



JUNE '00

INHALTSVERZEICHNIS

Dedicated to the belief that . . . getting there is half the fun.

Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

The Editor reserves the right to edit all material. Articles for publication in *Nord Stern* must be submitted by the seventh of each month to be published in the next month's issue.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$20.00 per calendar year. *Nord Stern* subscriptions for non-members of the region are \$24.00.

Want Ad insertions are free for Nord Stern members, \$10.00 for non-members and should be sent to the editor. Display advertising rates can be found on page 3. Contact the Advertising Manager for further details.

NORDSTERNSTAFF

Christie Boeder, *Editor*
11919 Hilloway Road W
Minnetonka, MN 55305
612/593-5544

Alberto Magallon, *Advertising Manager*
4230 Basswood Rd.

St. Louis Park, MN 55416
612/925-0889 (home)
612/924-9200 (day)

e-mail: Jamaga97@aol.com

Dave Arundel, Staff Writer/Photog
Kim Crumb, Staff Writer/Photog 881-0113
Jill Daneu, Staff Writer/Photog 432-3486
Scott Mayer, Photographer 937-5698
Teresa Vickery, Staff Writer 474-7126

Please contact staff for any event coverage you need.

e-mail address: editor@NordStern.org
<http://www.NordStern.org>

- 2 Officers
- 2 Advertising Directory
- 2 Membership Information
- 3 Editorial
- 3 Advertising Rates
- 4 New Members - Welcome!
- 4 Letters to the Editor
- 5 Our Leader
- 6 Calendar
- 8 Porsche Women: Autocrossing
- 9 MDA Fundraiser: A night at the movies: *Le Mans*
- 10 Dakota County Autocross Results
- 12 Nord Stern Club Race Enduro Pledge Form
- 13 Nord Stern 2000 Club Race Registration
- 14 Membership Reminder
- 15 Club Race Driver Ed Registration
- 16 Porsche Pics . . . First Fling
- 17 Porsche Pics . . . First Fling
- 18 Porsche Pics . . . First Fling
- 20 Afton Concours d'Elegance
- 21 Concours d'Elegance Tech Session
- 22 Porsche People - Part II
- 24 Mid Week Driver Ed & Time Trial Registration
- 25 Blackhawk Farms Driver Education Registration
- 28 Porsche 911 Named one of the Most Significant Autos
- 31 German CarFest '00
- 36 Porsche AG Stock
- 37 8th Annual Nord Stern Fall North Shore Tour
- 38 Want Ads/Marktplatz
- 40 Pre-Purchase Inspection Part 1

Front Cover - Susan Cirillo at Road America, summer 1999, photo by Nick Cirillo

Back Cover - on display at Sebring Club Race, winter 2000, the legendary 917, overall winner of 1970 24 Hours of Lemans. Note the large grin! Photo by Pam Viau.

President

Jon Beatty
5732 Kipling Ave.
Minnetonka, MN 55343
952934-6902
jon@MinnetonkaSoftware.com

Vice-President

Jim Holton
9528 Highview Dr.
Eden Prairie, MN 55347
952937-9530
JHolton459@aol.com

Secretary

Michelle Rothman
17081 Creek Ridge Trl.
Minnetonka, MN 55345-6310
952949-0873
mrothma@rfc.com

Treasurer

Susan Salata
4616 Fairway Hills Dr.
Eagan, MN 55123
651454-6208
ssalata@tela.com

Advertising

Alberto Magallon
952925-0889
952924-9200
Jamaga97@aol.com

Driver Education

Don Erickson 651456-0080

Driver Education Registrar

Mark Skweres 651454-6208

BIR Relations

Roger Johnson 763557-9578

Board of Directors

Mike Selner 651488-9847

Ron Smith 952401-8850

Dave Weisel 952881-4268

Concours

Luis Fraguada, Jr.

Club Race Chairperson

Ray Newman 612819-3214

Dealer Relations

George Andeweg 651483-2681

Brett Dahlgren 952544-9591

Driver Training

Nick Cirillo 952942-9669

Eric Johnson 612335-9536

German Car Fest

Nancy & Mark Cree 952557-1979

Membership

Susanne Dvorak 763559-8098

Susanne_Dvorak@cargill.com

5450 Vinewood Ln.

Plymouth, MN 55442

Merchandise Manager

Jill Daneu 651432-3486

jdaneu@aol.com

Met Council

Bob Kosky 952938-6887

kosk0010@tc.umn.edu

Newsletter

Christie Boeder 952593-5544
editor@nordstern.org

Shop Relations

Mark Kittock 952934-2556
red951@pclink.com

Rules

Ron Lewis, Chair 952932-0505

Vic Lee 651429-8902

Scott Mayer 952937-5698

Rally

Ron Johnson 763493-3543

Dan Tokheim 715749-3816

John VeLure 475-9086

Chris Weber 651714-5128

Social

Ed Tripet 952471-0065

tripet@wavefront.com

Safety

Jim Potts 651436-8755

Tech Inspection

Damian Kostron 651714-4512

Timing and Scoring

Trophies

Fred Senn 952942-9053

Zone 10 Rep

Kurt Gibson

PO Box 4541

Springfield, MO 65808

417869-0374 (home)

417869-4286 (work)

k_gibson@mindspring.com

Addresses available upon request for chairperson/s or Board members. Call Christie Boeder 952 593-5544.

HOW TO JOIN NORD STERN AND PCA

Call Susanne Dvorak at 763.559.8098

or email:

Susanne_Dvorak@cargill.com

Leave your name, address and BOTH home and work phone numbers.

Your application will be sent out right away!

Advertising Directory

Autobahn, Ltd.	14
Auto Edge	IC
Bluestem System, Inc.	26
Collision Center, Inc.	32
Cyrogenics Diversified	34
Fast Tech	35
Johnson Autosport	IBC
Idea Shelf Publishing	26
Leighton's Garage, Inc.	33
Maplewood Imports	27
Mortgage Marketing Associates	6
Nurburgring, Inc.	8
Professional Auto Storage	32
Royal Tire	30
Sears Imported Autos	29
Speedi-Bleed	33
Tires Plus	19
TJR Collision Center	6
Yellow River Rare Coin & Bullion	5

Summer is here; hopefully the weather will follow! I look out and see a lot of green, kind of soggy days, but moisture that is surely appreciated by our previous dry landscape. I won't complain. However, I am hoping that our next big event, the annual Club Race, will occur during a weekend of dry, sunny, warm days.

And on that note, I dedicate this column to promoting all the activities surrounding this very fine weekend, June 16-18. Club Race Chair **Ray Newman** tells me lots of stuff is planned. Check this out, our very own **Fred Senn** is donating a print for Auction Saturday night during the happy hour. That should be great and you won't want to miss that action. I suspect happy hour will be a bit longer than an hour, there is something about hanging out after a hard day on the track with the best of refreshments! Driving hard creates a bit of thirst!

Entry forms were in the May issue and are here again so get them in for either Club Racing and the Enduro or Driver Education. There is a medical form needed by the club racers and that form has been mailed to all

licensed racers. Call Ray if you need one!

Plus, Maplewood Imports is bringing Porsche goodies to sell at the track, and most importantly, they have agreed to donate 10% of all proceeds to the Courage Center! Courage Center is also the designated charity for Saturday's Enduro. Drivers will have the opportunity to earn pledges for their laps—I just love that idea of combining the fun stuff in life with the chance to contribute to a great cause. Last year **Bobby Piper**, Nord Stern member and avid (that may be too mild an adjective in Bobby's case but descriptive nonetheless!) club racer, secured over \$14,000 by himself for Courage Center. So, get out there and get those pledges; let's make sure Nord Stern sets a new standard. We may not be setting up races in downtown Minneapolis, but I think we, as a club, can make a great contribution, have a lot of fun driving plus entertain those attending.

Also, there will be a Kid's Klub where children may stay with an adult and other staff members (i.e. teenage baby-sitters) in a safe, entertaining

environment! We will again be up in the driver's lounge with plenty of crayons, bubbles, toys, crafts, movies, playdoh, and so on. There was much fun to be had last year and we promise even more (I got a bigger budget!). Our hours will be Saturday 10 to noon and 1 to 4 P.M. and again on Sunday 10 to noon. So stop by, check us out and give yourself a little break to enjoy the track, your run group or socializing time without a little one to keep an eye on. We will be there!

See you at the Club Race, whether you are driving, volunteering, spectating it will be fun!

