and Tuesday Driver Ed Event

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

August

6 Vino in the Valley
 Eventmaster: Randy Walker,
 rswalker@baldwin-telecom.net, details TBA

September

9 BIR Last Fling Driver Training
 Ron Johnson, porsche freak@earthlink.net

10-11 BIR Last Fling Driver Education
 Eventmaster: TBA

11 The Wayzata Rotary & Minneapolis Club Charity Car Show
 10:00 a.m. - 4:00 p.m.
 Contact: Marty Schneider 612-237-3843

23-25 Annual North Shore Color Tour
 Blue Fin Bay in Tofte, MN
 Eventmaster: John Dixon, eyerack@tcq.net

November

20 Joint Event with Mercedes-Benz Club
 Old Log Theater - Noon lunch with Matinee
 Eventmaster: Paul Bergquist pbassocinc@aol.com

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SEMA Show Photos

by Keith Jones

The SEMA Show is the premier automotive specialty products trade event in the world (Note: The SEMA SHOW is not open to the General Public). It draws the industry's brightest minds and hottest products to one place, the Las Vegas Convention Center.

As part of the AAIW, the SEMA Show attracts more than 100,000 industry leaders from more than 100 countries for unlimited opportunities in the automotive, truck and SUV, and RV markets. The displays are segmented into 12 sections, and a New Products Showcase featured nearly 1,500 newly introduced parts, tools and components.

Editor's note: Keith, I think you are really fortunate Nord Stern member as I bet there would be a huge number who would LOVE to attend this show! Keith's photos are on pages 33, 34, 35 of this issue. Best seen online, there are some pretty interesting shots. None are labeled so if anyone is curious about something, contact Keith directly.

Prez Says . . .

continued from page 5

and four door sport sedans with the Porsche crest on them.

Technology is also affecting how we communicate with each other. I know many of you are friends of mine on Facebook and also use our NordStern.org website to find current information on upcoming events. Nord Stern is making a couple of changes in our communication to the membership.

We have added a Nord Stern group on Facebook and are working on adding events and info to it. Just search for Nord Stern on Facebook. You are welcome to share your own photos, comments, and discussions on these pages.

We are also making some changes to how we distribute this magazine. We will continue to publish it monthly and post all 12 issues per year online at NordStern.org. However, we will be printing and mailing the Nord Stern magazine out to members quarterly, so 4 times a year you'll receive a mailed issue. It will still have the same great photos, articles, and features that we all enjoy.

Spring is just around the corner. I look forward to cleaning off the winter dust on my car, meeting the new members, and preparing for the next track event at BIR. I hope to see you soon!

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Nord Stern - Your Access to Track Events With Your High Performance Car

by Jim O'Brien, DE Chair

To get the most enjoyment out of owning a Porsche or other high performance car, consider participating in the Nord Stern Driver Education Events taking place at Brainerd International Raceway, Road America, and other nearby venues.

While the track events are sponsored by the Nord Stern Region of the Porsche Club of America, owners of a Porsche or other high performance car who are not members of Nord Stern are welcome and encouraged to participate.

Simply put, a Driver Education Event is attendance at the track with your car and being able to drive at whatever limit you might set for yourself. Our DE Events have two primary goals: to have fun, and to be safe.

The DE Events have a time-tested formula with strict behavior rules to promote the fun and the safety goals of the program. A successful DE Event is one without injury to the driver and without damage to the car.



DRIVER EDUCATION

DE is a popular racetrack activity for driving enthusiasts who own a high performance car. The two-day weekend events are scheduled during the summer months to be able to enjoy your car at a different level.

DE Events for 2011 are:

- April 30/May 1 BIR (Brainerd Int'l Raceway)
- June 18/19 BIR
- July 11/12 Road America (Elkhart Lake, WI)
- July 29/30/31 BIR (Club Race also)
- September 10/11 BIR

It is important to note DE is a program for driving enthusiasts of **all** skill levels who have been properly prepared. A prerequisite for participation in a DE Event is completion of a Nord Stern Driver Training.

DRIVER TRAINING

Driver Training consists of both track and classroom instruction. Personalized track sessions pair each participant, one-on-one, with a certified instructor to learn the on-track fundamentals of high speed road course driving. Braking and slalom sessions are also scheduled. Both female and male instructors participate.

Classroom instruction emphasizes cornering, passing, track and off-track protocols, the meaning of the warning flags used by corner workers, and other important practical and safety information.

DT events for 2011 are:

- Friday, April 29 BIR
- Friday, September 9 BIR

At all Track Events, safety is the primary concern. Both DT and DE require the use of a Snell 2000, or better, helmet, and each car must pass a technical inspection. Tech Inspection Forms are available on the **Nord Stern Website** as well as in this issue of **Nord Stern**. The inspection can be performed at any one of the several locations listed in the newsletter (also available online).

Additionally, PCA Members currently not Nord Stern members are encouraged to enhance their enjoyment of their car by joining **Nord Stern** (see **pg. 4 for information on how to join your local region!**) and participate in any of the many locally Nord Stern organized and sponsored activities. With membership you receive **Nord Stern Magazine** which contains event descriptions, schedules, technical articles, and a variety of other information of interest and discounts.

Questions, call Membership Chair Ed Vazquez at 612.720.0760 (cell) or email: edmn911@aol.com. Or attend one of the upcoming new member socials to learn more about the club on March 24th or April 2nd (see pg. 13). **JOIN US!**

Nord Stern

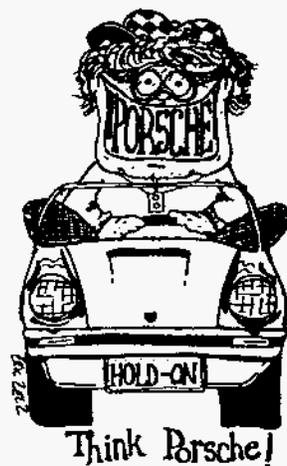
The local component of the Porsche Club of America
<http://www.nordstern.org>

2011 SEASON KICK-OFF & NEW MEMBER RECEPTION

Thursday, March 24 (West End of town!)

Or Saturday, April 2 (East end of town!)

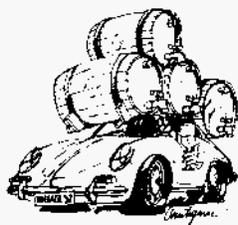
Any current Nord Stern Member who brings a new joining member (must join at meeting)will get a reward!



Your chance to find out more about Nord Stern's upcoming activities and meet other club members!

Two dates: Two locations to choose from!

