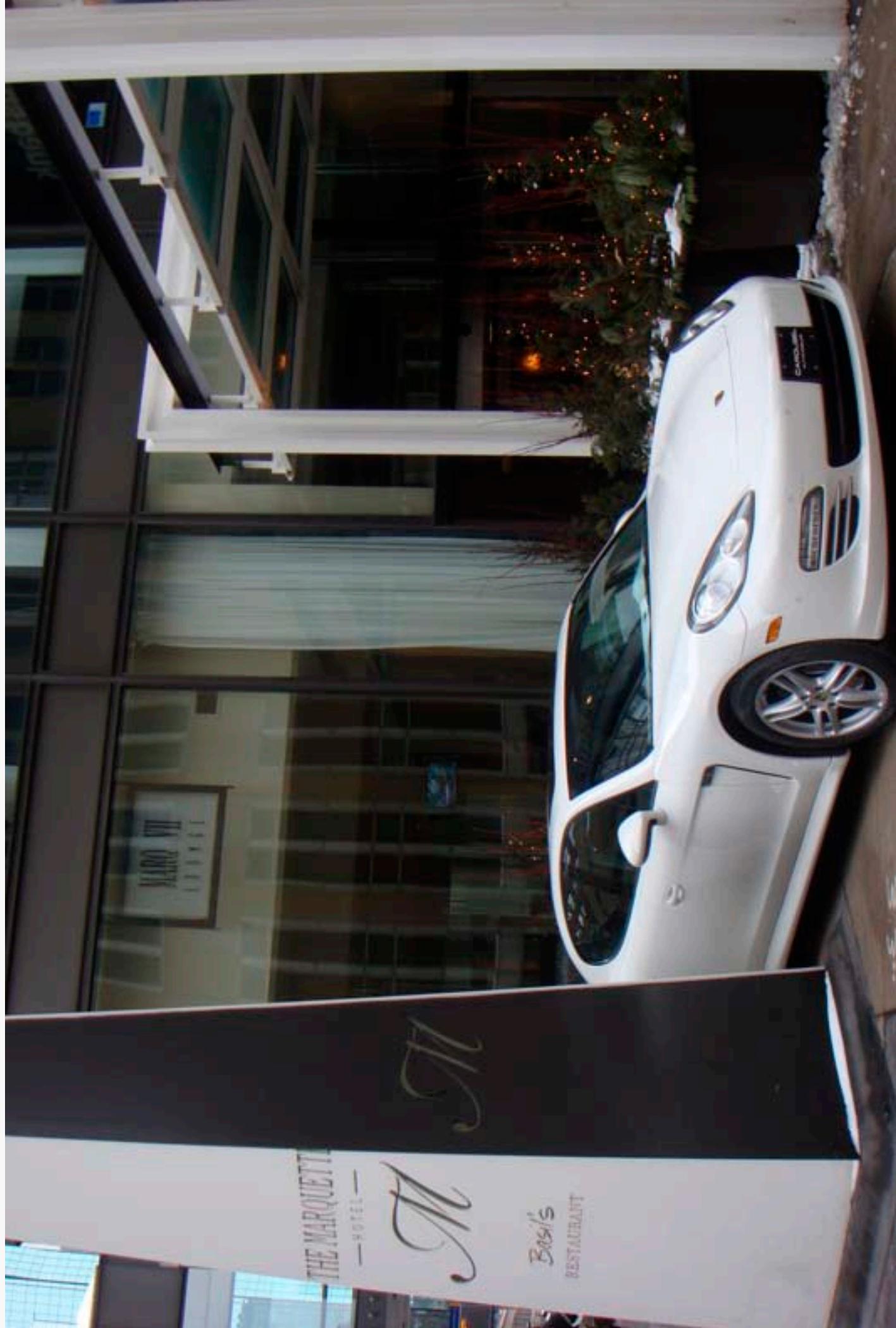


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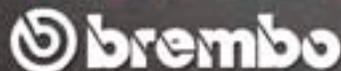
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Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 612 845-4509.

The Prez Sez . . .

by Bret Bailey

I have enjoyed a variety of activities since becoming a member of Nord Stern in 2001. I will admit that I joined with the sole intent of driving at the track, but I have found the many social and off track events to be just as fun. I am now learning that we do have traditions that are loved by many and that many would like to see new changes to keep things fresh and exciting.

Our 2011 Spring Drive filled up very quickly this year. I have received some questions on why we cap the registration for these drives. One of the primary reasons for doing so is finding a good eating facility that can handle more than 40 cars and 80 people at the drive's destination. If you know of a great driving route that ends up in a fun place, please share it so that we can consider it for next year's events.

The All Porsche Show / Concours has had various formats during the last several years. Some have been small and casual, while others have been a serious and competitive event. This year's show will again be part of Roseville's annual RoseFest on June 26th. I think it says a lot about our club and the event organizers (Phil Saari, Mark Bouljon, & Eric Erickson) that our club is being asked to return again. Like last year, we will not have the competitive judging of our cars. They will be on display so you still need to polish up your pride and joy before showing it. I have received some questions about the judging part of the show and know some of you would like to see that return. Doing so requires up to 20 volunteers with a high level of expertise to make the event run smoothly. I don't think a judged concours is gone forever from Nord Stern, but it may not happen every year.

Several of you have contacted me regarding a variety of topics. I am guessing there are many of you who have questions, comments, or other feedback but are keeping quiet. I value your concerns and questions whether you are an active member who is familiar with the Nord Stern traditions or a new member who is just learning about all the activities we offer. Many of our events are planned several months in advance. The feedback sometimes comes after it is too late to change plans, but it is valuable for future events.

I am also working on publishing a survey to find out how we can improve the club and the events we sponsor. More on that to come soon...



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Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
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Back cover	N/A	N/A	NA
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Welkommen . . .

Welcome . . . New Members

(and returning members!)

We hope to see you at upcoming events!



James Andrews
Thomas Bird
Bob Cox
John Dobrztz
Matt Dowell
Chris Engstrom
Steve and Pam Flaten
Michael Grabner
James Hudak
Matthew Jones
Steve Kemp
Thomas Lyons
Rick Marcantonio
John Moen
Mark Netsch
Chris Orr
Bob Ostlund
Denny Popp
Chuck Porter
Zaach Quanbeck
Robert Quickel
Mark Richman
Chris Sadio
Richard Sanders
Terry Saxton
Brett Schneider
Micheal Stewart
Steve Sundberg
Mark Swanson
Tom Thuente
Peter Tribuno
Curtis Witt
Kevin Weiss
Bryan Wilkinson
Erik Yerigan
Bruce Yerigan

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.

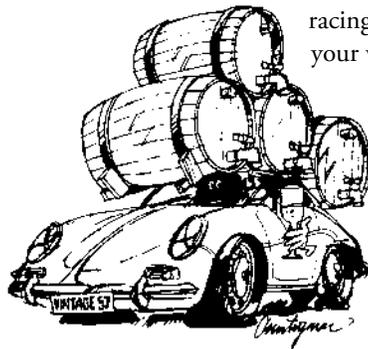
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!



I am actually sitting up at BIR staying a bit warmer in the truck finishing up the May newsletter. While it rained this morning at First Fling's DE, it cleared for the afternoon and the cars are out whizzing around the short track. To say it's different is certainly true. Yesterday's Driver Training was filled to capacity with novices and a good number of Intermediate and lapping-only participants. A good day was enjoyed by all with nice weather. Always a good way to start the season. And hopefully tomorrow will remain dry. Great to be back on track and equally so to catchup with other members after a very long winter.

This issue includes a new advertiser from a long-time PCA and Nord Stern member, Luis Fraguada, Sr. Luis joined PCA back in 1975 and has been a Nord Stern member since 1988. He's started a new business and his ad (with discount coupon!) appears on the following page. To introduce this adventure he says "I've started a new venture as a franchise owner representing Stanley-Black & Decker, Co. which owns long established brands such as: Mac Tools, Stanley, DeWalt, Vidmar, Expert, and others. For more information contact Luis at 651.785.5286 or email at lfraguada14@gmail.com."