One last thing, **Jon Beatty** has been looking at adding another parking lot autocross later in the season. Specifically he is in the process of arranging an event on either the Saturday or Sunday of Labor Day weekend at the St. Cloud test facility, cost \$25-30. We need to fill the event so there will be a registration form and he is looking for input as to which day is best. Give him a call and let him know if you are interested and which day is best!

Til next month, Christie

Nord Stern Newsletter - Advertising Rates

Size Ad Size	Frequency:		
	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84

Ad Sizes:

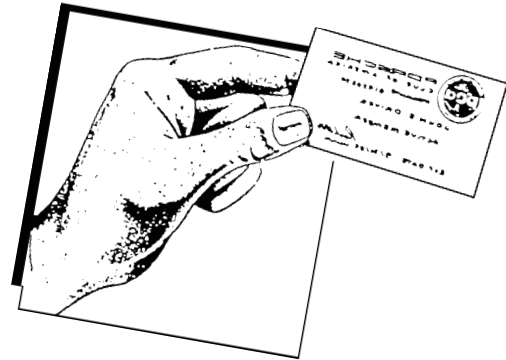
Full Page:	7" wide x 10" High
1/2 Page:	7" wide x 4-3/4" high
1/4 Page	7" wide x 2-3/8" high
1/8 Page:	2-1/8" wide x 4-3/4" high
Back Cover:	7" wide x 7" high

Color: All ads appear in black and white

All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

Welcome New Members

We hope to see you
at upcoming
events!



John & Christian Boyd
Wayzata, MN
1979 Silver 930

Randall & Brenda Chadwick
Plymouth, MN
2000 Blue 996 C2

Jeff & Kristin Evanson
Orono, MN
1975 Blue 911

Robert & Ann Hanson
Sioux Falls, SD
1999 Boxster, 1970 914-6, 1973
911, 1959 356

William & Debby Horner
Brandon, SD
1996 Black 911 C4S

Michael & Corinne Jekot
Minneapolis, MN
1964 Ivory 356 C

Patrick and Suruchi Kelly
Minnetrista, MN
2000 Black 996 C4

Pete & Katherine Looby
Sioux Falls, SD
2000 Silver 996

**Stacey McCloskey & Brian
Antony**
Inver Grove Heights, MN
1986 Black 928S

John S Morris
Minneapolis, MN
1990 Red 911 C2 Cab

**Gretchen Piper & Scott
Rosenbaum**
Wayzata, MN
1998 Silver Boxster



Letters to the Editor . . .

To all who worked at the Brainerd event this weekend (and you know who you are) thanks very much for volunteering so the rest of us could have a blast without too many responsibilities!

Now about that rain on Sunday afternoon...The washout of the timed laps forces me to continue to rely on my seat of the pants timing device, which has been out of calibration for years, underestimating my actual elapsed time by several seconds.

Don Bredle

Hi Nick! (Cirillo),

The rain hastened the ending of a wonderful Spring Fling weekend and I didn't get a chance to thank you for all your work in making it so successful. As a novice driver and new to Nord Stern, I was amazed at the number to people like yourself that gave a lot of volunteer hours to make the drivers training an excellent introduction to performance driving. THANK YOU! and please pass on my appreciation to all who helped. I can't say

enough good things about my instructor **Ron Faust**. He was super.

Thanks again.

*Regards, Paul Olson with the
vintage 69 911E*

Editor's Note: I wanted to share with all club members these couple of emails on ClubTalk because they typify what our club is about—not just the driving of cars, but the sharing/comaraderie/bon vivant that can be found at our events and among members!

The driving season is now well under way and a look at our calendar shows that there are numerous events coming up. For those that attended the First Fling school and/or the DE, could you believe the weather? It was just outstanding; cool, slight breeze, no bugs and the track was clean and fast. Of course we paid for the run session good times by having a rain shower wash out the Sunday afternoon portion of the weekend but, overall, I have to give it a big thumbs up. Thanks goes to **Nick and Susan Cirillo, Erik Johnson, Fred Jacobberger, Brian Smillie** and all the other people who made the weekend run smoothly. Can this club put on a track event or what! I would like to further congratulate those that attended for their near flawless incident record. While a few cars had mechanical problems, the behavior on the track was exemplary.

Just last weekend, as I write this, we had our first autocross school and event at the Dakota facility. I know the school was a big hit even with the early morning drizzle and the cold crisp wind. I have to think it was better than being in a boat for the fishing opener but I'm a little partial on driving vs. fishing. **Nick Cirillo**, assisted by **Jim Bahner**, did an outstanding job of running the class and setting up a very challenging and long (average times

were in the 1.5 minute range!) course.

I want to encourage everyone to make plans to attend the Club Race on the weekend of June 17th and 18th. If possible, and the event is not filled, sign up for the DE. In any case, come up and view the cars and volunteer as there are ample places where help will be needed and we will supply all the training you need. Just think of the career expanding opportunities! It truly is more fun if you participate. Finally, help us make this the premier charity event of the year for the entire PCA by picking your favorite racer and making a pledge for the Courage Center.

The Concours committee, made up of **Luis Fraguada Jr.** and **Mitchel**

Berry, have scheduled a can't miss technical session at Maplewood for June 24th. If you have ever wondered what it takes to compete in the shiny car set or, if you just want to see what's new in secret preparation products, this is the place to find out. I understand there will be some special guests there explaining some of the techniques of producing a winning finish or for cleaning that area of the car most people never see.

Make sure to check the calendar as July is as busy as June and the fun is just rising to a crescendo. I have met more new and interesting members this year and I hope to continue this trend. Hope to see you at an upcoming event.

—Jon



Yellow River Rare Coin & Bullion

Select Rare Coins For The Investor & Collector



P.O. Box 26276
Minneapolis, MN 55426

Phone: (612) 920-6101
Fax: (612) 929-8036

EMail: Richard_Quitmeyer@Prodigy.com

KALENDER

- June 2000**
- 9** **Friday Night Socials Are Back!** 7:00 pm Maynards on Lake Minnetonka, Excelsior
685 Excelsior Blvd, Phone: 612 470-1800
Questions? Susanne Dvorak 952-742-4688 days, or 952-559-8098 evenings
- 10** **German CarFest 9:30 to 3:30 PM**
Watch for further information and some changes in format
Location: Schaar's Bluff Picnic Area, Spring Lake Park Reserve Park near
Hastings, Eventmasters: Mark and Nancy Cree 952557-1979
- 16-18** **Driver Education and Nord Stern Club Race at BIR**
Eventmaster: Ray Newman/Club Race Chair 952 868-2859
- 24* NEW** **Concours Tech Session at Maplewood Imports (see ad for address) 9:00 am**
Eventmasters: Luis Fraguada, Jr. 612 872-0729 & Mitchell Berry 612-882-2959
- July 2000**
- 10,11** **Monday/Tuesday MidWeek at BIR**
Eventmaster: Brad Hepp 952 943-8050 & Don Erickson 651 456-0080
- 14** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings
- 27,28*** **Blackhawk Farms Driver Ed w/Milwaukee Region**
Eventmaster: Ron Lewis 952 932-0505
- August 2000**
- 11** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings
- 24,25** **Nord Stern at Road America (note date change!!!!)**
This is a Thursday, Friday event, Eventmaster: Joe Rothman 952 949-0873
- September 2000**
- 8** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings
- 17** **Dakota County Parking Lot Autocross**
Dakota County Tech College at 9:00 a.m.
Eventmaster: Bill Berard 952 942-5314
- 29,30,1** **Annual North Shore Fall Color Tour**
Eventmaster: John Dixon 952 939-9071
- 29** **Driver Training at BIR**
Eventmaster: Nick Cirillo 952 942-9669
- 30,1** **Driver Education & Time Trial at BIR**
Eventmaster: Dave Anderson 952 588-530 & Rod Osgood
- October 2000**
- 13** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings
- November 2000**
- 10** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings
- December 2000**
- 8** **Friday Night Socials Are Back!** 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 952 559-8098 evenings



Porsche Women: Autocrossing

by Eleanor Myrus, San Diego Region (from *THE WINDBLOWN WITNESS*)

Thirty years ago I did some hill climbs and an ice gymkhana on the east coast. The ice race was on a frozen lake with the snow plowed into berms to delineate the course. I ran my NSU sedan, a forerunner of the Audi. For the hill climbs I drove Ted's bugeye Sprite. I tried a few gymkhanas on an old air field on Long Island, N.Y., then I got busy with career and family and it all faded away.