- A special invitation to new Nord Stern members (and other Porsche owners thinking of joining) to come find out about the club and it's events.
- Plus a special invitation to ALL current members to come meet new members and learn about upcoming activities and events in 2011.



We will have short presentations and Q & A on:

Driving schools

Day trips

North Shore Fall Color Tour

High speed track events

Charity events

Concours

Social events

Low speed Autocrosses

Club Racing

The Details for Thursday March 24

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

Please RSVP to Ed Vazquez email: edmn911@aol.com by March 23rd. Just leave your name and the number of guests that will attend; pay at the door. Friends and family members are welcome!

The Details for Saturday April 2

Join us at 10:00 AM to Noon at **Auto Edge** in Maplewood (see back cover for location and directions). Stay for Tech Session from Noon to 2:00 PM, on "What do I need to get my car ready for the track." Cost: \$15 each, at the door.

Please RSVP to Ed Vazquez email: edmn911@aol.com by Friday, April 1st. Just leave your name and the number of guests that will attend. Friends and family members are welcome!

2011 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____ Phone _____

PCA #/Exp. Date _____ Drivers License # _____
 (Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

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



Technical Safety Inspection

To be completed by qualified shop or inspector

Shop/Inspector Performing Tech _____ Shop Stamp: _____

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 2000/Better	_____
Brake Lights	_____	Brake Lines	_____	Helmet required after 6/1/2006	_____

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of: _____

Brake Pads _____ Tires/Wear _____

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

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

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

Driver/Owner's Signature _____ **Date** _____

Approved Shops

Call the Safety Chair (Keith Erickson, see Officer page for contact info) if the shop you frequent is not on this list...

Anderson Motorsports

7700 Quattro Drive
Chanhassen MN 55317
(952) 937-8639
www.andersonmotorsport.com

Auto Edge

Bob Viau
900 Wildwood Rd
Montomedi MN 55317
651.777.6924
www.auto-edge.com
autoedge@auto-edge.com

Carousel Automobiles

9191 Wayzata Blvd
Minneapolis MN 55426
763.744.9191
www.carouselautomobiles.com

Courtney Truck Service

Mike Courtney
14205 62nd St. W
Eden Prairie MN 55346
952.934.0931
www.courtneytruckservice.com

Jeppesen Imports

Joe Jeppesen
7700 Quattro Dr.
Chanhassen MN 55317
952.934.5511
jeppesen@eworld3.net

Maplewood Imports

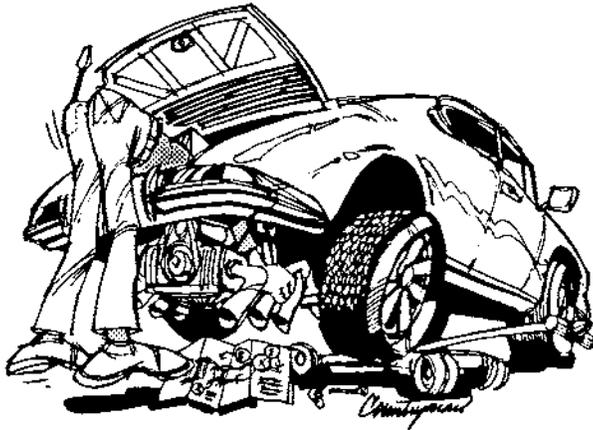
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Car # Assignments . . . And How To Request A Change

by Keith Fritze, Registrar

With the 2011 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Each year, unused numbers can be returned to the pool for re-allocation based on the policies and procedures listed below.

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

Procedures to obtain and maintain a car number assigned to a driver

- Drivers must have registered for a DE event in the previous 3 years. Unused numbers are released for reassignment.
- New drivers will automatically be assigned a 3-digit number when they register for their first event. This number can be exchanged for an unused number the next year following the normal allocation process.

- Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.
- Duplicate number requests will be resolved by seniority based upon the number of years each member has been in the Club.
- Drivers will be notified of their number assignment by email or phone shortly after all requests have been processed.

Questions about car numbers and their assignments should be directed to the DE Registrar:

Keith Fritze
Phone: 612-275-4891
Email: nsrfritze@yahoo.com

Requests for new numbers for the upcoming season should be postmarked no later than April 15th. If you are sharing your car, you need to fill out a form for each driver. Please select three (3) numbers, listing them by preference.

Car Number Change Request Form

Send Requests To: Keith Fritze, Registrar Attn: Nord Stern 13884 52nd Ave N Minneapolis, MN 55446-1629	Current Car #	Choice #1	Choice #2	Choice #3
	Driver Name:			
	e-mail:		phone #	