And I also have now had the chance to meet one of our current advertisers, Kevin Tan of Imola Motorsports. Their ad runs on the

inside front cover and they now feel confident in presenting 'their story' complete with pictures and more comprehensive info on their business focus and goals. Be sure to check out the details!

So, see you at the next event!

Garage Stalls at BIR . . . Rentals Available!

After much discussion, the club will rent the garages for Friday, Saturday & Sunday for our upcoming 2011 Driver Ed events of First Fling, Club Race and Last Fling. We'll only rent Saturday and Sunday for the June Fast Fling.

To keep things simple, the rentals will be for the ENTIRE event. There will be no two-day rentals (or 1 day rental) on the three-day weekends. This will allow those coming up to the track on Fridays access to the garages, even if they are only participating Saturday and Sundays.

Cost will be \$60 for Friday through Sunday. The June event will cost \$50 for Saturday and Sunday. There are 38 spots available. The reservation option for the garages has been added to clubregistration.net for convenient signup.

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Letters to the Editor . . .

New Member Socials

Thanks to everyone who helped and participated in the get together at Auto Edge on Saturday. Special thanks to Ed for putting it together and to Pam and Bob (Viau) for hosting. I invited a new Porsche owner and he was quite enthused.

I did not notice any new or prospective member standing around looking lonely. Our members did a great job of welcoming them.

– Steve Thompson

You are welcome Steve. Thanks for your support, members like you help this club to grow. Your referral helped us grow by one new member. Your support and attendance helped us to make new members join and get a comfort level with our club.

– Ed Vazquez

Thanks to Ed and Allie for setting up and overseeing the New Member gathering at Auto Edge. And thanks to Bob, Bob Jr., and Pam for the Tech Session. Both the meeting and the tech session were informative and well attended.

Good coffee, good food, valuable information provided, and GREAT company, what more could you ask?

–Dale Trippler

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2011 Calendar . . .

<i>May</i>	<i>2011</i>	<i>September</i>	<i>2011</i>
1 BIR First Fling Driver Education Eventmaster: TBA		5 Annual Labor Picnic & BBQ Rochester, MN Eventmaster: Jeff Boehm, jbandbj@gmail.com See pg.	
1 Maplewood Imports Auto Fair 10:00 a.m. to 2:00 p.m. See ad for details George Andeweg, gandeweg@hotmail.com		9 BIR Last Fling Driver Training Ron Johnson, porsche freak@earthlink.net	
14 2011 Nord Stern Spring Drive - in 3D St. Bonifacius 9:30 am Details on page 13 - SOLD OUT		10-11 BIR Last Fling Driver Education Eventmaster: TBA	
21 Intermarque Car Show at Como Park St. Paul, MN 10:00 a.m. Contact: Andy Lindberg 651-292-8585 Cars arrive early every year!		11 The Wayzata Rotary & Minneapolis Club Charity Car Show 10:00 a.m. - 4:00 p.m. Contact: Marty Schneider 612-237-3843	
		13 Nord Stern Business Meeting Location: Ramada Mall of America Airport Questions? Prez Bret Bailey 6:30 Social, 7:00 Business Meeting All Members welcome and encouraged to attend.	
<i>June</i>	<i>2011</i>	23-25 Annual North Shore Color Tour Blue Fin Bay in Tofte, MN Eventmaster: John Dixon, eyerack@tcq.net	
4 Imola Motorsports Open House 11:00 a.m. 721 Hampshire Ave. S. Golden Valley Questions: Kevin Tan at 763-205-2561			
11 17th Annual German Carfest Veteran's Park, Shakopee, MN Contact: Paul and Chris Bergquist 952-937-1822 or pbassocinc@aol.com		<i>October</i>	<i>2011</i>
18-19 BIR Fast Fling Driver Education Eventmaster: TBA		11 Nord Stern Business Meeting Location: Ramada Mall of America Airport Questions? Prez Bret Bailey 6:30 Social, 7:00 Business Meeting All Members welcome and encouraged to attend.	
26 All Porche Show - Central Park in Roseville - Rosefest Eventmaster: Phil Saari 651.484.0303. Suggested \$20 donation to Courage Center See page 11 for details!			
<i>July</i>	<i>2011</i>	<i>November</i>	<i>2011</i>
11-12 BIR at Road America Monday and Tuesday Driver Ed Event		8 Nord Stern Business Meeting Location: Ramada Mall of America Airport Questions? Prez Bret Bailey 6:30 Social, 7:00 Business Meeting All Members welcome and encouraged to attend.	
29-31 BIR Club Race and Driver Education Eventmaster: TBA		20 Joint Event with Mercedes-Benz Club Old Log Theater - Noon lunch with Matinee Eventmaster: Paul Bergquist pbassocinc@aol.com	
<i>August</i>	<i>2011</i>	<i>December</i>	<i>2011</i>
6 Annual Rally - Details TBA Eventmasters Dale Trippler and Scott Welz		13 Nord Stern Business Meeting Location: Ramada Mall of America Airport Questions? Prez Bret Bailey 6:30 Social, 7:00 Business Meeting All Members welcome and encouraged to attend.	
21 Roll On With American Pride Show 9 a.m. - 4 p.m. Chester Bird American Legion in Golden Valley Proceeds go to POW/MIA causes Questions, Joseph Yenksosky, 612-202-7678			

All Porsche and Poster Show

Sunday, June 26th

Central Park, Roseville

10 a.m. to 2 p.m.

Suggested Donation: \$20 per car to Courage Center

Plan now to be part of the Midwest's largest annual gathering of Porsches. An added attraction to this year's show will be a display of Porsche Posters from the heart of the **Erich Strenger** era. Several local collectors have joined together to present some of the most attractive and collectible posters from the 60's, 70's and 80's. You will find this display in the shelter at Central Park and there will be no charge for viewing. Don't miss this chance to see the posters which documented Porsche race victories and driver successes in the golden age of Porsche racing.

Join us on Sunday, June 26 at Central Park in Roseville for the **Fifth Annual All Porsche Show** presented by Nord Stern Region, PCA.

Bring family and friends for a great day in a beautiful park. You'll see some old friends, make some new ones and have the chance to see some



Porsches you didn't know existed in these parts. You can bring a picnic lunch

or get some tasty sandwiches and drinks from the refreshment stand.



The All Porsche Show is part of Roseville's annual RoseFest and has become a significant part of this civic celebration. Everyone is invited to attend and there is no admission charge to the park. Porsche owners will be asked to make a \$20 contribution to Courage Center.

Central Park is on Dale Street in Roseville, about 1 mile north of MN 36. Coming a bit early will help get the display grounds organized in time, and having your check or cash ready at the entrance will also speed things along. A receipt will be ready at that point as well.

There are no trophies and no competition. All you can do is have a good time in the park with friends. So, give Ol' Paint a bath and show her off to your friends. If you have questions, or if you can help with the event, call Eventmaster Phil Saari (651-484-0303).



See you at the **All Porsche Show!**

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Imola Introduces Itself! Open House June 4th . . .

by Kevin Tan

Imola Motorsports was founded in 2009 and has rapidly grown into a hotbed for European car owners and enthusiasts throughout the Twin Cities metro area. Imola has built its reputation as a leading independent European auto shop by offering high-quality services at fair prices. They provide everything from the most basic routine maintenance and repair of older models to extreme modification and performance additions for European exotics.

Imola's newly remodeled Golden Valley facility is located just west of downtown Minneapolis, easily accessible just off Interstate 394 at Louisiana Avenue. The facility was designed as a boutique shop, offering a unique and stylish alternative to local dealerships while providing upscale amenities customers are used to. Dissatisfied by cramped, uncomfortable waiting rooms in other shops, Imola owner Kevin Tan has furnished his waiting room with plush, high-tech appointments. Customers may wait for



their cars and work or relax in a quiet area featuring free wireless internet, free public-access computers, and large LCD televisions showing high definition satellite programming or customers' favorite shows from a well-stocked DVR. Tyler, Kevin's grey-haired golden retriever, can be found lazily lounging near the front door greeting customers. Imola also offers complimentary hot and cold beverages. The front office staff have years of experience working on cars themselves and are friendly and knowledgeable at scheduling appointments, advising on repairs and performing simple diagnostics. Customers looking to enhance their cars can come see the ever-expanding collection of display products.