Recently I've been thinking about how much fun my husband, Ted, and my son, Trevor, were having competing in SCCA Solo events. I watched Ted run the Boxster last year and the 356 this year. I kept thinking about taking Yellow-Bird out (he calls it the yellow flame). So, this past November I got my courage up and went down to Qualcomm Stadium for a Porsche Club event.

Armed with my son's helmet, I drove to the stadium, emptied my car of various sundry goods, lined up for tech inspection, registered and walked the course. I was in a sea of pylons and thought "*what am I doing here?*" Gratefully, Cecelia Knauf was to be my instructor. She suggested we go out in her car for her practice laps so I could get a feel for it. The first lap was a bit terrifying. She asked if I was frightened, I stammered out only a little bit! The next lap was a little easier knowing we weren't going to crash and burn. My heart slowed to a nor-

mal beat. As we completed more laps I did relax, intent on watching the line she took. Then it was my turn! I got into my car with sweaty palms and a butterfly stomach. Cecelia guided me through my practice laps, encouraging and calming me as I became more confident.

Next came the real thing, my timed runs. I got into Yellow-Bird (The Flame—can you imagine he painted flames on a Porsche!), adjusted my seatbelt and helmet and waited for Cecelia. I looked around and saw her at the start line. I thought "*what is she doing there? She should be next to me.*" When I reached the start I told her I thought she was coming with me. She replied that no, she couldn't ride with me on timed runs, and that I was on my own. She said I would be fine and I could do it. It was little frightening. What if I go off course? What if I don't remember where to brake? What if I make a fool of myself?

With apprehension I set off for my first solo lap, rather slow, but I made it through. The next one was a little less frightening, the third even better (if you don't count those two cones!). I was comparatively slow but I didn't care. It was the fun of driving and seeing what I could do. When I completed the third lap I sat in my car and, in my head, ran through what I could have done to go faster. It was pretty

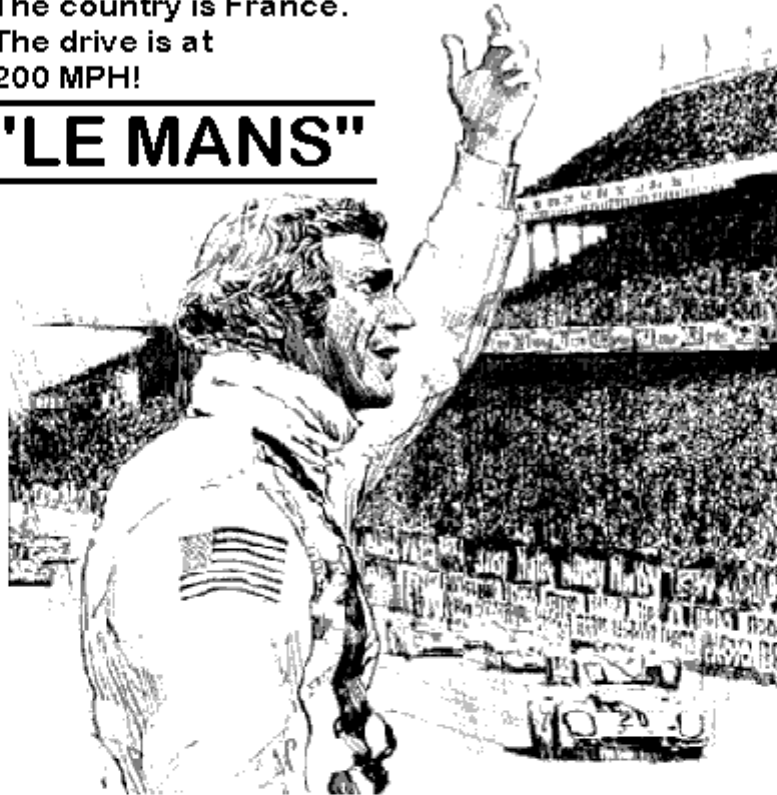
exciting, almost intoxicating.

Would I do it again? You betcha, me and Yellow-Bird!

STEVE McQUEEN

takes you for a drive in the country
The country is France.
The drive is at
200 MPH!

"LE MANS"



A BENEFIT FOR

MDA[®]
Muscular Dystrophy Association

Date: September 21, 2000

Time: 6:00 PM

Where: Centennial Lakes Cinema 8

7311 France Av. S. Edina

Cost: \$10.00

Send this form along with a
check payable to Nord Stern to:

Mike Lancial
3029 Georgia Av. S.
St Louis Park, MN 55426

Name: _____

Address: _____

City: _____

Evening phone: _____

**Unofficial Solo Results
Nord Stern Region PCA
Dakota County Autocross 5/14/2000**

<i>OA</i>	<i>CP</i>	<i>No.</i>	<i>Class</i>	<i>Driver</i>	<i>Car</i>	<i>Best Time</i>			
22	1	137	1M	John Cunico	924	1:28.163			
R1 T	1:31.991	R2 T	1:49.671 P2	R3 T	1:29.723	R4 T	1:30.152	R5 T	1:28.163*
46	2	180	1M	Garfield Clark	914	1:33.633			
R1 T	1:34.226	R2 T	1:35.120	R3 T	1:33.633*				
53	3	269	1M	David Parsons	914	1:36.150			
R1 T	1:39.157	R2 T	1:39.438	R3 T	1:38.848	R4 T	1:38.614	R5 T	1:36.317
								R6 T	1:36.150*
10	1	25	2M	Joe Rothman	944	1:27.028			
R1 T	1:29.144	R2 T	1:39.521 DNF	R3 T	1:29.557 P2	R4 T	1:29.225	R5 T	1:27.028*
								R6 T	1:29.244 P2
39	2	18	2M	Jim Miller	924S	1:32.107			
R1 T	1:52.876 P	R2 T	1:34.577	R3 T	1:33.555	R4 T	1:33.090	R5 T	1:34.132 P2
								R6 T	1:32.107*
49	3	189	2M	John Meyer	944	1:33.983			
R1 T	1:40.180	R2 T	1:38.498	R3 T	1:39.471	R4 T	1:35.038	R5 T	1:34.519
								R6 T	1:33.983*
62	4	93	2M	David Trumble	924 T	1:38.861			
R1 T	1:48.345	R2 T	1:53.828 P2	R3 T	1:43.959	R4 T	1:41.085	R5 T	1:39.401
								R6 T	1:38.861*
50	1	138	3M	Roy Henneberger	944	1:34.765			
R1 T	1:35.469 DNF	R2 T	1:31.701 DNF	R3 T	1:37.155	R4 T	1:36.283	R5 T	1:34.765*
								R6 T	1:35.678
6	1	0	4M	Mark Skweres	944S2	1:24.917			
R1 T	1:33.295	R2 T	1:28.793	R3 T	1:26.419	R4 T	1:26.926	R5 T	1:29.126 P2
								R6 T	1:24.917*
7	2	194	4M	John Konicek	928S4	1:25.419			
R1 T	1:29.620	R2 T	1:25.419*	R3 T	1:27.069 P2				
24	3	223	4M	Jim Bahner	944	1:28.633			
R1 T	1:32.599	R2 T	1:31.155	R3 T	1:28.633*	R4 T	1:31.017	R5 T	1:29.693
								R6 T	1:29.111
27	4	141	4M	Luis Fraguada Jr.	944S2	1:29.777			
R1 T	1:34.732 P4	R2 T	2:02.154 DNF	R3 T	1:34.028 P2	R4 T	1:32.273	R5 T	1:31.273
								R6 T	1:29.777*
37	5	237	4M	Mark Williams	944S2	1:31.831			
R1 T	1:38.462	R2 T	1:33.684	R3 T	1:36.689	R4 T	1:34.840	R5 T	1:32.194
								R6 T	1:31.831*
45	6	41	4M	William Votel	944S2	1:33.344			
R1 T	1:38.877	R2 T	1:37.336	R3 T	1:35.264	R4 T	1:34.813	R5 T	1:33.344*
								R6 T	1:33.593
61	7	267	4M	Jeff Johnson	944S2	1:38.753			
R1 T	1:46.417	R2 T	1:43.442	R3 T	1:43.916	R4 T	1:41.061	R5 T	1:38.753*
								R6 T	1:40.494 P2
2	1	59	5M	Kim Crumb	928GT	1:21.450			
R1 T	1:26.896	R2 T	1:24.639	R3 T	1:22.879	R4 T	1:22.664	R5 T	1:21.450*
								R6 T	1:24.652 P2
13	2	104	5M	David Anderson	944TS	1:27.518			
R1 T	1:38.713	P2 R2 T	1:31.141	R3 T	1:29.721	R4 T	1:31.470	R5 T	1:31.997 P2
								R6 T	1:27.518*
55	1	159	5W	Betty Ewens	928	1:36.544			
R1 T	1:48.734	R2 T	1:47.232	R3 T	1:42.844	R4 T	1:44.182	R5 T	1:39.038
								R6 T	1:36.544*
9	1	277	8M	Harvey Robideau	911SC	1:26.402			
R1 T	1:27.470	R2 T	1:28.861 P2	R3 T	1:26.402*	R4 T	1:27.571	R5 T	1:27.518
								R6 T	1:26.780
36	2	330	8M	Bill Berard	911SC	1:31.528			
R1 T	1:31.528*								
38	3	47	8M	Ron Faust	911SC	1:32.030			
R1 T	1:48.181	R2 T	1:40.745	R3 T	1:36.079	R4 T	1:37.605	R5 T	1:32.030*
								R6 T	1:34.121
14	1	42	9M	Steve Sherf	911	1:27.546			
R1 T	1:37.304 P2	R2 T	1:29.911	R3 T	1:28.736	R4 T	1:30.317	R5 T	1:27.546*
16	2	66	9M	Jim Holton	911	1:27.698			
R1 T	1:34.110	R2 T	1:31.638	R3 T	1:27.698*	R4 T	1:29.205	R5 T	1:32.045 P2