LName	FName	Car #										
????	Mike	410	Carlsson	Magnus	78	Fritze	Keith	492	Johnson	Bob	55	
Adams	Greg	125	Carlsson	Magnus	875	Fritze	Kim	493	Johnson	Tom	153	
Adams	Nate	412	Chadwick	Randall	287	Gale	Brian	115	Johnson	Ron	195	
Adams	Greg	633	Chadwick	Randy	944	Galey	Dave	7	Johnson	Jeff	267	
Albrecht	Mark	634	Christopherson	Tyler	160	Galey	Elliot	927	Johnson	Michelle	295	
Albrecht	Mark	419	Cirillo	Nick	35	Garske	Steve	61	Johnson	Chris	851	
Allington	Mark	923	Cirillo	Susan	135	Garske	Jeff	761	Johnson	Kyle	897	
Alpeter	Jill	923	Clark	Garfield	180	Gault	Dara	635	Johnson	Tom	898	
Anderson	Steve	313	Clark	Matt	307	Gazda	Jared	540	Jones	Keith	130	
Anderson	Cliff	38	Clay	Susanne	107	George	Peter	158	Joseph	John	121	
Anderson	Doug	102	Clay	Pat	529	Gette	David	187	Joseph	Gerald	921	
Anderson	Doug	102	Clay	Patrick	907	Gjerdingen	Scott	132	Kardashian	Chris	870	
Anderson	David	104	Cleppe	Mark	853	Godfredson	Joel	774	Kaye	Marty	249	
Anderson	Keith	136	Coin	Tasso	741	Golfis	??	272	Kedrowski	Mark	395	
Anderson	Keith	326	Connors	Tim	784	Graham	David	255	Kelly	Patrick	90	
Anderson	Susan	327	Courtney	Mike	131	Greene	Jerry uses 92	37	Kelly	Tom	262	
Anderson	Robert	415	Cousins	John	34	Greene	Jerry	263	Kelly	Kevin	312	
Anderst	Scott	93	Cox	Andrew	212	Gregory	Sean	2	Kelly	Patrick	400	
Anderst	Margo	197	Crumb	Kim	59	Groschen	William	300	Kelly	Suruchi	401	
Anderst	Margo	931	Crumb	Betty Ann	159	Grossman	Ken	447	Kelsey	Peter	304	
Argosy	Doug	117	Currie	Max	788	Grubba	Ryan	434	Kemp	Steve	137	
Arhart	Jim	16	Dagenais	Rick	231	Gruebele	Keith	185	Kirvida	Ryan	427	
Bahner	Jim	25	Davis	Ryan	57	Guettler	Greg	116	Kittock	Mark	15	
Bahner	James	223	Davis	Stephen	75	Gustafson	Mark	252	Kittock	Pat	706	
Bailey	Bret	82	Dekutoski	Mark	202	Haaland	Neil	196	Klatzky	Howard	192	
Barclift	Adolf	886	Dekutoski	Mark	292	Hagen	Jeffrey	894	Klatzky	Andy	194	
Barclift	Jill	887	Dekutoski	Michael	856	Hall	Loran	138	Knettel	Todd	151	
Barker	Bob	36	DeLong	Sarah	930	Hall	Sam	139	Knettel	Janine	751	
Barnhart	Rob	220	Dixon	John	247	Halliwal	Ike	407	Knoll	Brent	922	
Barrett	Matt	228	Dodson	Darryll	259	Hancock	Phil	356	Knox	David	87	
Beatty	Jon	17	Doering	Gordon	711	Hanson	Brian	110	Knox	David	234	
Beatty	Kyle	314	Doering	Associate	717	Hanson	Andrea	118	Kosky	Robert	33	
Beatty	Kirk	319	Doering	Gordon	772	Hanson	Steven	830	Kostron	Dwane	53	
Beatty	Nick	917	Dokken	Tim	203	Harding	Mark	297	Kostron	Damian	56	
Beaumont	Curtis	308	Doyle	Nathan	163	Harralson	Bill	127	Kostron	Donovan	226	
Beeman	Gary	209	Doyle	Dennis	185	Harralson	Bill	639	Kriesch	Mark	454	
Beers	Richard	666	Doyle	Nathan	631	Hayden	Steve	858	Kuhne	Scott	124	
Belak	Tony	318	Doyle	Dennis	638	Hazelwood	Ed	271	Kuhne	Jessica	724	
Benedict	Jack	893	Drake	Marsha	256	Hazelwood	Frank	671	Lano	Brad	99	
Benson	Kendall	48	Draper	Justin	6	Hedeen	Jason	218	Larson	Glen	865	
Benson	Jim	58	Draper	Ron	62	Henneberger	Roy	56	LaVerdiere	Rick	88	
Berard	Bill	993	Dvorak	Christopher	20	Hoegland	Cory	987	LaVerdiere	Mike	881	
Berman	Mark	517	Dvorak	Chris	97	Hoel	David	175	Lawrence	Jeffrey	193	
Binek	Paul	1	Dvorak	Becky	302	Hoffmeister	Bryan	916	Lee	Victor	29	
Blackburn	John	425	Dvorak	Becky	821	Hoke	Michael	49	Lee	Susan	129	
Boeder	Bruce	3	Elliot	Chris	133	Hoke	Mathew	491	Leep	Daniel	224	
Boeder	Christie	31	Elsing	Rodney	155	Holm	Chris	317	Lepisto	Antti & Paul	876	
Boeder	Geoffrey	403	Eng	David	170	Holton	James	66	Leslie	Jim	106	
Bogema	Bruce	168	Erickson	Keith	103	Houghton	Todd	253	Lewis	Ronald	9	
Bowers	Michael	105	Erickson	Don	621	Houston	Bob	143	Lewis	Brian	241	
Bowers	James	705	Erickson	Keith	999	Hubbell	Kelly	315	Luehmann	Jay	63	
Brabec	Mark	306	Farrow	Doug	148	Hubbell	Platt	316	Lunde	Bob	54	
Breakey	Jim	89	Faust	Ron	47	Huberty	Dan	418	Lysaker	Glenn	150	
Bredahl	Michael	278	Faust	Jon	472	Hudak	Jim	243	Macaluso	Michael	330	
Brennan	Karen	689	Ferrara	Tony	790	Indivona	Anthony	437	Macaluso	Michael	852	
Brewer	Michael	210	Ferrara	son	791	Ingebrigtsen	Paul	140	Macfarlane	Ron	766	
Bridgeman	Todd	222	Fischer	Ken	926	Ingraham	Dave	91	Mack	Charles	471	
Bridgeman	Todd	714	Fisher	Geoff	183	Ivey	Shannon	303	Magel	Richard	512	
Brown	Arin	443	Fleming	Bob	8	Jacobberger	Fred	438	Marlow	Ken	182	
Bruce	Jim	119	Fogal	Darryl		Jacobsohn	Lee	51	Marple	Dave	721	
Bryant	Jim	94	Fraguada	Luis, Sr.	114	Jenny	Eric	416	Maydell	Steve	550	
Burton	David	933	Fraguada	Luis, Jr.	141	Jodock	Erik	424	Mayer	Scott	26	
Busche	Andrew	850	Fraguada	Vilmarie	411	Jodock	Aren	423	Mayer	Kelly	126	
Butler	Bob	996	Fresh	Gregory	83	John	Michael	217	McCarthy	John	710	
Campbell	John	258	Fresh	Brad	184	Johnson	Roger	2	McGlynn	Tom	22	
Carideo	Tony	188	Friedman	Paul	431	Johnson	Vaughn	30				
Carlsson	Hakan	68	Fritze	Keith	660	Johnson	Terry	50				

Continued on page 27

From Pralines to Porsches...

by Cole Scrogam

Anyone who has visited Savannah knows the “Old Town” part of downtown, the riverfront area of Savannah, is replete with history. Walking on cobblestone streets and exploring storefronts and small restaurants is a calming vocation to be sure. Actually they are ballast stone streets, as English ships would leave their ballast stones in return for American merchandise, tea and cotton; but that doesn’t sound as quaint, does it? On these streets you can find handmade pralines, the curious local favorite of boiled peanuts (think Japanese edamame) and as many oysters as you care to eat. If you prefer, you can walk a block or so to the park bench made famous by “Forrest Gump,” and recall that life is like a box of chocolates. What is really surprising about Savannah, however, is that this is just the beginning of an exploration that many have spent entire lives embracing.