Our full-service workshop features seven workbays plus a Hunter laser alignment rack and state-of-the-art tire and wheel equipment. The shop is staffed by four full-time technicians who bring to the table nearly thirty years of combined, factory-trained experience. At their disposal are the full factory computer diagnostic suites for VW/Audi, BMW, Porsche and Mercedes Benz, allowing them to properly diagnose, repair, and monitor virtually all cars produced by these makes.

The goal of the Imola service department is to provide a lower cost, same-quality alternative to the dealership experience. The



Imola sales and service staff are all longtime car enthusiasts and their passion for what they do is reflected in the care and attention they show customers and their vehicles. Imola goes the extra mile to accommodate customers—they offer free shuttle service to most parts of the Twin Cities metro area and handwash every car. Their price point is typically 35% lower than a dealership and they use only Original Equipment or Original Equipment Manufacturer parts—the same parts sold at the dealer, but in a different box. They stand firmly behind the quality and results of their work and is reflected in the care taken choosing parts, procedures, and products they offer their customers. Imola warranties their services for 12 months and/or 12,000 miles with the full faith and credit of Imola Motorsports.

Imola also offers full wheel and tire services. The equipment and staff are well versed in working with the specialized wheel and tire technologies on the market, such as tire pressure monitoring systems, run-flat tires, extreme low profile tires, performance/race tires, and high end multi-piece wheels that may require techniques such as reverse mounting. All tools used to touch wheels are



well maintained and coated in ABS plastic to prevent scratching or damage. The John Bean balancer uses laser measurement to detect surface defects on both the wheel and tire helping to ensure a vibration-free ride at any speed. Imola is a dealer for The Tire Rack. Their relationship allows them to offer a wide selection of high-quality wheels, tires and suspension products as well

Continued on page 16

Imola

continued from page 15

as access to extensive resources for comparison tests, customer reviews and expert fitting and use information. Imola extends



Tire Rack's rock-bottom pricing to customers and receive shipments in under two business days via standard ground shipping. Certain brands and tires are also available

same-day through a local distributor. They also offer a full line of Hoosier race tires for customers who track their cars.

While maintenance and repair are the majority of what Imola does, performance has been synonymous with Imola Motorsports from the get-go. Well before remodeling had even been completed, Imola found its lifts full with cars such as a 600 hp Audi S4, a track-prepared Porsche 993 Turbo and a 700 hp Porsche 996 Turbo build in progress. Since then Imola has built a set of carefully chosen relationships with aftermarket performance companies. Imola does not believe in achieving marginal performance gains at the cost of quality, functionality or image. The product lines they offer were chosen based on their reputations for quality and performance as well as on personal experience purchasing, installing, testing, and supporting them. With their extensive knowledge of a wide range of parts and modifications, the staff at Imola has identified the strengths and weaknesses of many popular products on the market and is able to recommend products based on their customers' intended purpose. This approach allows them to offer modifications based on a customer's goals and aims as well as the best products available.

One of the key performance companies Imola has established a relationship with is Evolution Motorsports based in Tempe,



AZ. Established in 1998, Evolution Motorsports (or EvoMS for short) has become one of the premier tuners of Porsches and other European makes in North America, and makes performance products for everything from the Volkswagen GTI to the new Ferrari 458 Italia. The company's philosophy is one of 'Intelligent Tuning', which is reflected in a range of products that offer

benchmark levels of ultimate performance while at the same time earning rave reviews for their smoothness and tractability.

To let customers experience this for themselves, Imola purchased a 2007 Porsche 911 Turbo and equipped it with Evolution Motorsports' EVT775 performance kit. The result is a blisteringly fast yet supremely smooth 775 hp package that must be experienced to believe. Completing the car are 380mm Brembo GT brakes front and rear; JRZ suspension components; RSS sway bars; Vorsteiner V-RT bumpers and wing; Champion Motorsport wheels and Rottec Carbon GT2 side skirts. Together,

these modifications give the Imola 997TT 'hypercar' levels of performance and refinement. To demonstrate these capabilities, the 997 is available for customer rides at Imola and will be on display at local car shows and gatherings through the year. In addition to attending local show events with it, Imola will also use the car at the Audi, BMW, and Porsche club events at Brainerd International Raceway.



Through this and other projects, Imola is proud to support and grow the local auto enthusiast community! Expanding on their role from 2010, Imola is a title sponsor for the monthly C&C gatherings held every first Saturday at the AutoMotorPlex facility in Chanhassen, MN. Now entering its third full year, C&C is a free Saturday morning car show bringing all corners of the local automotive enthusiast landscape together to one event—from modified hot hatches to the greatest exotic cars ever made, it's there, and is a must-visit for any enthusiast. (Imola offers complimentary donuts in the clubhouse!)

In addition to being a major participant in C&C Imola is extremely pleased to host an annual open house party. Offering free gourmet catered food, a full showcase of products and projects, and a chance for customers to see their shop in literally a whole new light, the event has become an early summer tradition for local car enthusiasts. Slated for June 11th at 11a.m., immediately following C&C, the Imola staff are hard at work planning this year's event to be even bigger than last year's, which drew over 700 people even though the attendees had to brave a steady rain.

For news about these (and other) events, product announcements, and general shop happenings, 'Like' them on Facebook at www.facebook.com/imolamotorsports.

Join us at our upcoming Open House, June 4th!

2011 Swap Meet . . . Great Turnout!

by Gordon Maltby

Winter in the Upper Midwest tends to dampen Porsche enthusiasm, but as the glaciers recede our thoughts turn to the upcoming driving season, and working on that car takes on a new urgency. The annual All-Porsche Swap Meet was held at Carousel Porsche on Saturday, March 26th indoors in the service area. It was the perfect time to find a good deal on the parts you need, plus the tidbits you didn't know you needed until you saw them. Twenty vendor tables were filled and a total of about 200 Porsche fans attended, including a van full led by Jim Stephenson from eastern Wisconsin, Bill Meyer from southern Wisconsin and Mike Massell from Iowa.



Offerings ranged from scale models, badges, knobs and collectibles to wheels, hoods, deck lids and engine cases. There was a good selection early 911 and 356 parts, to the delight of those who had come looking for them. Organizer Mark Bouljon had a wonderful display of posters, and several vendors had boxes of books including original shop manuals. Lights, body parts and mechanical bits new and used were in good supply. Much of what came in the door went out in other hands, with smiles all around.

Keith Jones once again had a table of donated goodies for sale to benefit Courage Center, and proceeds from the vendor fees also went to that worthy cause. Carousel Porsche kindly allowed use of the space, cleaning up before and afterwards. Thanks to Carousel, Mark Bouljon and Porsche 356 Registry, co-sponsor of the event.



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Nord Stern Business Meeting . . . April 12, 2011

Submitted by Michael John, Secretary

Treasurer – Jeff Bluhm – No report

Social – Carrie John

Wants a count prior to the event.

Advertising – Jim Bahner Advertisers are generally unconcerned about the changes to printed news letters.

Newsletter – Christie Boeder Solicited new bids for printing the news letter. Looks like we can save some money as well as improve print quality. Kansas City publishes every other month, Chicago Scene now publishes 9 issues / year. Many clubs are electronic only.

Website – Bret Bailey

Push to get members and affiliates email in PCA.org. Club members need to go to PCA.com to enter their email address and their affiliates email address so more people receive the PCA email blasts. Contact Doug Pierce to get information about Kansas City DT Event

Membership – Ed Vazquez

New Member Socials – 32 new members. PCA President Manny Alban is pushing for increased membership at the national level. Propose giving new Porsche owners a complementary Nord Stern membership for balance of the year. Remind members of the 20% PCA available if you go online and print out the coupon (anything except cars).