65	3	911	9M	Ed Vazquez	911	1:41.306		
R1 T	1:57.442	R2 T	1:46.600	R3 T	1:43.066	R4 T	1:44.649	R5 T 1:43.087 R6 T 1:41.306*
4	1	90	10M	Ron Lewis	911	1:23.458		
R1 T	1:28.731	R2 T	1:26.529	R3 T	1:25.152	R4 T	1:26.164	R5 T 1:23.841 R6 T 1:23.458*
15	2	666	10M	Dick Beers	911C4S	1:27.697		
R1 T	1:34.924 P2	R2 T	1:32.869 P2	R3 T	1:29.710	R4 T	1:29.473	R5 T 1:27.697* R6 T 1:29.647
21	3	290	10M	Steve Mendel	911C2	1:28.080		
R1 T	1:56.726	R2 T	1:30.743	R3 T	1:29.390	R4 T	1:29.172	R5 T 1:28.080* R6 T 1:28.328
44	4	35	10M	Nick Cirillo	911C4	1:33.222		
R1 T	1:35.282	R2 T	1:33.718	R3 T	1:33.222*			
57	5	201	10M	Jeff Chelstrom	911	1:37.295		
R1 T	1:46.120	R2 T	1:44.872	R3 T	1:40.480	R4 T	1:39.105	R5 T 1:37.295* R6 T 1:38.545
67	6	69	10M	Bruce Campbell	911C4	1:50.725		
R1 T	1:50.725*							
52	1	135	10W	Susan Cirillo	911C4	1:35.486		
R1 T	1:39.006	R2 T	1:37.836 P2	R3 T	1:35.486* P2			
25	1	172	11M	Alex Plechash	911 T	1:29.551		
R1 T	1:38.086	R2 T	1:34.154	R3 T	1:34.949	R4 T	1:35.304 P2	R5 T 1:31.167 R6 T 1:29.551*
3	1	310	P2	Bill Berard	911	1:22.607		
R1 T	1:26.574	R2 T	1:23.746	R3 T	1:22.671	R4 T	1:23.173	R5 T 1:28.508 P6 R6 T 1:22.607*
20	2	438	P2	Fred Jacobberger	911	1:28.073		
R1 T	1:52.482	R2 T	1:31.382	R3 T	1:31.241	R4 T	1:30.236	R5 T 1:29.028 R6 T 1:28.073*
12	1	24	P3	David Steen	911 T	1:27.277		
R1 T	1:31.328	R2 T	1:27.412	R3 T	1:27.277*	R4 T	1:28.617	R5 T 1:28.499 R6 T 1:30.000
11	1	271	P5	Ed Hazelwood	944	1:27.076		
R1 T	1:30.444	R2 T	1:29.554	R3 T	1:28.836	R4 T	1:27.076*	R5 T 1:29.850 P2 R6 T 1:27.373
1	1	780	N	Dave Morton	Corvette	1:20.053		
R1 T	1:21.098	R2 T	1:22.640 P2	R3 T	1:22.465	R4 T	1:22.303	R5 T 1:21.288 R6 T 1:20.053*
5	2	199	N	Jeremy Engel	Toyota MR2	1:24.323		
R1 T	1:29.977 P4	R2 T	1:36.207 P4	R3 T	1:28.028 DNF	R4 T	1:25.857	R5 T 1:24.323* R6 T 1:29.730 P2
8	3	997	N	Randy Williams	Nissan S-ER	1:25.676		
R1 T	1:25.676*	R2 T	1:27.140 P2	R3 T	1:28.804 P4	R4 T	1:27.598 P2	R5 T 1:26.898 P2 R6 T 1:26.623 P2
17	4	790	N	Viroon Chinviratchai	Mit 3000GT	1:27.894		
R1 T	1:32.675	R2 T	1:30.996 P2	R3 T	1:31.879 P2	R4 T	1:29.561	R5 T 1:30.131 R6 T 1:27.894*
18	5	792	N	Adam Anson	Honda CRXsi	1:27.898		
R1 T	1:30.235	R2 T	1:29.053	R3 T	1:29.037	R4 T	1:28.915	R5 T 1:28.773 R6 T 1:27.898*
19	6	661	N	Tom Engel	Toyota MR2	1:27.955		
R1 T	1:31.059 P2	R2 T	1:28.221	R3 T	1:27.955*	R4 T	1:28.321	R5 T 1:27.350 DNF R6 T 1:29.133
23	7	432	N	Jon Thompson	Neon	1:28.396		
R1 T	1:30.439	R2 T	1:30.671 P2	R3 T	1:34.814 P6	R4 T	1:29.063 P2	R5 T 1:28.396*
26	8	840	N	Eric Hegmen	Neon	1:29.725		
R1 T	1:32.579	R2 T	1:31.896	R3 T	1:41.705 DNF	R4 T	1:32.527	R5 T 1:29.725* R6 T 1:32.051 P2
28	9	715	N	Tom Karnau	VW Scirocco	1:30.022		
R1 T	1:35.503	R2 T	1:31.270	R3 T	1:30.108	R4 T	1:31.441 P2	R5 T 1:30.022* R6 T 1:32.212 P2
29	10	962	N	A.J. Javurek	Mazda Miata	1:30.150		
R1 T	1:31.768	R2 T	1:30.150*	R3 T	1:30.356	R4 T	1:30.841	R5 T 1:32.406 P2 R6 T 1:31.220

Editor's note: The above timing results are not complete; there were an additional 32 non Nord Stern participants but in the interest of space considerations they are not included here. Complete results will be posted on the Nord Stern website.

Porsche Club Racing Enduro

To benefit Courage Center

June 17th and 18th 2000 Brainerd International Raceway

The Enduro is a one-hour race, rather than the 25-minute sprint race format. The race will be approximately 27 laps, at two minutes per lap. Pledges are per lap so, for example, a \$2.00 pledge would result in a \$54.00 donation. All donations are fully tax deductible.

Your efforts will support Courage Center—a rehabilitation and resource center for people with disabilities, brain injuries, speech or vision impairments or hearing loss. It offers comprehensive, lifelong services to people of all ages, from infants to seniors. Courage's wide-ranging programs include: physical rehabilitation, community living skills, vocational training, camping and recreational programs, mental health and family support services. Courage Center is designed to empower people with disabilities to reach for their full potential in every aspect of life.

Thank you for your support.