To be in Savannah is to be in history. Everywhere you turn there is another reminder of this port city’s involvement in the growth of America. One website, <http://www.savannahga.net>, literally has hundreds of destinations neatly organized alphabetically for lodging, dining, tours and other activities. Georgia’s first city has much to offer, not the least of which is that it will be shared with thousands of Porsche enthusiasts the first week of August. This is one of those areas that Porsche people will love; the Southern Hospitality that is legendary all over the world, the small and intimate



settings where friends can enjoy a casual evening, and the small town feel that can lead you out of the city to country roads in a matter of minutes.

Location, location, location is the focus of Parade 2011. Parade headquarters is the Convention Center which is located

Location, location, location is the focus of Parade 2011 . . .

on picturesque Hutchinson Island. The view of downtown Savannah across the river is unforgettable. The Convention Center is surrounded by Parade activity sites. The autocross will be held adjacent to headquarters, as for the first time in recent memory sufficient asphalt exists for a good size course within walking distance! But if you still need to get your track fix the local region will hold a Driver’s Education event at nearby

Roebbling Road Raceway the last weekend of the Parade. With the Concours event held at downtown’s Forsyth park and the Rally featuring lovely local roads, the main attractions of this year’s Parade are all in the same neighborhood!

When you are ready to relax from the competitive events, feel free to take in a Carriage Ride, Ghost Tour, Fishing Trip, Dolphin Watching Expedition, Casino Boat, Local Beaches and Museums including the Mighty 8th Air Force Museum as well as local sporting events. The list goes on and on. You can try out a cooking class or go on a shrimping cruise, and of course the local towns of Bluffton and Beaufort feature very historic downtown areas as well. Savannah itself has a feel more like a big town than a bustling city, and as with many of the port cities in the South you can find open spaces quickly and easily. Tybee and Hilton Head Island are famous for their white sand beaches and slow pace...you may want to stick around the area for a while after the Victory Banquet concludes!

Be sure to check out the Parade activities at <http://parade2011.pca.org> so that you don’t miss any of the action. Registration begins on March 8th, so bookmark the registration site now and be ready when it opens! You will also be able to view the traditional Parade event schedule for the week at the website, and learn about air conditioned Concours prep areas; Parade 101 classes that make sure the first time Parade goers are prepared for the week; Hospitality and Goodie Store hours; and opportunities to volunteer as a Parade worker for some of the featured events that you may not be competing in (a great way to get a front row seat to all the action!). Other events like the popular RC Car races, Ice Cream social, Tech Academy, Art Show and Driving Tours will complement your week, unless you plan to spend it studying for the very competitive Tech Quiz . . . you can make your Parade experience in Savannah as action-packed and exciting, or as laid-back and relaxing as you prefer.

'Closing Speed' by Ted West, Demontreville Press, Lake Elmo, MN

Book Review by Ron Faust

Author Ted West is truly our kind of guy. He once wrote *"driving a nice vintage 911S goes a very long way towards explaining the meaning of life..."*

His *Closing Speed* is about racers at the top of the sport at a time when road cars were about as beautiful and fast as they ever got . . . 1970. Nord Stern artist **Michael Jekot** has graced the cover with one a striking creation—two 917's and a Ferrari 512 streaking toward the reader around a banked turn. The image is also available as a poster.

Protagonist Nick is an automotive journalist who backed into the field from UC Berkeley. Author Ted West was an automotive journalist who published in *Road and Track* before even graduating from college. Fictional Nick and real Ted West were both assigned by their magazines to cover the 1970 World Manufacturers Championship in 1970. The Porsche 917 and the Ferrari 512 were battling it out with their 12-cylinder engines through Brands Hatch, Monza, Targa Floria, Spa, Nurburgring, and LeMans. If we could only download his memories from that racing pilgrimage! In retrospect,

many of us would have delayed our careers for this tour. Traveling with the racers, Nick is forced to see Europe from historic towns and picturesque lodging spots along the way.

Character development is the author's focus. Of course there are the drivers. Their egos, skills, focus and interrelations alone are enough for a book. Then there are the women that follow the circuit,

along with reporters, photographers and German and Italian team managers. The names are changed to protect the innocent. (editor's note: big grin)

Although details on the cars are sketchy, an occasional description (like this one from a Targa Florio practice day) is sensual enough to keep you reading:

"Caltavuturo, Sicily

They heard it coming . . .

Nothing . . .

Down the deep gash in the mountains leading twenty miles away to the sea . . . it was there . . .

A tiny glint across a low ridge—streaking behind a cliff. Silence.

Screeeeeeaaaw!

In the valley miles below, the streaking, blaring point of light raged nearer. Its report arrived with authority now--engine full-on. Full-off. Violent blasts caromed off the mountains . . .

It moved with homicidal insistence. (editor's note: gotta love that phrase! Yikes.)

It raged into view then a kilometer below . . . Roaring. Tail slewing. It skittered sideways across the pavement, menace filling the air. Each volley repeated around the mountains three times like a cannon fire.

It was red.

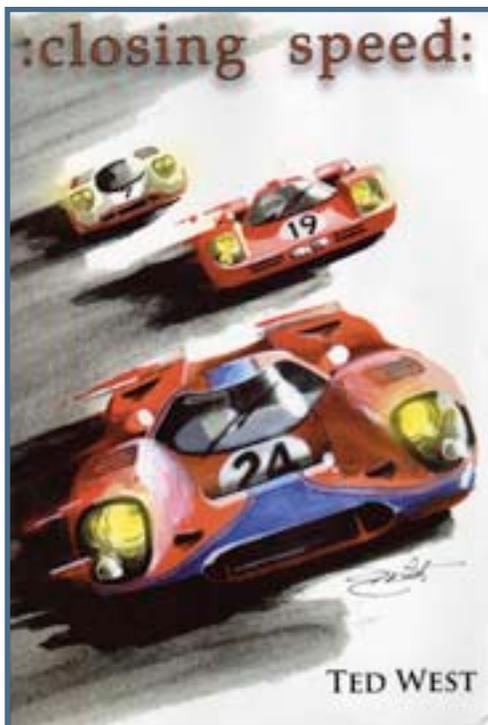
A red Ferrari 512S Spider."

Somehow Nick is always in the right place on these long tracks to describe the track action in split-second detail, whether a brilliant pass or a flaming crash.

The plot thickens. In the movie *LeMans* the plot is a distant background subject that weaves the cars together; in the novel *Closing Speed* the plot takes over the racing. The racing story becomes an action thriller. Weekend by weekend the relationships change. Couplings are described in biologic detail. The racing changes from road racing to stock car bump and push racing; the cars become weapons.