Dealer Relations – Roger Johnson – No Report

Tech Sessions – Keith Fritze

Keith has taken on responsibilities for Tech Sessions

Autocross – Harvey Robideau

No events are planned but the newsletter lists an event. Christie / Michelle to follow up.

Met Council – Bob Kosky – No report

Charity – Keith Jones

An entry is being submitted to PCA for the Community Service Award.

Insurance – Michelle Johnson

Need to sort out the insurance for the Autocross event if it happens.

Club Race – Roger Johnson/Ron Smith

The application is in progress

DE – Jim O'Brien

Eventmasters: First Fling is Jess Meyer, Fast Fling is Steve Meydell & Jim O'Brien, Last Fling is Ron Johnson & Jim Bahner? Possible Event DE at MAM with the Omaha Region (Great Plains) for next year. Do we need an Event Master for Club Race DE drivers? Suggestion is yes.

Track Relations – Rick Laverdiere – No report

DE Registration – Dave Anderson

As of 4/11 there are 51 for DE and 27 for DT.

Driver Training – Ron Johnson

Friday Advanced Lapping needs to be advertised. Want to secure corner workers for Friday morning. Registration for Advanced Lapping is under Driver Training and NOT Driver Education – Ron and Bret to send and email.

Drives – Mike Lancial

Spring Drive in 3D – May 14. We have 41 people signed up (all members). Menu selections from 28 people, 13 still need to respond. I have all insurance forms, a thank you to Michele. We had one cancellation, no one on the waiting list. Vino in the Valley is scheduled for August 6.

Fall Color Tour - no report

Rally – Dale Trippler & Scott Welz

Date set for: Saturday 6-16 in the Maple Grove area. \$20 to cover costs with any extra going to Courage Center.

Concours-Porsche Show – 6/26, info in the newsletter.

Safety – Keith Erickson - no report.

Historic Archivist – Kim Fritze – No Report

New Business:

Bruno Silikowski of Motorplex has invited us and other German Car clubs to a social event with Beer and Brats on Saturday, October 15th. I have discussed this with Audi Club (Barb Weernink) and they are interested as well.

Proposal to send survey to members to see where interests lay.

Procedures Manual – Bret is asking all chairs to compile a list of responsibilities or procedures for their role. Need to more easily bring new chairs up to speed. Any format is acceptable, send to Bret Bailey. September business meeting location will stay the same (Ramada Inn by the Mall of America)

Meeting adjourned at 8:25

Calendar

First Fling	4/30
Maplewood Car Show	5/1
Spring Drive	5/14
Intermarque Car Show	5/21
German Carfest	6/11
Fast Fling	6/17
Porsche Show	6/26
Road America	7/11
Club Race	7/29
Vino in the Valley	8/6
Last Fling	9/10
Fall Color Tour	9/23
OktoberFest?	10/15?

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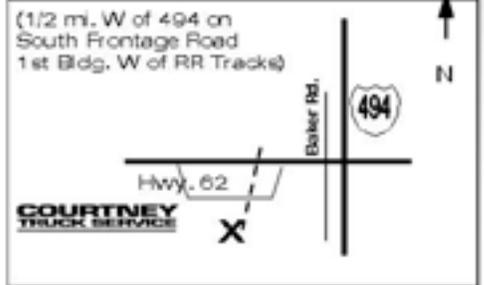
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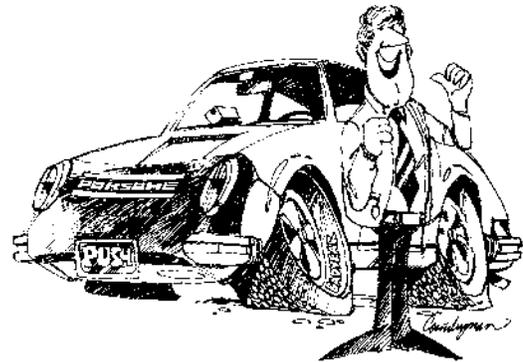
You Never Know What You'll Find Tucked Away!

by Phil Saari

I have acquired an original window sticker for a 1971 911T Convertible (I presume a Targa) sold by Carousel Porsche. It is VIN 9111113083 and the car was Blue Metallic in color. It was nicely optioned with a suggested retail price with accessories at the dealer's location for \$8376.50 which included Federal Excise Tax!

I will gladly provide the window sticker to the present owner of the car - please contact me for a ride!

– Phil Saari
ps356er@yahoo.com



Nord Stern Welcomes New Members!

by Ed Vazquez, Membership Chair

14 New Members

3 Member Renewals

2 Locations

1 Tech Session

- Thank You to all the new members who joined.
- Thank You to all the members who renewed their memberships.
- Thank You to all the current members who came, contributed, and made the new members comfortable. I want to especially thank those members who came to both events. (editor's note: just another reason why we talk about 'It's the People' with this organization!)

- Thank You to Bob at Auto Edge and Bruno at the AutoMotorplex for hosting our events
- Thank You to all who referred a new member to come and a special THANK YOU to those members who manned an event table and helped work the meeting with me. I am sure your efforts will make your event as successful as this event!

Thanks to your efforts the two New Members/Members meeting turned out to be such a success.

We still have over 200 PCA members who are NOT Nord Stern Members so we have plenty of opportunities to increase our club. Let's keep working on decreasing that number....!

(and note the new member total above is not a total total!)

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Out and About in January at the annual Holiday Party with photos by Jill Daneu:
Keith Jones with Roger Johnson thanking all the Nord Stern members for their generous support of Courage Center this year



Just us girls...



Linda and Brad Lano with Ben and Alane Merriman



Keith Jones, Elizabeth, Rob Welch with Frank Thayer



Laurie and Phil Hancock



Bill Corcoran, Kim Fritze and Bill's wife



Keith Fritze with Christe Boeder and Laura Catania



Don't you wish your girlfriends were so cute like us! Pam Viau, Vicki Earnshaw, Kim Fritze, Christe Boeder, Jill Daneu and Laura Catania



Always the classy couple; long time members Judy & Bob Fleming



Dale Trippler with Sharon & Bob Barker



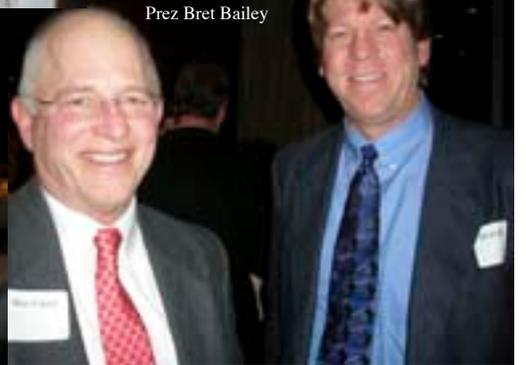
Two, wild and crazy guys, Bill Corcoran and Stephen Powless



Keith and Pam Erickson, Bob Viau of Auto Edge with Bobby Viau Jr. and girlfriend



DE Class D Winner Ron Faust with Prez Bret Bailey



Lori Tusler and Connie Stack

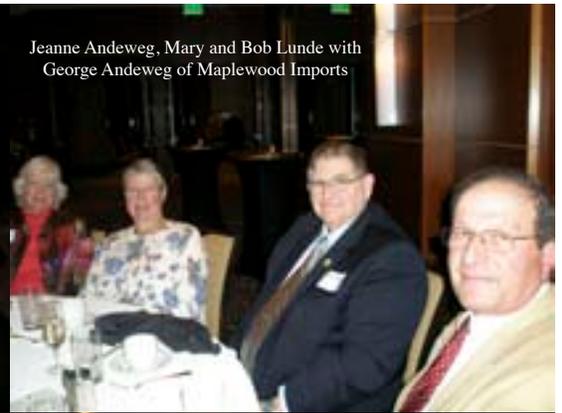
Out and About in January at the annual Holiday Party with photos by Jill Daneu: Kim Fritze congratulating Ed Vazquez, 2010 Member of the Year Recipient