NAME	ADDRESS	PLEDGE	LAPS	TOTAL
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			
_____	_____			

PLEASE DO NOT WRITE IN THIS SPACE

CLASS	RUN GROUP	CAR #	TOTAL \$ CHECK #

NORDSTERN REGION PCA

CLUB RACE AND ENDURO

Held under current PCA Club Racing Rules

Brainerd International Raceway

June 17-18, 2000

OFFICIAL ENTRY FORM



Primary Driver				Co-Driver			
Name:		will attend orientation mtg yes no		Name:		will attend orientation mtg yes no	
Address:				Address:			
City/State:				City/State:			
Zip code:		PCA Region:		Zip code:		PCA Region:	
Day Phone:				Day Phone:			
Eve Phone:				Eve Phone:			
E-Mail:				E-Mail:			
Transponder Number:				Transponder Number:			
PCA License# & expiration:				PCA License# & expiration:			
License type: circle only one				License type: circle only one			
*Rookie Cand.	Rookie	*1stTimeProv	Provisional	*Rookie Cand.	Rookie	*1stTimeProv	Provisional
Full				Full			

Note: Two driver cars, primary must be in the correct class, other driver moves to the next run group. *Rookie candidates and First Time Provisionals must attend the orientation Meeting, Friday 6/18 evening. PCA Club Racing License or application required, application must be at National 3 weeks prior to race.

Car Information				
Model	Year	Displacement	Class	Color
Number Choice: 1st: 2nd: 3rd:				

Payment Information		
Entrant(@) \$265.00 before 6/1/2000		\$
\$ 300.00 after 6/1/2000 NO EXCEPTIONS		
Saturday's Enduro @ \$75.00 per car Free if Entrant has \$2500 in pledges		\$
Friday's Test and Tune @ 75.00		\$
1/entry Shirt Specify Size M L XL XXL (circle one)		\$
Extra Shirts @ 25.00 each Specify Size M L XL XXL (circle one)		\$
		\$
		\$
TOTAL		

*In consideration of the use of the facilities At B.I.R. under the rental lease of Nord Stern, I agree to be solely responsible for any property damage to the B.I.R. facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within (7) seven working days of the invoice for all reasonable property in which I or my vehicle was involved.

The above vehicle does not exceed 102 dbA. signature _____



Please make check payable to "Nord Stern"
 Please mail to: Roger Johnson, 6090 Cheshire Lane, Plymouth, MN 55446
 Phone: 612/557-9578 before 9:00 PM Central Standard Time
 E-Mail: clubrace@nordstern.org



Membership Reminder

by *Susanne Dvorak*

Reminder to all Nord Stern members that they must be *active members of PCA*, which means remaining current on National dues.



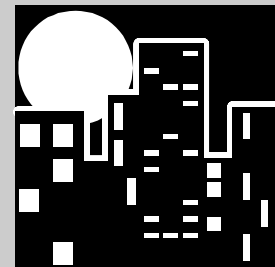
National dues are \$42 and should be sent directly to PCA. This will be particularly important for anyone planning to participate in upcoming Club Race Driver Ed, as PCA card reflecting current membership will need to be presented at registration. Don't risk not being able to drive in your next event - get your PCA membership renewed today!

You Asked! We Answered!

"Friday Night Socials"

2nd Friday of the month - See Page 6-7

Back in 2000, *by Popular Demand*, informal get togethers the 2nd Friday of each month at rotating venues. Not a meeting, these evenings are strictly for fun. *Have a few drinks, socialize, stay to eat—the choice is yours! Watch for the particulars and mark your calendars and join in the fun!*



Club Race Driver Education at BIR Friday & Saturday, June 16 & 17, 2000

**Brainerd International is a superb, three-mile road course,
situated six miles north of Brainerd, Minnesota**

- **Eventmasters:** Michael Wachholz
- **Cost:** \$75 per person; \$40 second person, same car
- **Requirements:** Snell 90 or newer helmet, 2.5 lb. mounted fire extinguisher roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid Driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in *Nord Stern*
- **Refund Policy:** **Deadline is June 9, 2000.** Late fee: \$20 per driver! However, full refund if you cancel by calling one day before event.

Rush this form along with your check payable to Nord Stern to:

Mark Skweres
4616 Fairway Hills Dr.
Eagan, MN 55123

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

Class (if known) _____ Car numbers, if known _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved."

Signed: _____ Co:Driver _____

Porsche Pics . . .

Out and about with Nord Stern

Photos by Ed Tripet, at Nord Stern's First Fling, April 29 & 30



Lots of cars, lots of drivers, lots of smiles; enjoy the scenes from the first driver ed event of the millenium!



Porsche Pics . . .

Out and about with Nord Stern

Photos by Ed Tripet, at Nord Stern's First Fling, April 29 & 30



Left, even only two wheels is a lot of fun!



Porsche Pics . . .

Out and about with Nord Stern

Photos by Ed Tripet, at Nord Stern's First Fling, April 29 & 30



You are Cordially Invited to Attend

Afton Concours d'Elegance

Sunday, August 13, 2000

Afton City Park



Park opens at 8:00 a.m.

Judging begins at 10:00 a.m.

Stay to enjoy the afternoon!

Directions: East on I-94, south on MN 95 into the hamlet of Afton.
The park is in the center of town on your right.

Eventmaster: Luis Fraguada, Jr. 612-872-0729
Mitchell Berry 612-882-2959

Classes: (AIR COOLED)

EARLY 4cyl: 356's, 914's & 912's.

EARLY 6cyl: 911's up to 73 & 914-6's.

MID 6cyl: 911's from 74 to 89.

LATE 6cyl: 90 to 98 911's.

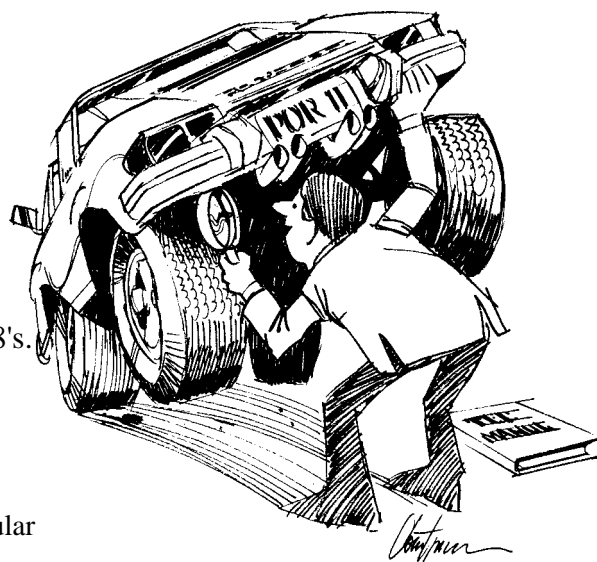
(WATER COOLED)

EARLY: 76 TO 95 924's, 928's, 944's, 968's.

LATE: 98 AND UP BOXTER's & 996's.

(RACE)

Judging will be Top Only or Full Concours for each particular class with only one race class.



Afton Concours d'Elegance Tech Session

Saturday, June 24, 2000
9:00 a.m

MAPLEWOOD
IMPORTS

2780 N. Hwy 61, Maplewood, MN 55109
651 483-2681

Join us for an informative morning on concour preparation, concour judging and hear from a special guest speaker: **Steven Rohlf** from 3M. He is the senior account rep for the Special Markets 3M Autotive Division. He will be speaking about their products and answering any questions you may have! Whether you are a potential entrant, judge or simply interested in what concouring is all about, this is the Tech Session for you! Questions: Luis Fraguada, Jr. 612 872-0729 or Mitchell Berry 612 882-2959.



Left to right: Don Erickson, Bob Viau, ron Smith, Lee Jacobsohn, Jack Hoffman, Nick Summer's cars lined up and ready to roll down at the Sebring Club Race this winter. Yes, all those cars do fit in that transport! Photo by Pam Viau. And yes, even race cars like to concours!

Porsche People- Part II, A tongue-in-cheek look at our fellow Porsche Pushers

*By Hans Deutschmann, Club Analyst, Kansas City Region
Reprinted From Der Sportwagen*

Mr. Deutschmann continues his treatise on owners. Part I was published in the March 2000 issue of Der Sportwagen.

THE GARAGE QUEENS: These are the guys that will only drive their Porsches if they are going to a Concours - and only if they absolutely have to. Even if a concours requires that a car be driven rather than trailered, a QUEEN will try to figure how he can trailer it surreptitiously within a few blocks of the show, then push it to the event (so he doesn't stir up any dirt in the engine compartment). If you are unlucky enough to have a car that he perceives as competition, be forewarned.

The QUEEN will carefully scrutinize your car while wearing a facial expression like he is examining a turd. The QUEEN often has very good knowledge of the historical details of his car because that knowledge relates directly to how the car can be scored in a concours. This knowledge also allows him to lose first place with dignity: "I guess John deserved to win first place, although I am surprised that the judges ignored the fact that he didn't have original tread-pattern Continentals on his car".