Although I was wishing for more about the cars and the road races of 1970, Ted probably would tell me that books with good plots sell more copies than books about 40-year old cars and races. Also, far more people like the cars that go counterclockwise around the tracks than the cars we like. We hope he'll give us more from that summer of 1970 in his second novel. *Closing Speed* is available for \$29.95 in soft cover, 335 pages, at <http://www.demontrevillepress.com>.

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February Business Meeting Minutes . . .

by Michael John

Nord Stern Meeting Minutes 2/8/2011

Meeting was called to order at 7:02 p.m.

Treasurer – Jeff Bluhm – no report

Social – Carrie John, Holiday Party - Every one that registered attended. Final bill is to be paid. Discussed possibly doing the same venue again next year. Format well-received.

Advertising – Jim Bahner, We have one new (unnamed) advertiser.

Newsletter – Christie Boeder, March newsletter will be mailed to to both PCA/Non Nordstern members. Newsletter printing costs are escalating . . . we are going to move to mailing the newsletter quarterly for the time being. all monthly editions will still be available online. This will probably impact advertising revenue. Advertisers will be contacted and notified of the change. We will reevaluate next year.

Website – Bret Bailey – Web site will be augmented to be a source for information that is currently in the news letter.

Membership – Ed Vazquez, New Member Social - Locations and times are set . . . pizza, soft drinks, and a limited amount of beer at Motorplex on March 24th, Thursday at 6:30 pm. Pizza and pop at Auto Edge on Saturday, April 2nd 10 am to noon with. Need current members to attend to talk to new members.

Dealer Relations – Roger Johnson, Swap Meet Fahr North Club is going to host the Swap Meet at Carousel on March 26th.

Charity – Keith Jones, Holiday party Courage Center proceeds = \$12,050 (\$8,400 for the Ultimate Motorsports Experience, \$3600 Camp Courage sponsorships).

Autocross – Harvey Robideau – no report

Met Council – Bob Kosky – no report

Insurance – Michele Johnson, Want to thank Auto Edge for supplying wristbands for our Driver Ed events.

Club Race – Roger Johnson, Need an assistant to help Roger with the Club Race. Sponsorship for Club Race holding their own, can always use more.

Driver Education – Jim O'Brien, We need to advertise our events better. Bret is going to contact the BMW and Audi clubs to gauge DE participation. Fast Fling will be a two day event. Brochure to Shops. Need to line up event masters – we should start pairing new members with existing members to transfer experience. Advertise to other clubs.

Track Relations – Rick Laverdiere, Contracts are in progress.

DE Registration – Dave Anderson, Cross reference DE registrants with Club membership lists.

Driver Training – Ron Johnson, Need pricing for DT and Advanced Lapping. Advanced Lapping needs more control to prevent insurance liability. We need to increase involvement in Driver Training to maintain Driver Education numbers. Need track workers if we are going to have Advanced Lapping in the morning of the Driver Training events. We would like to make Advanced Lapping more of a value add event.

Drives – Mike Lancial, Going to use ClubRegistration.net to sign up for drives. Note that there is an issue with ClubRegistration for first time users. Users need to first register to use the site, then exit the browser and reenter to be able to use the site. Dates/Locations, May 14th Leaving from St. Boniface, the event always fills up . . . priority will be given to Nord Stern club members.

Fall Color Tour - John Dixon, dates on the calendar.

Rally – Dale Trippler – no report

Concours-Porsche Show – no report

Safety – Keith Erickson, Helmets must be 2000 or newer

Shop Relations - We have a new brochure to distribute to dealers and repair shops to explain Nord Stern track events.

Historic Archivist – Kim Fritze – no report

Meeting adjourned at 8:14

Calendar to date:

First Fling	4/30
Maplewood Car Show	5/1
Spring Driver	5/14
Intermarque Car Show	5/21
German Carfest	6/11
Fast Fling	6/17-18
Porsche Show	6/26
Road America	7/11
Club Race	7/29
Vino in the Valley	8/6
Last Fling	9/10-11
Fall Color Tour	9/23

Respectfully submitted,
Michael John, Secretary

Anderson

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Vendors, reserve your table for \$20 by sending a check to "356 North Coast" to: Mark Bouljon, Carousel Porsche Parts, 9191 Wayzata Blvd., Golden Valley, MN 55426

Info: Call Mark Bouljon, 763-744-9170 days or Gordon Maltby, 651-439-0204 days.

All proceeds to Courage Center programs. Donated items will be on sale for this worthy cause. Sponsored by Nord Stern and Fahr North 356 Club



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Car Numbers ...