Roving photographer, Keith Fritze



Jeanne Andeweg, Mary and Bob Lunde with George Andeweg of Maplewood Imports



PCA Nat'l Steward Vicki Earnshaw, Kim Fritze and Pam Viau



Ron Johnson (l) accepts his First Place (Class F) Trophy from Roger Johnson

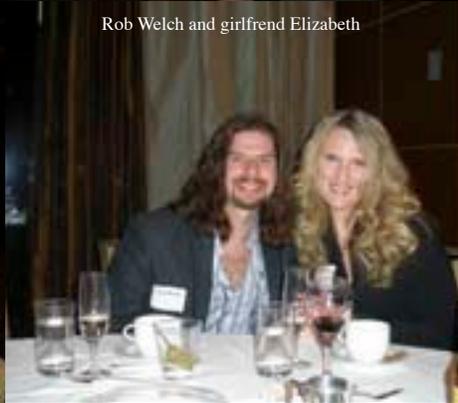
New members Deb and John Enloe



Lynn and Paul Beyl of Trackside Tire enjoying the evening



Rob Welch and girlfriend Elizabeth



Fred and Jill Daneu with Suzanne Dixon



Michael John (r) accepts his 'Driver of the Year' award



Rhonda and Tom Hayes



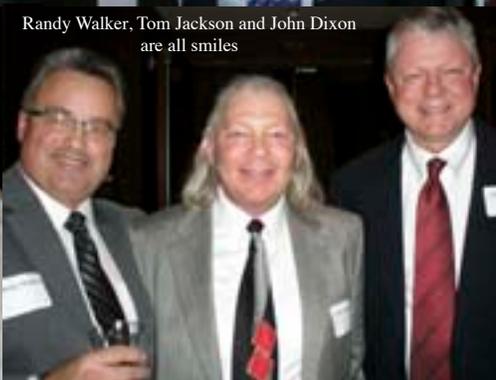
Susan Jones, Laurie Hancock and Suzanne Dixon



Mark Kedrowski with his DE award!



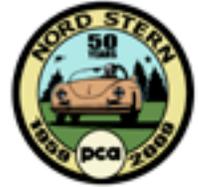
Randy Walker, Tom Jackson and John Dixon are all smiles



A family affair, Sig and Trudy Finks with daughter Kelsey



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



“Know your history or you might have to repeat it” doesn’t really apply to our car hobby but any automotive history gets interesting for most of us who have been doing the car thing for a while. Long-time Nord Stern member Gordon Doering has contributed his newsletter back issues to the club, as have several other members now that this column has acquired a ‘life of its own’ as it hopefully entertains while enlightening us members!

While some of the old newsletter information is quaint, occasionally you see something that boggles the mind; are we on the same planet?

-Ron Faust

January, 1976

- The newsletter seems to be running on fumes this month (12 pages plus cover), probably because the President and his wonderful wife have also had to assume newsletter duty. There’s no lack of things going on, however, as Nord Stern’s PCA National Parade is only eight months away.
- The monthly meetings are no longer dinner meetings.
- The club welder is now in Al Schlegel’s garage; he will bring it over to anyone who needs it! That’s a service.
- A tech session will feature three cars being restored: a 1967 911S which had begun life as a

the Parade in August. Headquarters and the Concours are at Maddens. Three days of BIR track time are planned. They’re already begging for volunteers.

- The Market lists a 1966 911 with a 2.4 Liter (?) engine for \$5700 OBO. Six 1967 911S heads are listed for “make offer”?



Gary, Bruce and Rick receiving Autocross Class Winner awards from Gordon Doering, Nord Stern’s Speed Events Chairperson.

February, 1976

- Bad news from the treasury reinforces how the costs of everything have exploded in the last 35 years: “The treasury, as usual, is not looking so good. We paid the Gold Cross Ambulance bill of \$136, January newsletter printing of \$76 and installment one of the car badge purchases \$148, which leaves us with zip.”
- Robin Boone contributes a fascinating article on the 24 Hours of Daytona race from that year. The driver list includes names like Peter Gregg, Brian Redman, Hurley Haywood, and David Hobbs. Porsche has entered a new Turbo RSR, which didn’t finish after spinning in some Corvette’s oil spill and rupturing a front oil cooler. Carreras, Corvettes, and BMW 3.5 CSL’s lead the field of 72 starters. After the usual long list of endurance race mechanical problems, multiple cars won’t restart after pit stops and it is discovered that water was mixed with the gas in the fuel truck and the race is red flagged, all crews being instructed to drain their fuel systems. The checkered flag finally goes to a BMW factory entry limping in on five cylinders. The author comments that he



factory rally car, a 356 Convertible D, and a 1965 356 SC. Did they discuss the investment potential of these three cars?

- Regional dues are a whopping \$5; PCA dues are up to \$24.
- As of 1/10/76 only 10 registration spots are left open for

Scanning the past . . .

only slept for 1:45.

- Douglas and Judy Holt are listed as new members.
- A anonymous but very informative three-page article succinctly explains detonation, knock and octane ratings and how they all work to protect or destroy your engine.
- An article titled "Winter Survival in a 914" explains how to adjust the butterfly valves on the heat exchangers on those cars to get more of the meager amount of hot air they produce into the interior. Can anyone imagine driving a 914 during the winter in Minnesota?
- Another writer describes his 300 mile trip to a cabin with his wife and 4 cats in a 914. To save \$3 per cat per day boarding charge (for a fall trip to Paris) they put up with a liter box and

to look for when buying a used 914 or 911 was the topic.

- Nord Stern's newsletter has already won a 2nd place prize at the National PCA Parade.
- In an article on the Porsche Parade reprinted from Autoweek, Satch Carlson writes: "America is the only place where you get to become an aristocrat by having enough money to buy the right stuff."



fighting, howling, barfing cats, one of which even pee's in the driver's seat. 914 drivers and their spouses were tough in those days.

January-February, 1980

- Dennis Guentzel is President; Rick LeBurkien is doing the newsletter.
- The Holiday Party has gone multi-media; over four hundred slides were shown on four projectors, coordinated with music from the Rockford Files. Twenty photos from 1979 are reprinted in this first issue of 1980.
- The 1980 ice racing schedule includes weekend events in MN, WI, Thunder Bay, and Fort Frances Canada
- Rick Moe ran a January tech session at Neurburging. What



Above and below, great pictures from the year in review!
More on the next page



Scanning the past . . .



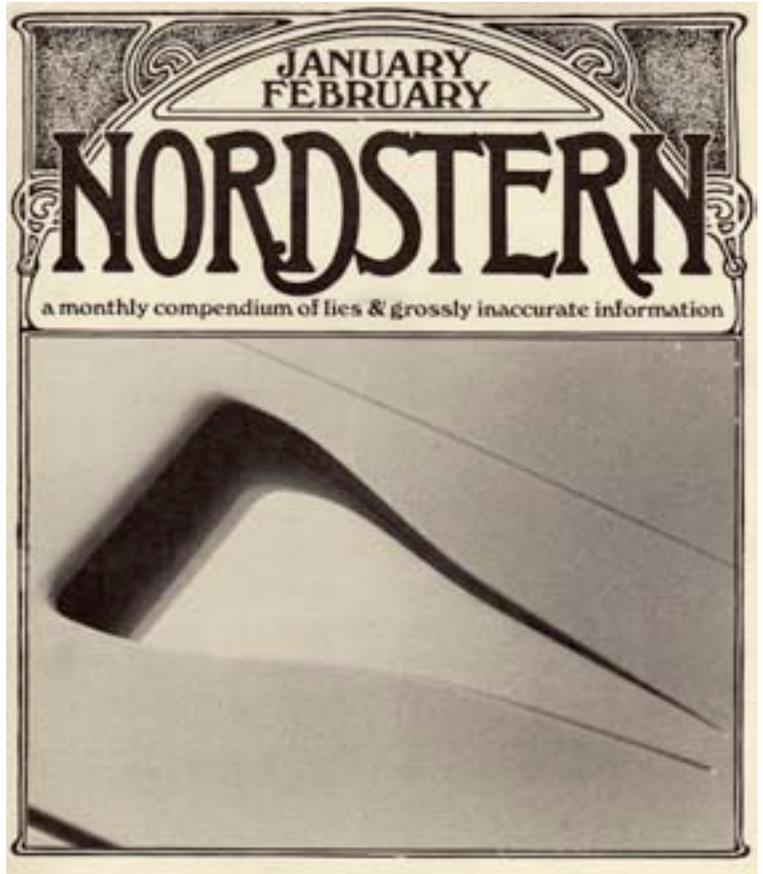
It's hard to figure out what Jim Clark is wearing here, but the picture is a classic example of early Ford Mustang or the quite, nearly complete 511.