GARAGE QUEENS wouldn't think of driving their cars "hard" because they didn't buy them to drive,

they bought them to collect trophies. The best thing about QUEENS is that you probably won't see them at any events other than concours or shows unless they also own a "driver" Porsche (see "Cautions and Warnings"). The only exception to all of this drivel is the QUEEN that owns and shows a truly classic Porsche (904, 959, Speedster, etc). Usually you will find that this type of QUEEN will actually drive his car (even the Porsche factory pulls out the 917's once in awhile so they can flog them on a race track).

WILD-ASS GEAR HEADS: These are basically hot rodders who have chosen Porsches instead of Hemi-Cudas. The car sitting at the top of the GEARHEAD pyramid is the aircooled Turbo. Most serious GEARHEAD cars are faster than their track-car counterparts. These cars are so highly modified that they even scare their owners. As a matter of fact, this is the ultimate goal. GEARHEADS won't stop tweaking until their cars have taken on a "you'd better watch your ass with me" attitude.

When you get close to a serious GEARHEAD car you can feel all the little hairs on your body stand on end kind of like you were part of a static electricity exhibit at Science City. If you talk to one of these guys, they invariably have a tremendous amount

of respect for their cars (the ones that don't are already dead). GEARHEADS like to talk about the time that their cars jumped up in the air and changed lanes when they grabbed fourth gear at 120 miles per hour. The cars are immaculate, except for little smears on the paint caused by hitting bugs at 150 miles per hour (on the way to the Club breakfast).

GEARHEADS usually don't show up for many of the Club events because they are too busy doing things like having their pistons ceramic-coated or installing 962 water-cooled heads and 917 rotor/caliper assemblies on their cars. When they aren't tweaking their cars they relax by looking for roads in neighboring counties or states where they can "run her up to 180" without worrying about cops or other drivers. I like these guys, but I don't really want to ride with them.

THE WATERBOYS: These are water-cooled Porsche owners. Although this category obviously includes 928's, 924's, Boxsters, and the new 911's, I'm thinking particularly of 944's, and 968's. They are usually a friendly lot, even though they know that the purists are always thinking, "real Porsches aren't water-cooled".

WATERBOYS are well tolerated these days because the turbo versions of these cars are so fast and viceless

on the track. If you are an air-cooled owner and you persist in tormenting a WATERBOY, he's likely to get fed up and challenge you to a lap or two at Heartland Park. Personally, I like WATERBOYS, because they really seem to enjoy their cars and they drive them "as they were intended". Besides, the new water-cooled Porsches are the best Porsches yet in terms of performance, and like it or not, they represent the future of the marque.

THE PORSCHE PURIST: This is the guy that would make Dr. Porsche

proud. He is what I aspire to be when I grow up. He owns any model of Porsche. First and foremost, the PURIST knows that Porsches are made to be driven. His car is clean and well maintained and may have been mildly modified with upgrades such as tires, wheels, a raspy exhaust system, etc.

He's owned this car for awhile and he drives it regularly. His car will inevitably show the wear and tear of being a daily driver. It means that this car will probably never win a concours. But, over the years, his car

will begin to acquire a well-worn patina, similar to the kind that you would find on that jack knife that your grandfather carried around in his pocket for 40 years. Unless you are also a PURIST, he is having more fun with his Porsche than you are—no matter what you are doing with yours.

Editor's note: this saga will conclude in the next issue. Look for THE OLD GUARD MEMBER, CAUTIONS AND WARNINGS and THE OTHER GUYS.

Sizzling Through Summer!

Discriminating Nord Sterners know that the logo dome leather key fob is a sure cure for the winter blues. This handsome teardrop-shaped leather key fob features the 4-color Nord Stern logo under a clear acrylic dome. So whether you're getting your Porsche ready for Summer touring or Driver Ed, order your official Nord Stern logo dome leather key fob today!

Send check or money order for \$10 payable to Nord Stern,

**Jill Daneu
12706 Florida Lane
Apple Valley, MN 55124**

**Only \$8.50
plus \$1.50 s/h**

Mid Week Driver Education & Time Trial at BIR

Monday/Tuesday, July 10 & 11, 2000

**Brainerd International is a superb, three-mile road course,
situated six miles north of Brainerd, Minnesota**

- **Eventmasters:** Brad Hepp 962 943-8050, Don Erickson 651-291-3401
- **Cost:** \$120 per person; \$90 second person, same car
- **Requirements:** Snell 90 or newer helmet, 2.5 lb. mounted fire extinguisher roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid Driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in *Nord Stern*
- **Refund Policy:** **Deadline is July 3, 2000.** Late fee: \$20 per driver! However, full refund if you cancel by calling one day before event.

Rush this form along with your check payable to Nord Stern to:

Mark Skweres
4616 Fairway Hills Dr.
Eagan, MN 55123

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

Class (if known) _____ Car numbers, if known _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved."

Signed: _____ Co:Driver _____

Blackhawk Farms

Driver Education & Time Trial

Thursday & Friday, July 27 & 28, 2000

Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities.

■ **Eventmasters:** Ron Lewis 952 932-0505 and Randy Hallenbeck 414 538-0728

■ Nord Stern 2000 Autocross Championship Series event.

■ **Cost:** One Day: \$150 1st driver, \$120 2nd driver. Two Day: \$200 1st driver, \$170 2nd driver. **Late fee: \$35.**

■ **Registration:** Registration limited to 50 drivers to maximize track time. Registration must be postmarked by July 11th to avoid late fee. No refunds for cancellation after July 18th.

■ **Requirements:** Snell 90 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.

■ **Tech Inspection:** Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package. For more information contact eventmasters.

■ **Experience:** To participate, you must have Nord Stern or other approved driver training.

Rush this form along with your check payable to PCA/Milwaukee Region to:

Randy Hallenbeck
P.O. Box 445
Merton, WI 53262

Driver _____ Phone # _____

Ability Level (check one) Novice _____ Intermediate _____ Exper. _____

Second Driver _____ Phone # _____ Ability: N/ I/ E (circle one)

Address _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Are you an Instructor? Yes/No _____ Would you like an Instructor? Yes _____

NS Class (if known) _____ Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____

Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

“We Share Your Passion for Performance”

Enterprise Network Services

- ◆ Audit
- ◆ Assessment
- ◆ Architecture and Design
- ◆ Migration Planning
- ◆ Deployment
- ◆ Project Management



Business Solutions

- ◆ Business Process Consulting
- ◆ Decision Support and Reporting
- ◆ Sales Force Automation
- ◆ Data Warehouses/Marts
- ◆ Database Development
- ◆ Application Development

Areas of Expertise

*Bay
Cisco
3COM
Novell
Microsoft Backoffice
MS WIN 2000*

**Contact us at:
skuhne@bluesteminc.com
Scott Kuhne
612.845.6187
www.bluestemsystems.com**

Areas of Expertise

*Internet/Intranet
Web Development
Microsoft Visual Basic
Microsoft SQL Server
Oracle
Java
C, C++*

Porsche 911 Named One of the Most Significant Autos of the 20th Century

courtesy PCA-Editor's list/Internet

The Society of Automotive Engineers Honors the Rear-Engine Sports Car For its Engineering Excellence

ATLANTA, May 11 /PRNewswire/ — The Porsche 911, one of the world's most recognized sports cars and an automobile known for its performance prowess and rear-engine design, recently was cited as one of the most significant vehicles of the 20th century by readers of Automotive Engineering International, which is published by the Society of Automotive Engineers (SAE).

Readers were asked to vote on the car of their choice based on the following criteria: the car successfully introduced a new engineering system and/or solution that was adopted by others, the car enjoyed exceptional longevity in the marketplace, and the car achieved better performance than its contemporaries by virtue of excellence of its engineering. The 1964 Porsche 911 was voted the Best Engineered Car for the decade beginning in 1960.

The Porsche 911 was introduced in September 1963 at the International Auto Show in Frankfurt as a successor to the Porsche 356(TM) and became an instant hit. Originally designed by Ferdinand Alexander Porsche, son of Ferry Porsche, the car has been the platform for numerous

automotive engineering developments during its 37-year history, including the following:

★ 1964 The 911 showcases Porsche's new front suspension featuring MacPherson struts, single lower transverse A-arms connected to longitudinal torsion bars and rack-and-pinion steering, and a rear system with transverse torsion bars and semi-trailing arms. Its new air-cooled, horizontally opposed (boxer) six-cylinder engine produces 148 horsepower at 6,100 rpm.