continued from page 19

Meacham	Kris	712	Porter	Betsey	167	Steinbaugh	Linda	451	Wood	Denise	182
Meacham	Kris	720	Potts	Jim	165	Steinbaugh	Jennifer	452	Wood	James	782
Meacham	Kris	727	Powless	Steve	456	Steingas	Mark	357	Wright	Harlan	778
Meier	John	189	Powless	Steve	756	Summers	Nick	98	Yee	Gary	45
Meintsma	Kirk	27	Puffer	Pete	824	Summers	Nick	198	Zachary	Louis	325
Meintsma	Richard	28	Puffer	Jacob	900	Summers	Nick	789	Zawadzki	Steven	273
Merriman	Ben/Alane	808	Read	Mark	951	Sundet	David	111	Zollinger	Paul	607
Meyer	Rick	101	Reader	Nathan	200	Sundet	Mike	128			
Meyer	AJ	201	Ready	Chuck	79	Swan	Tom				
Meyer	Jess	690	Rebane	John	43	Swanson	Tony	162			
Meyers	Mike	780	Reeder	Guy	5	Swanson	Tina				
Meyers	Bruce	914	Reigstad	Tim	204	Tanler	Richard	191			
Michals	Steve	77	Reigstad	Bart	919	Tanler	Richard	199			
Michals	Mark	177	Rempfer	Tommy	845	Taverna	Gary	715			
Michals	Rob	178	Rempfer	Tom	945	Termin	Paul	809			
Michals	Brent	477	Renwick	Eleanor	166	Teteris	Mark	157			
Miller	Donald	12	Repka	Mark	422	Tokheim	Daniel	40			
Miller	Jim	18	Richey	Kent	215	Tourtillotte	Jim/Sandra	777			
Miller	Barbara	81	Roberts	Dave	23	Townsend	Cal	85			
Miller	Mathew	274	Robertson	Scott	84	Townsend	Cal	885			
Moe	Rick	10	Robertson	Scott	109	Tripet	Edward	44			
Montagne	Guy	251	Robideau	Harvey	277	Tripet	Shawn	65			
Morcomb	Dom	555	Rogers	Henry	96	Tripet	Ed	250			
Mortenson	Tim	331	Roth	Neale	303	Tripet	Shawn	275			
Mosley	Steve	473	Roth	Joe	321	Trippler	Dale	206			
Muir	John	747	Roth	Terry	322	Tronnes	Karl	527			
Muldowney	Daniel	511	Sabers	Steve	171	Turkbas	Jay	333			
Mulhouse	Dave	261	Sabers	Candace	173	Turkbas	Patti	334			
Neid	Mark	707	Sabers	Mike	176	Turkbas	Jay	888			
Nelson	Dale	70	Samari	Cyrus	474	Tusler	Lon	996			
Newman	Ray	112	Savage	Joshua	324	Valone	Randy	442			
Newport	Billy	640	Sawinski	Clint	73	Vasilakes	Lloyd	776			
Newport	Billy	771	Schaal	David	244	Vazquez	Edmund	911			
Oakes	Sandra	207	Schaal	David	806	VeLure	John	14			
O'Brien	James	240	Schmid	Andrew	190	VeLure	Jill	76			
Olson	Paul	52	Schultz	John	441	Velure	John	968			
Olson	Linda	149	Schumacher	Mark	719	Viau	Robert	19			
Olson	Michelle	152	Schumacher	Matt		Viau	Robert	46			
Olson	Arden	181	Schwabel	Mark	257	Viau	Pam	64			
Olson	Paul	417	Schwartz	Jesse	260	Viau	Bob, Jr.	146			
Olson	Paul H.	469	Schvanner	Doug/Tim	221	Viau	Bob Jr	164			
Orr	Chris	122	Scovanner	Mary	227	Viau	Pam	219			
Osgood	Rodney	169	Searls	Mark	254	Vickery	Teresa	186			
Ostrander	Gregg	80	Selner	Michael	39	Vickery	Teresa	211			
Parsons	David	269	Senn	Fred	120	Voges	Hal	567			
Pena	Fernando	997	Seubert	Jim	11	Votel	William	41			
Penzel	Rolf	444	Sherf	Steve	42	Vreeland	Mark	564			
Perl	John II	923/74	Sherf	David	142	Walker	Tim	100			
Perl	John II	874	Sherf	Jeff	421	Walsh	Bryan	767			
Pfister	Joel	21	Shimek	John	912	Walsh	Bryan	883			
Pfister	Joel	86	Shimek	Pat	913	Warford	John Sr	214			
Pierce	Jack	986	Siegler II	Michael	744	Warford	John Jr	814			
Pikula	Eric	713	Silikowski	Bruno	601	Washburn	Steve	69			
Pilhofer	Wendy	164	Sjoberg	Darryll	320	Washburn	Steve	156			
Piper	Bob	738	Skweres	Mark	0	Webber	Brian	924			
Pladson	Mark	285	Skweres	Mark	632	Weber	Christopher J.	95			
Plumb	Joe	991	Smillie	Brian	154	Weisel	David	72			
Polk	Rick	160	Smith	Chip	13	Weiss	Kevin	414			
Polk	Rick	661	Smith	Nancy	32	Wen	Jonathan	71			
Porter	Charles	67	Smith	Ron	123	Wheatley	Sean	211/60			
			Smith	Greg	892	White	Phil	4			
			Softing	Jeffery	108	Whitmire	Max	161			
			Sogge	Phillip	255	Wilmes	Peter	179			
			Sorenson	Dave	311	Wisniewski	Rob	144			
			Stecher	John		Wisniewski	Rob	882			
			Steen	David	24	Wolff	Ken	709			
			Steinbaugh	Doug	450	Wood	James	92			

What can you get for \$25?

by Lydia Meeyr

Dinner for two? Perhaps a couple pints at the local pub or a half-tank of gas? And that's *regular* gas, not premium! Instead of getting part of something for your hard earned money, why not spend twenty-five dollars for a ride in a fully prepped race car, at speed, with a Nord Stern instructor? It's quite a deal and is sure to put a smile of sheer exhilaration on your face! Feel like a kid again and enjoy a fast ride! Join Nord Stern at Brainerd International Raceway for **Taste of the Track**.

Taste of the Track is a fun way to experience the thrill of high speed driving on the racetrack and to get an idea of how to handle a car at high speeds before actually taking *your* car out on the track. You may enjoy it so much that you'll want to take Driver's Training! It is also a great way to show friends and family members why you are so passionate about being a driver. It makes a great gift for someone and you may even spark some interest in them to become a driver as well.

Because Nord Stern is committed to safety, there are a few requirements that must be met in order to participate:

- Participants must be 18 years and older
- Each person must complete a registration form and pay \$25
- Attend a meeting before the ride to learn what to expect on the track and other safety information
- Each individual must wear an approved **helmet**. Please arrange for a helmet prior to the event, as each person

needs to provide their own. Many people who participate borrow one from a friend so they do not have to buy one.

- Appropriate attire must be worn including long pants and close-toed shoes

The dates for **Taste of the Track** for 2011 will be April 30, June 18 and September 10. If you are interested in participating, please contact Lydia Meyer via email at lydiaquam@gmail.com for more information or to pre-register. Registration can also be completed at the track on the day of the event if there is space available.

Get the most bang for your buck and join us for **Taste of the Track** this year! You will leave the track feeling like this:

And it will definitely make you want to come back for a second helping!

(editor's note: this wonderful, smiling face belongs to Grant Meyer; what a cutie and future racer, I am sure!)



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Driver Training – It IS for you!

by Michele Deml Johnson

So, you have a hot car and wonder what it would be like to drive it on the track, yet you have not acted upon that thought. All you have to do is register for Nord Stern's Driver Training School and you would have that mystery solved!

I remember when I attended my first School. I was a little nervous, but excited, too. I had always enjoyed speed and was looking forward to an opportunity to take my 1992 968 on the track. The day was sunny, my instructor was stellar, I learned a ton, and I had a great time. It was a spectacular experience. I have come a long way since then, and I am thankful I was encouraged to try it because I definitely caught the "track bug."

Nord Stern's Driver Training School is a car control clinic designed to teach you how to safely drive your car both on and off the track. This one-day course includes classroom and on-track sessions led by professional, experienced and nationally certified instructors. You will learn the basics of car handling, what to expect in a variety of situations on a road course, what safety precautions exist and the rules that must be followed on the racetrack as well as the physics of driving. You are paired with your own driving instructor to ensure personalized, one-on-one instruction.