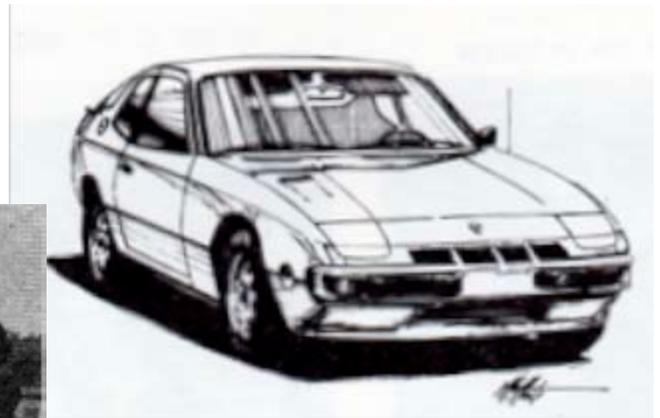
Frank enjoying the joys of retro.



Robert, son, has assumed his father's position with the Ford 440 in Jim's garage, convertible 2.



Cover shot for January and February - it really isn't easy doing a monthly newsletter!



early example of Mike Jekot art - he was contributing way back when!



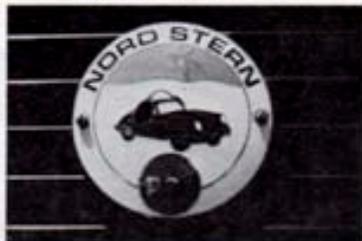
Left, some sort of social gathering - note the plaid pants!

Scanning the past . . .

NORDSTERN '79

For those of you receiving our humble publication for the first time we thought you may want to take a look at a sample of the motoring activities Nordsterners engaged in during the '79 season.

We had an exciting year and hope our members continue their positive participation. For those of you that are potential members we know that upon joining you will begin a warm and exciting motoring experience with NORDSTERN.



Club Emblem



Our Pres...Dennis Guentzel



A sign commonly seen on one of Mike's Rallies



Bob Cox's Afton Concours... (Gathart's 9115C)

Left: great shots from more than 30 years ago. Note the badge with our wonderful logo - that's still all ours; where else in the U.S. would no one blink to see earmuffs on a car!

Note, too, Bob Cox was running the yearly Afton Concours (those were very popular!) and he's recently rejoined the club. I bet he'd be able to contribute much to our 'collective memory'!

And long-time member Denny Guentzel was prez that year. A recent newsletter featured an interview and photos by Dave Weisel after he visited Denny and wife Eunie in their retirement out in Montana.

Right: some things never change! Helping out, bent guardrailes, P cars under G forces . . . and multipurpose wheels!

NORDSTERN '79 IN REVIEW



LUNCH TIME...class is an Alloy wheel coffee table...



A little help from your friends...



WHOOOPS!



Coleman at turn 10... BIR

Upcoming Panamera Info . . .

courtesy PCNA

Now available for ordering, the 918 Spyder will feature cutting-edge plug-in hybrid technology and stunning performance, forever changing the future of the super sports car

ATLANTA – March 21, 2011 --- After outstanding customer response to the concept car first shown at the 2010 Geneva Motor Show, Porsche today announced that dealers around the world will begin taking 918 Spyder customer orders. This is a significant step toward actual production of the company's next super sports car, a Porsche that marries unique plug-in hybrid technology and outstanding performance in a visually stunning and purely Porsche package.

The 918 Spyder will feature a high revving 500-plus horsepower V8 engine assisted by two electric motors with a total of at least 218 horsepower, yet Porsche estimates it will consume only 3.0 L/100 km based on the New European Driving Cycle (NEDC). Official EPA fuel economy figures or estimates will be announced just before the first customer cars begin arriving in the United States near the end of 2013.

To ensure the 918 Spyder's worldwide exclusivity, Porsche will produce no more than 918 examples. Start of production at Porsche's famed factory in Stuttgart-Zuffenhausen is planned for Sept. 18, 2013 (9/18), and the U.S. base manufacturer's suggested retail price is \$845,000 (excluding destination and handling charges).

With its design inspired by past Porsches like the Carrera GT super sports car and the legendary 917 and highly successful RS Spyder race cars, the 918 Spyder remains faithful to the 2010 concept car. Unlike the concept car, the two-seat production version, based on a carbon fiber-reinforced plastic monocoque, will feature a manual roof system with removable panels that can be stored in the front luggage compartment.

Super high performance with very low fuel consumption and emissions

The 918 Spyder will be powered by a unique plug-in hybrid system that will include a high-revving, mid-mounted V8 engine with capacity of more than 4.0 liters and producing at least 500 horsepower. The engine will be based on the Porsche RS Spyder racing engine that demonstrated its impressive performance and efficiency through multiple Michelin Green X Challenge victories in the American Le Mans Series, the Le Mans Series and the 24 Hours of Le Mans. Power will be transferred to the rear wheels via Porsche's compact, seven-speed Porsche-Doppelkupplung (PDK) double-clutch gearbox.

Two electric motors – one each on the front and rear axles – together will provide approximately 218 additional horsepower.

This configuration also will offer an innovative, variable all-wheel drive system with independent control of the drive forces on both axles. Electrical energy will be stored in a liquid-cooled lithium-ion battery that can be recharged from a standard household outlet. Electric-only driving range is expected to be more than 16 miles on the NEDC. Recharge time will depend on each country's electrical power network, but charging is expected to take about seven hours at 110V/10A in the United States. A quick-charge option is being evaluated to further reduce charging times.

With anticipated combined fuel consumption of just 3.0 L/100 km on the NEDC, this equates to CO2 emissions of only 70 g/km or 112 g/mile. On the other hand, the Porsche 918 Spyder will deliver super sports car performance. It is estimated that the final production version will accelerate from zero to 60 mph in about 3.1 seconds on its way to an estimated top track speed of 199 mph. It should also tackle Germany's famed Nürburgring Nordschleife in less than 7 minutes and 30 seconds, two seconds

faster than the Porsche Carrera GT. Under the right conditions, the 918 Spyder will be able to drive on electric power alone at speeds up to 94 mph for limited distances.

Customers who order the 918 Spyder also have the opportunity to acquire a special-edition 911 Turbo S Coupe or Cabriolet. Also limited to no more than 918 units, the 911 Turbo S Edition 918 Spyder will have exterior and interior design elements echoing

the plug-in hybrid 918 Spyder supercar's styling. It features similar exterior colors, carbon-fiber elements inside and out, enhanced leather equipment and numerous acid-green accents on items such as the brake calipers, illuminated sill plates, interior stitching and instrument cluster needles. A limited-edition badge on the glove compartment door will feature the same production number as the customer's 918 Spyder.

Worldwide 918 Spyder customers can begin ordering this special edition 911 Turbo S sports car today, and customer deliveries will start later in 2011. The U.S. base manufacturer's suggested retail prices for the Coupe and Cabriolet versions are the same as the standard 911 Turbo S models, \$160,700 and \$172,100 respectively, excluding destination.