★ 1965 A new open-air roof design - the Targa(R) top - is unveiled in 1965 for the 1967 911. The design features an easy-to-handle lift-off section above the front seats, leaving a fixed rear "hoop" that provides rollover protection and a large rear window.

★ 1968 A new option, the Sportomatic four-speed automatic transmission, is introduced specifically for the U.S. market.

★ 1969 The 911 sports a longer 89.3-inch wheelbase (up from 87.04 inches), wider rear fender wells to accommodate wider wheels and tires, vented rotors and larger aluminum calipers.

★ 1970 Engine displacement increases to 2.2 liters.

★ 1972 Porsche introduces the 1973 2.7-liter Carrera(R) RS(R) with

its signature duck tail rear spoiler at the Paris Auto Show. The Carrera RS is the first production Porsche with a rear spoiler. A simple interior, lighter materials, gas shocks, super-stiff anti-roll bars and 20 extra horsepower provides considerably improved performance.

★ 1976 The Porsche Turbo legend begins with the 911 Turbo Carrera, initially called the 930(TM). The original model includes almost every Porsche luxury and convenience item and produces 234 horsepower at 5,500 rpm.

★ 1978 The 911SC is introduced with a 3.0-liter, 180-horsepower engine.

★ 1983 A Cabriolet model, the first Porsche convertible since the 356, is offered.

★ 1989 An all-new platform is introduced for the 911 Carrera and the all-wheel drive Carrera 4. The platform features a new front-suspension design using light alloy cast control arms and coilover shock absorbers, rear independent suspension with lower light alloy semi-trailing arms and coilover shock absorbers, and all-wheel ABS. Approximately 80 percent of the car is new.

★ 1995 Another new platform, still retaining the original 911 lines, is introduced. Carrera, Carrera 4 and Cabriolet models featuring water-

cooled heads and multi-link rear suspension are offered, and a 400-horsepower, twin-turbo 911 Turbo Carrera 4 is unveiled at the 1995 Geneva Auto Show.

★1998 The latest 911 platform debuts in 1998 as a 1999 model year car. The new 911 has the highly recognized 911 shape, but underneath is all-new technology such as a 300-horsepower, water-cooled, horizontally opposed six-cylinder engine, Tiptronic(R) S (automatic) or manual transmission, all-wheel drive, and the Porsche Stability Management system.

★2000 An all-new, 415-horsepower 911 Turbo, based on this new platform, is offered for the first time with the Tiptronic S transmission. It also features twin turbochargers, the Porsche Stability Management system, and all-wheel drive.

SAE is a non-profit educational and scientific organization dedicated to the advancement of mobility technology to better serve humanity. Nearly 80,000 engineers and scientists who are SAE members develop technical information on all forms of self-propelled vehicles including automobiles, trucks and buses, off-highway equip-

ment, aircraft, aerospace vehicles, marine, rail and transit systems.

Porsche Cars North America (PCNA), based in Atlanta, Ga., is the exclusive importer of Porsche cars for the United States. A wholly owned subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 220 people who provide Porsche vehicles, parts, marketing and training for its 205 dealers in North America. They, in turn, provide Porsche owners with best-in-class service.

SOURCE Porsche Cars
North America

GERMAN CARFEST '00

SATURDAY, JUNE 10, 2000

Mark your calendars now for the 6th annual German CarFest, Picnic and car show. Members from the Audi Quattro, BMW, Mercedes-Benz, Fahr North Porsche 356, Nord Stern Porsche and VW Clubs will all gather, just like last year, at Schaar's Bluff Picnic Area in Spring Lake Park Reserve overlooking the Mississippi River, just northwest of Hastings, off Country Road 42.

Spring Lake Park is one of the rest stops along the Great River Road. It is a study in contrasts with oak woods and open fields on the high rocky bluff tops which rise more than 100 feet above the Mississippi with its solid plain and black walnuts. Schaar's Bluff is a perfect setting for the German CarFest. There are blacktop roads with parking available in both sunny and shaded areas.

We plan on having a full day of fun for those attending. Food will be served between 11 AM and 1 PM. Food will be catered. There will be a car show, tech events, a lot of socializing and a great time for all. The entry fee is a paltry \$5 per car and includes \$2 in pop and meal tickets. Additional tickets can be purchased.

GERMAN CARFEST '00 SCHEDULE

9:30 AM	Gates open - Registration for Car Show, Ding & Dent Removal
10:00 AM - Noon	Ding & Dent Removal Tech Session by Juergen Holzer - 50% off
10:00 AM - 1:00 PM	People's Choice Car Show - Bring your car to show, awards will be given to each marque, based on people's choice.
10:00 AM - 3:30 PM	Tire & Wheel Tech Session by NTB (National Tire & Batter) Everything you ever wanted to know, but were afraid to ask, about tire sizing, compounds, speed ratings, siping, after-market wheels and tread design.
10:30 AM - 3:30 PM	Lin Pantlin Interiors - Lin Pantlin will show us how to repair defects and tears in leather and vinyl and how to get that perfect color match.
10:30 AM - 3:30 PM	Buff & Shine Tech Session by Car Star Collision Center - Learn how to get your car ready for a car show. How to get that winning shine!
10:30 AM - 3:30 PM	Lake country Classics owner Bruce Kelly will talk to you about the fine art of classic automobile restoration and display some of his masterpieces.
3:30 PM	German CarFest ends - see you next year!

This is the big social event of the year for German automobile enthusiasts. We hope that you will come early and spend the day with us, enjoying the variety of activities and the fine scenery. Bring a friends and your favorite German car!

Need Help—Have a Question? or, who you gonna call!



Looking for advice on prepping your car for Driver's Ed events, Club Racing or Sunday drives? The names shown below represent people who have considerable experience and expertise with the respective models. Feel free to call them at reasonable hours and please also respect the fact that everybody leads busy lives! This is, by no means, a complete list!

356	Bill Siggelkow	507 282-3970
914-4	Tom Solstad	651 687-0804
914-6	Corey Johnson	952 881-2364
911 thru 1977	Jim Seubert	952 788-2663
	Paul Binek	651 483-5914
911 SC/911 Carrera	Joel Pfister	763 546-4919 (W)
	Jon Beatty	952 449-0187 (W)
924-944	Jim Bryant	651 730-0009
944T/944S2/928	Mike Selner	651 488-9847
	Terry Johnson	651 731-4540
911C2/C4/RSA/911T	Roger Johnson	763 557-9578
	Brian Smillie	651 436-7196
928	Kim Crumb	952 881-0113

Professional Auto Storage

**Heated and
Secured Building**

**Near
Downtown
Minneapolis**



529-6857



Pre-Purchase. . .

continued from page 40

it is not unusual to find at least one member who has that particular model and who will consent to letting someone else drive it, providing that they can demonstrate a certain level of driving care. This individual may also be able to provide a wealth of information regarding the car, so don't hesitate to make notes as you talk to them.


When it comes time to start looking at cars, it is not at all unusual to want to try to learn as much as possible about the car over the phone, especially if the car is some distance away. Although there is no substitute for personally inspecting the car, a conversation with the seller may reveal sufficient information about the car and/or the seller to eliminate it from consideration. Although you are buying the car and not the seller, the man-

ner in which the seller answers your questions can be revealing of their attitudes toward the car and indicative of the care it has received. For example, if they don't recall when the last service was, this may indicate that the car has been under-maintained. A seller who can cite when the car was serviced but who admits to certain specific problems with the car may well be considered to be more honest than one who says that everything is perfect.

Once the decision to view the car is made, it is important to take the time to visually inspect the car and make notes on it before driving it. Some buyers even develop their own form which lists the important areas to be inspected, such as paint and body condition, interior, wheels, tires, and engine.

If the cosmetic items are up to the buyer's standard, the decision can be made to proceed with a road test. The road test should start with the prospective buyer riding as a passenger with the seller. This will give the buyer the opportunity to form impressions of the car without having to be concerned with driving and also a chance to observe how the seller handles the car. For example, does he leave the car in gear and hold the clutch down at a stoplight, or does he take the car out of gear and let the clutch out, a procedure that can help to greatly extend the life of the clutch.

When the buyer changes places with the seller in order to drive the car, the engine should be shut down.



With the key on but before starting the engine, note if all of the warning lights are operating. When starting the engine, he should watch in the rear view mirror for any smoking and note the color, with blue indicating oil smoke and black an excessively rich fuel mixture. The engine should idle smoothly.