Upon successful completion of Driver Training, you are then eligible to participate in any of Nord Stern's Driver Education events. You may participate the same weekend as you complete your Driver Training, as well as any subsequent event weekends. After a final 'check off' ride with your instructor, you are ready for "at-speed" track sessions with other drivers. At any time, you are welcome to request having an instructor ride along to provide guidance and suggestions on improving your technique.

The Driver Training School offers a Novice course, as well as an Intermediate Level. Many club members have taken each of these schools more than once because they find they learn new things from different instructors. Sometimes, they drive at Driver Education events between the Schools to get more practice time, and then take the School again.

The only requirement from Nord Stern is that participants take the Novice School once before participating in future Driver Education events.

Below is the 2011 schedule of events at BIR (you can always find these dates on the calendar at www.nordstern.org):

DRIVER TRAINING

Friday, April 29

Friday, September 9

DRIVER EDUCATION

April 30 & May 1

June 18 & 19

July 11 & 12 (at Road America in Elkhart Lake, WI)

July 29, 30 & 31

September 10 & 11

Questions, please contact Ron Johnson, Driver Training Chair. He can be reached at 612.730.2351, or e-mail at porschebreak@earthlink.net.

Be forewarned . . . participating once may lead to a dangerous addiction where you want to participate in every Nord Stern track event! However, even if you only gain an enhanced appreciation for F-1 racing, you definitely will learn more about how to drive and control your car under a variety of circumstances – which of course is immensely beneficial just in your day-to-day driving.

Plus, it is always way cool to say you have driven the fastest track in North America!

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2011 PORSCHE PARADE

Registration opens March 8, 2011 so start planning now!

2011 Nord Stern Spring Drive

IN 30

date: May 14th

arrival time: 9:30

starting point: City Park,
8822 Wildwood Avenue,
St Bonifacius, MN

Lunch will follow the drive.

Note: The drive is open to the first
40 Nord Stern members.

To register and more info visit:

<http://www.clubregistration.net/>

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Re-enter site

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Club: Nord Stern

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Really Cool Pics!

Young SCCA racer at Brainerd Raceway in 1971. Do recognize the paddock and the surrounding trees?

(editor's note: I can't remember if I already ran this scan of Dave Weisel 'back in the day' but it's way too good not to include even if it's a duplicate! I'd recognize him right away even if submitted anonymously! What a great photo, great car, too.

So my challenge to all you readers is to dig out some vintage photos and send them my way for inclusion or scan and email them to me. We all love these 'remember when' photos!

Tires at High Speed

Originally published in the March 2010 issue of "Die Porsche Kasette", by Pedro of Pedro's Garage

Tire inflation specs are based on what the manufacturer considers "normal" driving conditions.

But, because of the cars we drive and the Club we belong to, many of us have the opportunity to go beyond "normal" driving conditions at the track during the Driver Education events organized by our PCA and other auto clubs in the area.

Let's try to put it in perspective.

Even though we tend to think that properly inflated tires are perfectly round, they truly aren't.

Because of the weight they carry (vehicle, fluids and passenger(s)), the bottom half of the tire's sidewalls bulge and the tread flattens where it contacts the road.

But on the top half of the tire, the sidewalls straighten out and the tread curves back into its molded round shape. This difference in shape between the top and bottom halves of a tire is known as "deflection".

This deflection will occur with every revolution of the tire, so picture this:

A 225/45/ZR17 tire could be considered a standard front tire in a Boxster, Cayman or Carrera. This particular tire has a 25 inch overall diameter and after doing the math we know that this tire will turn approximately 807 times every mile. At 25 miles per hour this tire will roll 5.6 times per second, at 70 mph (speed limit on the Interstate) it will roll 15.7 times per second and at 140 mph (speed right before braking for turn 17 at Sebring) the tire will roll a daunting 31.4 times every second. This means that the tire is changing its shape from its unloaded to its loaded state and back every 3/100th of a second.



This constant tire deflection plus the friction of the tire against the road (track) generates tremendous heat build-up in the tires. Since the tires are filled with air (or nitrogen) which

is a gas, Boyles Law demonstrates that if the volume of gas is maintained constant, its pressure is directly proportional to its temperature, therefore your tire pressure will go up as the tire gets used, and the faster the tires spin, the faster the temperature and therefore the pressure will build up.

The rule of thumb is that the tire's pressure will increase by 1 psi for every 10° Fahrenheit increase in temperature, or 1 psi for every 4 minutes of use during the first 20 minutes of operation.

All of the above to basically say that the faster you go, the higher your tire pressure will be.

So, when we're at the track or Auto Cross we must keep in mind that we will have a tire pressure increase as soon as the tires start to heat up. This will alter our car's handling, so we need to carefully monitor the pressure throughout the different sessions during the day.

But how do we know what the ideal pressure is?

We should generally start with the recommended pressures from the car's manufacturer. Then, the tires will tell us if they need more or less pressure.



Most modern high-speed rated tires have special markers to show us the optimal tire patch.

This triangle tells us where the edge of the optimal tread wear should be.

As you can see above, the wear is a little short of the marker, meaning that we have too much pressure.

Continued on page 35

NORD STERN MARCH 2011

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.

Time to restock the garage - 1990 964 C4

150k miles, 5k on split case Autoedge rebuild to stock. Car is in pretty good shape, drive regularly in the summer. Everything works with the known heater/air quirks. Only modifications are lowered HRE progressive springs and after market chip. \$18,000 OBO. Ray Newman, Raycnewman@comcast.net, 612.202.1370

1989 944 TS track car

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained.

Ray Newman, Raycnewman@comcast.net, 612.202.1370

914 Wheels

Front and Rear (w/spoiler), Fiberglass Deck Lids, white, new, stock appearing underside. \$160 Each: Steel wheels 1973 914-4 widen to 6 1/2" have four. \$40 set. Gary Greiner, 701 E. 9th St. Superior, WI 54880, 218.348.1849 (cell), e-mail gtcnwg8976@hotmail.com.

Wheels

Set of 6 OZ Racing Fittipaldi 17 inch 3 piece wheels with center caps. Porsche 5x130 bolt pattern.

Four 8 1/2 J x 17 H2E56 wheels.

Two 9 1/2 J x 17 H2E56 wheels.