About Porsche Cars North America

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., is the exclusive importer of Porsche vehicles in the United States. It is a wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG and employs approximately 220 people who provide parts, service, marketing and training for some 195 dealers. From its inception in 1948, Porsche has been a leader in advancing vehicle performance, improving automotive safety and developing ever more fuel efficient technologies in its high-performance models. At the core of this success is Porsche's proud racing heritage that dates back to its beginnings. Today, with some 30,000 motorsport wins, Porsche is recognized as the most successful marquee in sports car racing. PCNA, which imports the iconic 911 series, the Boxster and Cayman sports cars, the Cayenne SUV and Panamera Gran Turismo strives to maintain a standard of excellence, commitment and distinction synonymous with this historic brand.





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Celebrate Porsche as Marque of the Year at the Pittsburgh Vintage Grand Prix July 15-24, 2011

The Pittsburgh Vintage Grand Prix has selected Porsche as its 2011 Marque of the Year. For the past 29 years, the Race Weekend has been the focus of the PVGP and no other event in the country can compare to the uniqueness of Schenley Park. We are inviting all Porsche owners to attend regardless of year or model! We expect to have hundreds of Porsche's lining the fairways of the Schenley Park Golf Course. Some very rare cars from private collectors and special interest enthusiast cars from across the country will be on display.

With 200,000 spectators, the PVGP is the nation's largest vintage race and the only one run on city streets! The 2.33 mile circuit runs through the Schenley Park golf course. The 175 race car participants conduct time trials on Saturday and race in seven classes on Sunday.

Detail information about the PVGP Marque of the Year events can be found at: www.pvgp.org/porsche including hotel information and information about each specific event throughout race week.

Check online for all the Porsche events you can expect to see and attend during this 10 day festival of car shows, races and special events including Kick-off Rallye, Gala, Historic Races, German Car Corral, SCCA Solo Auto Cross, Kart Racing, Invitational Car Show, Waterfront Car Cruise and more. www.pvgp.org.



Parade 2011: Savannah, GA . . . Groundhog Day at the Autocross

By Cole Scrogam

OK, we all admit that autocrossing can be pretty fun... figuring out how your car handles at the limit in relatively safe surroundings...that is some good stuff! Even the Concours buffs hold a secret desire to thrash around the course and see what it will do. For those novices among us, an autocross is a mini race-course that is created by setting up orange pylons. Digital timers note start and finish times, and any contact with a pylon costs you an extra two seconds which is added to the time for your "lap," thus removing any advantage that might be gained by "altering" the course. There are typically three timed runs; which follow a prescribed set of activities such as a course walk, driver's meeting and safety inspection of your vehicle. Depending on registration numbers, additional timed laps may be offered, which gives you that much more opportunity to best your competition. Of course, basic safety equipment is required, such as helmets (loaner helmets will be available), but no major modifications are needed to your Porsche. After all, Porsches are built for performance! Of course, if the bug bites, you may find yourself modifying your car, progressing both through the upper classes and your pocketbook.

Compared to most region events, Parade Autocross events are huge affairs, with so many classes and cars that it takes a

couple of days to complete. There is a place for every car that Porsche makes, or has made for the past 60 years! Being a course worker gives a really great view of the cars on course, giving you a chance to see how others do things (yet another advantage), so don't forget to volunteer to help out. As with a region event, we need volunteers to make this happen!

A Parade autocross can be anything but "routine," and with this month's installment of interesting Parade tidbits I will point out a few key differences of a Parade event. Autocross junkies have a pretty set pattern, ingrained from years of the same old arrangement. The typical autocross day begins with a little anxiety as the event is finally here, which quickly fades into a sense of purpose. Get up and get dressed, maybe have a minute for a Pop-Tart because the early bird gets the worm (or does the second mouse get the cheese?), and then off to load the car and/or trailer with extra sets of wheels, air pressure gauge and tank, some miscellaneous tools and cleaners, snacks, cooler with drinks and whatever else we can be convinced will add some "extra" advantage.

Next up is a 30-40 minute ride from civilization to the autocross site, both large and vacant enough to house the field of cars as well as the course itself. Once there, the first task is a

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parking space and a tactical decision: How close to park to the porta-potties. Too far away is a long walk and too close... well, you know. Lots of friends to meet, old and new, and a quick fingernail check of that new rubber that had better pay off in lower lap times. After that, it's unload and set up in time to be ready for the course walk-and tech inspection, knowing that at the end of the day you have to load it all up again.

Sound familiar? If not, you are probably preparing for your first autocross at this Parade. Either way, it is still important to point out a few things. First of all, at the Parade, tech inspection is NOT offered on the morning of the autocross. You must tech your car in advance of your driving day. So check the schedule, know when you will drive and know when the tech inspection station is open. Don't forget to get your inspection before your driving day arrives! Additionally, while track walks are offered each morning of the event, you can also walk the track each preceding afternoon. This is a great advantage to having a multi-day event. Take benefit of this to learn as much about the track as you can before you get there in your car. It's your unfair advantage. Another helpful activity would be to attend the "chalk talk" lecture to pick up the tips and tricks of the successful autocross driver. Hosted by Parade Autocross chair Henry Hoeh, this session promises to be very informative. The Parade autocross is a Novice friendly event so please don't choose sit on the sidelines and watch just because you're not an experienced cone chaser.

This year we also have the luxury of an event that is mere minutes from your room. That's right...on Hutchinson Island and only three quarters of a mile from the convention center! That means not getting up before daybreak to load the car and drive to the site (unless you want to of course!). Sound too good to be true? Not really, it's just the location for the 2011 Parade Autocross in Savannah in the paddock of the Hutchinson Island race course, adjacent to the Parade headquarters at the convention center. Hutchinson Island was created to run Champ Car type events around a commercial park, and the racetrack infield will be used to create the Autocross for this year's event. There is even a possibility that some special ride opportunities may crop up around the race course itself, stay tuned to the Parade website or Facebook page for more information! The proximity of the event to Parade headquarters is something that doesn't happen very often, and the Parade staff has responded by providing a fantastic location. This year even spectators will be afforded a great opportunity to see the cars in action, so remember to come on down and check it out!

There are a lot of first time Parade entrants this year, and I am sure that many have experienced a local region's autocross, perhaps only as a spectator. If you have the opportunity, it would be worth your while to get a little experience at a local event before you head down to Savannah. And if you haven't registered for the Parade, give it some serious thought; there is still time to register and plenty of things to do there. If you have never tried a Parade Autocross before, this one might be just the ticket to find out more about your Porsche's unique handling in a low speed,

controlled environment. You don't have to be a hero, just give it a try and see how it goes. You might discover something about your Porsche, and yourself!

Always great fun and full of excitement, the autocross is one of the pinnacle events of the Parade; this is your chance to compete with the club members from around the country and to put a national trophy on your mantel! Registrations are coming in quickly, so load up and join all your friends at the biggest PCA party of the year, Parade 2011! More information is available at <http://parade2011.pca.org/> and you can also join our Parade Facebook page at www.facebook.com/PorscheParade. Here you can connect with all your Parade friends and plan your week and your travel plans. Don't miss out, register today!



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Sebring 2011

by Kim Crumb

It's an exciting opener to the global sportscar racing season this year. Why? There is a whole new series, the Intercontinental LeMans with two stops in the USA: Sebring in March and the Petit LeMans at Road Atlanta in the fall.

As you might imagine, having the opening round of the American LeMans series also be the opener for this new global series there was a solid increase in serious entries. It was the perfect year to attend. This is also the year Speed dropped the flag-to-flag live coverage, so if you wanted to see this race in it's full 12-hour glory, you'll have to be there live!

I went with my best friend of 35 years, Bob. He is facing a medical battle - there's nothing like some adrenalin to provide some respite. We plotted the perfect trip: Universal Studios, two days at Sebring and then a trip to Cape Canaveral, followed by a trip to Champion Porsche and RENNTech. We knew we'd be keeping the excitement meter pegged as we flew off to Tampa.

If you like being IN the movies, Universal Studios is great fun. Who doesn't want to sit in Mel's Drive-in from American



Graffiti and have a hamburger, fries and a malt? Hope about having them make a tornado right in front of you, right out of the movie Twister? It's American culture immersion, with exciting rides to boot. And this was just the warm-up act.

Off to Sebring – Day 1. The bigger field brought bigger crowds, of course. We parked in the north paddock and checked into the private pit suite overlooking the start/finish line. We watched the TransAm race, the first of many support races that day. There is so



much Porsche racing history here, as the 59th running of Sebring goes into high gear. The course is, ahem, a little bumpy, being on what were the runways of a WWII B-47 airbase.

Off to walk the competition paddock, and chat with old friends. Such as? Calvin Fish, currently a TV race announcer. I'll always think of him as the guy who actually beat Ayrton Senna three times in one season in Britain . . . and then won the 24 Hours of Daytona with Roush, and later was our instructor on one of our Varmint Racing driver training kart racing trips. I think there were about 12 of us that year in the mid-90's. A memorable moment



Kim with Calvin Fish

for me? We had just finished the first driving session and Calvin was going through the group giving a short synopsis of where he thought each of us were in our driving style. What did he say about me? "Kim . . . committed to the throttle." Nobody disputes that about me.

Later in the afternoon it's qualifying and it's a showdown between the turbo diesels from Audi and Peugeot in LMP-1, with Honda, Toyota, Nissan, Mazda, Aston-Martin and Judd-powered "gas" entries rounding out the mix.



Bob getting a ride in the Pace car

The other really hot class, the most compelling show really, is "GT." Factory, or quasi-factory, teams from Corvette, BMW, Ferrari, Porsche, Jaguar, Panoz, plus Lamborghini and Ford GT.

There are also the P2, LMPC and GTC classes . . . so there is quite a variety of lap speeds with all these classes racing together making for what is sure to be a lot of action. Bob gets a ride in

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the Porsche Panamera Turbo Pace/Safety car . . . that put a big smile on his face! After qualifying, they run the second of the Yokohama GT3 Challenge races. It looks like lots of fun, but



Porsche 962 in vintage race

I'm left wondering about the marketing benefit of only beating yourself, since all the machines are Porsche Cup cars. (grid photo with Panamera)

The vintage race finishes the day's competitive activities and we watch it from the patio of the on-site Chateau Elan, before going to the VIP dinner. The reception starts and we enjoy talking to Dr. Ulrich, the head of Audi racing. Dr. Mario Theissen announces his retirement as head of BMW racing later that evening. We meet Doug Fehan, head of Corvette racing, later he's the auctioneer for special artwork raising money for quake/tsunami relief. We thank our host, Dr. Panoz, and kibitz with



the GM racing guys.

At dinner, Vic Elford gives all of us a nice chat recalling the Overall Win with the Porsche 917, on the 40th anniversary of that accomplishment. EPA officials are there too, in Victory Circle they'll give a "Green Racing" award for efficiency, glad to see racing maintain relevance to the real challenges of our time.

Up early and ready for the 12 Hours . . . even the spectators have a long day! Ah, the smell of race gas in the morning, the

smell of victory. In the suite we meet Mrs. Franchitti. She and her husband are here from Scotland to cheer son Marino who's driving the Honda in P1. Next weekend? They'll be cheering son Dario at the Indy car race in St. Petersburg. Talk



Bob with Ms. Franchitti

about families taking their racing seriously! The race runs into the night, and with the sun going down, the sprint to the finish gets going in earnest... it's "put up or shut up" time!

With today's broadband communications most of you that are interested probably know about the race and how it turned out. There is a minor upset with an experienced "privateer" team running last year's Peugeot diesel taking the Overall Win with the Honda entry in 2nd, a factory Peugeot in 3rd, and then the Audi's 4th and 5th in P1. It was good battle, and the teams really showed their professionalism . . . many went behind the wall but came back out to finish the race. Audi ran last year's car, the R15+, even though they had the new R18's in Florida. I surmise they ran the "old" car hard enough to push the new Peugeot car, to see how fast they'd be for LeMans. Audi rented the track immediately after the race, and rumor has it that the new R18 was two seconds a lap faster than the "old R 15+ in this comparison test. The plot thickens for LeMans in June?

GT was very hotly contested, and it ends with a BMW M3 GT in a remarkable 10th Overall, and finishing with a GT class 1-2 with their Rahal team car, with a Corvette rounding out the podium. The highest finishing Porsche was 6th in class, not the best opener in GT for Porsche teams, we'll see how the year progresses.

As all the GTC class cars are Porsche's, of course Porsche did win that class. With this kind of turnout it makes me think that going to the Petit LeMans, a 10 hour race, this fall might be a great way to enjoy this penultimate sportscar racing series!

The next day? We go to Cape Canaveral. We have lunch with



astronaut John Blaha. Blaha flew in the shuttle many times, and also spent months in the MIR space station . . . these people have

Continued on page 38

Classifieds

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.

1987 944 S

VIN WP0AA0947HN450556. 52,030 miles. Black with light tan interior. Original, no modifications. No rust, stored winters. Clean interior, non-smoker. Excellent inside and out. Very well preserved and maintained, everything works. New timing belt, water pump, etc. at 40K. \$10,500 obo. For photos and more info contact Bill Maitland, 612-819-5740.

Time to restock the garage - 1990 964 C

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1989 944 TS track car

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Nord Stern 2011 Driver Ed Schedule

2011 Driver Ed schedule will once again feature 4 weekends at our home track, Brainerd International Raceway in Baxter, MN and a Two-Day event at Road America in beautiful Elkhart Lake, WI

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars . . . it's the PEOPLE. See your March 2011 newsletter (always available online as a pdf download) for even more info! Fun and camaraderie abound at our events.

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PLUS: "Taste of the Track" opportunities will again be offered, see March 2011 newsletter for details or with Lydia Meyer, at lydiaquam@gmail.com.

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Sebring 2011

continued from page 34

the right stuff! I read about all the technology spinoffs from our space program . . . most people have no idea of the overwhelming magnitude of the benefits they've already received from the space program. I have a stack of books on it, and that's just a start! We do the whole tour and I still marvel at our Saturn V rocket that got us to the moon... it's beyond huge!

After a day of rest, we head to Miami. We visit Champion Porsche, the world's largest Porsche dealer, and one with a proud



Pace Car leading the pack

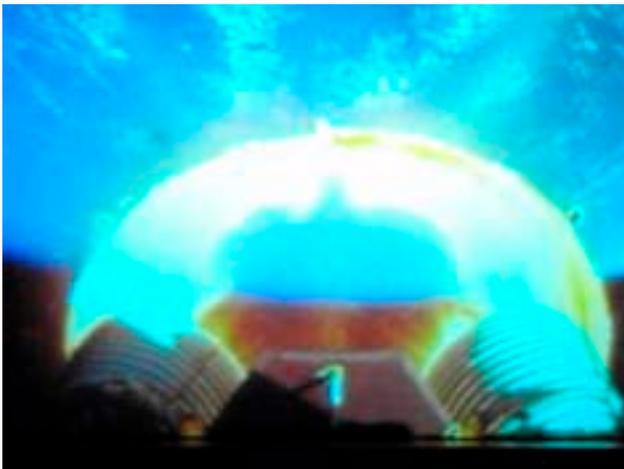
All too soon the week is over. It's been 80's and sunny everyday, just beautiful. A trip that was just "out of this world!" We're turning in the Dodge Charger as Delta reports that the weather for Minneapolis will be 3-5" of snow and sleet with temperatures falling to the unseasonable, even for us. I just can't wait for spring, and getting the good cars out soon, how about you?

racing history. The factory just announced the pricing of the new 918 at something like \$845K. Yikes. Sounds like the dealer margin is also paper thin, under 4%, so I doubt there will be any deals.

Off to RENNTEch and a walk down memory lane where we see the M-B 300E 6L. Yes, it's the actual car I drove to a lot of wins all over the USA back in the mid-90's . . . it's just sitting under a tarp. Bob worked on that car when we had it here in Minnesota (Children's Grand Prix, etc) and I asked him to do a "Vulcan mindmeld" with it . . . and have that "remember me" thought. The race crews are the unsung heroes of our sport - they make the machines faster and keep them running so we can put up those wins.



view of start/finish flagging tower from pit suite





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