4 wheels have used BFG Comp T/A R1s mounted (235/45x17 and 255/40x17) and 2 wheels do not have tires mounted. \$900/OBO. Chuck Ready ready_c@hotmail.com or 651-484-6392

1967 Porsche 911 VIN307079 Restored 2010

Ivory with black interior. Newly rebuilt seats. This is an exceptional example of the early short wheelbase Porsche cars. Body and interior are in near perfect condition. The engine,



with Webber carbs runs and revs freely. The mechanicals work in harmony. \$34,000. For photos and more information please call Hank Godfredson 719-661-8911.

1979 911 SC Targa

Think Spring! Car has 140,000+/engine 40,000. This car had 137,000+ on it and an engine with broken heads studs when I bought it. I intended to redo the engine, until I found a 204HP code 930/10 ROW 3.0 SC engine with 37,000 original miles. 24 hp over the US version 180HP 3.0 engines. New clutch pack and fork, Carrera chain tensioners and pop-off valve were installed prior to transplant. Refinished stock 6x16 and 7x16 Fuchs. DynaMat added to the floors and rear bulkhead.



Rebuilt and re-bushed pedal assembly, shifter and shift linkage. Interior has been refreshed in black with Porsche script seats. The expensive part of this vintage of 911 (the engine) is taken care of for a long time. Car still needs body cosmetics for a few dings and things, tires and some Targa top work. No rust, anywhere no major body issues. Older metallic blue repaint over original brown or maroon. \$9450 obo Phil Hancock (612)308-2357 phancock356@hotmail.com

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 & TIRES

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 Centere'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

A Few Suggestions for Track Attendees

What to bring to the track:

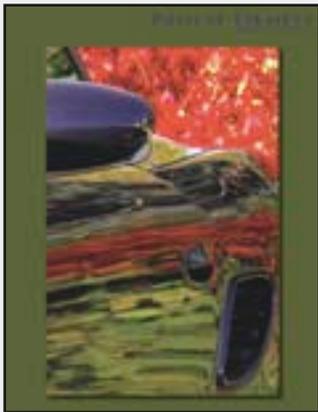
- Plastic storage box, bags, or tarp to protect your belongings from the weather
- Hat/sunscreen for sunny days
- Brake fluid
- Spare brake pads
- Air pressure gauge
- Paper towels
- Rags
- Car number/tape/shoe polish
- Gloves (for changing tires/brake pads)
- Gloves (for driving)
- Jack and stands
- Tools, including torque wrench
- Jack Plate (if needed for your car)
- Oil
- Hand and Glass cleaner
- PCA Membership card
- Driver's License

These are only suggestions. There is plenty of assistance available for "not-yet-fully-equipped" newcomers!

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Tires . . .

continued from page 32

Dropping a couple of pounds of pressure and then hitting



the track again gives us the optimal patch, as seen below where the edge of the wear is right to the tip of the marker.

Also, always keep in mind that you should never inflate beyond the tire's maximum pressure, stamped on its sidewall.



Keep an eye on your tire's pressures and ...

Happy Porsche'ing,
Pedro



Out and About at SEMA
All photos on pages 35, 36, 37 by Keith Jones



What were they thinking?! Porsche thongs...?



Out and About at SEMA

All photos on pages 35, 36, 37 by Keith Jones



Out and About at SEMA

All photos on pages 35, 36, 37 by Keith Jones



So, What Did You Get for Christmas?

Courtesy Clubtalk

Editor's note: thought this was a fun exchange on clubtalk and I share it here with all . . . not sure if Nick ever got his actual 'question' answered!

Susan got me a Cayenne S for X-mas. Actually, we were going to look at the MDX, X5 and the Q5, but drove the new Cayenne for a lark. Who would spend all that money on a Porsche SUV? Save it for a down payment on a GT3! Well, we drove the Cayenne and didn't even bother to drive the X5. The new Cayenne is an unbelievable vehicle; much better than our 335 when you consider the utility. I might never buy a "sports sedan" again and we really tend to favor smaller cars. Porsche has really improved the Cayenne over the first generation.

I used to laugh at all those rich Wayzata-ites who would buy a Cayenne and then trade it in because it doesn't "drive like their Lexus." Not anymore!

OK, so here is a question about the Tire Monitoring System on newer Porsches. The owner's manual tells you to fill the tires to a certain psi - depending on tire type and wheel size - at 680 F. Let's call that the factory setting. Well, I have always adjusted the pressure in my street cars to be at the "factory setting" but at roughly the expected ambient temperature. So if I expect lows to be in the 10-20's I'd generally add 5-6 psi to keep it at the "factory setting." But the TMS on the Cayenne then tells you are +5 psi too high (when the car has been sitting at 200 or so). This seems to imply you are supposed to run in the winter on lower tire pressures than during the summer. I don't understand why this would be true. Stiffer sidewalls? Can't be. Does the operating temp of tires on street cars hit roughly the same temp in winter and summer? That doesn't seem to be the case. Anyone have any thoughts on what you are supposed to do in MN winters?

How does the TMS in other Porsches work?

– Nick Cirillo

A Cayenne S for Xmas? Wow! Susan must really like you! :-).

– Teresa Pfister

The talk of the quality and handling of the Cayenne came up about a month ago with great applause. There is one important note we all forgot to mention. The Cayenne V-8 motor won this years Daytona 24 hour race!!!

– Bill Berard

Yes it did . . .

We were there to see it happen and even though Porsche did not acknowledge it as a win for Porsche, the true enthusiasts that were there BECAUSE they wanted to see Porsche win, were excited in spades.

The fact it wasn't a 911-based engine that did the deed, was not lost on most . . . A Stellar performance.

Am quite sure the tuners from Texas that built that engine for the team that won, have had a huge uptick in business no matter how Porsche endorsed the win.

The car ran with the best of them, and in the end . . . at the end of 24 hours it was Victory Lane Baby!

Also: The Trans-Syberia Model is commemorated because of Porsche's involvement in that Race as well. Wherever this engine is used it has respect, if not admiration, Happy Holidays!!

– Don and Pam Lawrence

Lozano Brothers built the engine. They have been around for a long time in sports car racing. If my memory serves, they were big with the little Buick engines that put out massive horsepower in the late 80's or early 90's. I know they have been around IMSA for a really long time. At the end of the 24 hours when the announcers were trying to gin up the drama with statements like "Will this unproven engine last?" The answer was clearly "No problem."

– Roger Johnson

Cayenne's score another vote of approval by Excellence. In the Feb 2011 issue, they rate the 2003-2004 Cayenne S as one of three great Porsche values for under \$16,000. Their first choice was the 1984-86 911 Carrera followed by the 2000-2002 Boxster S. The article starts on page 95. As always great reading.

– Dale Trippler





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