Prior to engaging first gear and moving away, at least two items should be checked: 1) the presence of a hard and high brake pedal should be confirmed and the clutch adjustment should be checked. With the transmission in neutral, the clutch pedal should be held down for a five-count and then reverse gear should be engaged. Since reverse is not synchronized, any grinding at this point would be cause for concern that the clutch may be dragging, a condition which may not be noticeable in the synchronized forward gears but which can contribute to transmission wear.

When actually driving the car, it is recommended to first drive the car normally at a reasonable speed before attempting any full throttle runs. This allows the driver to obtain as much feedback from the car as possible, since in maximum effort driving, the driver is not as relaxed. With first gear selected, clutch engagement should be smooth and the car should accelerate without any roughness or hesitation. Gear changes should be smooth and there should be no grinding or abnormal noises from the transmission and no slippage or chattering from the

clutch, which can indicate a worn clutch assembly. When making a full-throttle acceleration run, it is advisable to look in the rear view mirror occasionally in order to check for smoking on acceleration and deceleration.

With both hands lifted just slightly from the wheel, the car should track straight ahead on a roadway that is not crowned; the steering wheel spokes should be centered. There should be no friction in the steering wheel and it should be possible to

lightly turn the wheel and have it return. Friction can indicate a worn steering rack.

Braking should result in the car stopping straight ahead. There should be no abnormal noises under braking and none of the brake system warning lights should illuminate. If the car is equipped with air conditioning, it should be turned on to verify normal operation. When parking the car, verify proper operation of the handbrake; make any notes on your impressions of the car.

Porsche AG Stock

by John Schnabel, Connecticut Valley Region, Reprinted From Challenge

First and foremost, I am not making any sales solicitations or recommendations on whether or not to buy or sell Porsche AG stock. This article is purely for educational purposes for those who wish to know more about how and where Porsche stock trades.

As an owner of a 911, I was curious about whether to own a piece of the manufacturer of my car. My research soon showed that Porsche stock was not traded on a US stock exchange as an American Depository Receipt (ADR). A quick look through the Wall Street Journal in the international stock quote section revealed that Porsche stock was traded on the Frankfurt Stock Exchange. A quote for the stock appears daily in section C of the publication. I wasn't able to find an internet site from a financial services company that gives a price quote.

At the time of this writing, it's trading for about 3,000 per share. The daily quote in the Wall Street Journal is in Euros not US dollars. Therefore, in order to convert to US dollars, you have multiply by the latest exchange rate. At this time, one US dollar equals about 1 Euro. When the Euro first was introduced in 1998, it took about 81.16 in US dollars to buy one Euro. Therefore, we've seen the dollar become "stronger". A strong US dollar usually means Porsche can sell more cars

but with less of a profit per car. Conversely, a strong Euro usually means less cars sold in the US with a higher profit margin per vehicle.

I also checked to see how the stock traded. I soon found out that the spread between the "bid" price and the "ask" price was larger than most stocks traded on the US exchanges. Frequently, the spread was over \$100 dollars. Also, it was not uncommon for the price to be up or down over \$100 from day-to-day.

With any non-US stocks, there are additional risks usually not associated with US securities. These include currency risks, different accounting standards, liquidity risks, and political risks to name a few. Porsche stock is no exception.

Porsche AG stock is issued in two categories; common stock and preferred shares. The preferred shares are the ones that individuals and institutions can buy on the Frankfurt exchange. The common stock is closely held by both the Porsche and Piech families. There are about 875,000 shares of each class of stock outstanding. Most of the individuals who hold the preferred class of stock are German. Shareholders take a real interest in the company too. During the 1999 annual shareholders meeting, a large number were physically at the meeting. Those present represented close to 60% of the capital stock outstand-

ing.

Being in the investment business for a living, I was recently in the World Trade Towers for a luncheon meeting with an international portfolio manager for a major mutual fund company. By coincidence, the manager mentioned that he held stock in Porsche. Upon questioning, I came to find out that his accounts hold the most Porsche stock of anyone outside the Porsche and Piech families. He told me he had been a shareholder for several years and met with company management regularly. He said he began accumulating substantially more stock upon seeing the plans for the Boxster a few years back. He suspected they had a winner and he was right. He says he still likes the company because it trades at a price/earnings ratio similar to most auto companies, but the "marquis" brand name of Porsche should probably trade at a much higher multiple, much like a Tiffany or Gucci stock does. He also characterized the company as a design and engineering company and not as much as a manufacturer. Like many of us, he is concerned about the money being spent on the SUV development and then selling into an already saturated marketplace.

Naturally, I told him about CVR and our rapidly growing membership. He was unaware of the tremendous growth in PCA membership overall.

Announcing: 8 th Annual Nord Stern Fall North Shore Tour!



**Friday, Saturday, Sunday
Sept 29 - October 1, 2000
Headquarters: BlueFin Bay (1-800-BlueFin)
Eventmaster: John Dixon 612 939-9071**



“End of the Trail” Gang! Pam Viaw, Don Miller, Robin Bryant, Scott and Kelly Mayer, Mary and Bob Lunde. 1999 North Shore Trip, photo by Bob Lunde

Later that afternoon, he used the information I gave him in a speech about why he was enthusiastic about the company.

For those of you interested in learning more about the company, Porsche has a stock area on their web site. Go to <http://porsche.com/english/company/facts/stock/bericht.htm>

It has general financial information as well as daily stock updates with a minimum 15-minute delay. You can also view historical stock price charts and see 38-day moving averages. Remember, the Frankfurt exchange

opens before the US markets and closes before noon eastern time.

I ended up buying a few shares of the stock for myself. It makes me feel good to know that a piece of the price I pay for OEM parts may be coming back to me in stock value. I only hope sales continue to climb and their SUV strategy pays off. Of course, at 2,750 Euro per share I didn't buy too many shares!

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Send ads to:

Christie Boeder - NORD STERN
11919 Hilloway Rd. W.

Minnetonka, MN 55305
612 593-5544; editor@nordstern.org

FOR SALE

914 parts for sale

40 mm IDF dual Weber carbs complete with air cleaners, manifolds and linkage with cross bar, nearly new. \$325. Fuel injection system for 2 L includes computer \$20 OBO, 40 mm lug bolts, medium length for aluminum wheels, \$5 each, were \$25 new. Kelly 651-457-1404

8/9 x 16 FUCHS

A perfect upgrade for your 911 SC(78-83) or 911 Carrera(84-89). Recently refinished with polished edges and silver painted centers. \$1,700. Mark Searls 612-474-8621 or e-mail marksearls@bigfoot.com.

Stuff in Garage

Older 911 low back seats with headrest. They have been recovered in black came out of a 72 but will fit early years nice shape no wear. \$125.00 for both. Sheepskin to fit these seats only one \$15. Dash cover cap for 911, never installed \$25 (CoverCraft). OEM Steering Wheel from a '72 914 or a '76 914, not sure. \$20. Headlight motor 914 1972 \$10, Doug Kuchera 651-455-0895 HM 651-457-2219 WK.

1986 Porsche 944

5 spd, Excellent Condition, Platinum w/Burgandy Leather, 69,000 mi, Sunroof, Air, Pwr Str, Cruise, Pwr Windows, Chipped. All required service done including recent water pump, clutch, Tune-up, AC Re-Charge, New Starter. \$7,500. Mike Argir 612-474-4588.

928 Parts For Sale

"S" Brakes, Rotors, Race Pads, Spindles, Suspension, Full Black Interior \$300, Hood \$500, Doors \$170, 245 45 17 Yokohama A032R (4) 1 Drivers Ed \$60 ea, Anything 928 Mike Argir 612-474-4588.

1988 Porsche 928S4

5-speed, new tires-battery-water pump-timing belt-plugs-brake pads-Eibach springs and Koni shocks. Guards Red with black leather sport seats. \$20,500. 218-254-2803 call evenings. Art Maturi

1970 914-4

1.7, Tangerine/black, 42,000 miles, appearance group, Pedrini wheels, Koni, Bursch, 195-50 Goodyear, Weber 40 carbs, have OEM fuel injection system. Owned since 1972. \$4,700. Gary Greiner, 701 E. 8th, Superior, WI 54880. 715-395-9431

1973 911 Heat Exchangers

Muffler, original parts - call mornings 612 541-1094 or evenings 612 537-8815. Sol Layman.

Miscellaneous

4 - 911 Mech F.I. Fuel filters \$35 ea. (all 4 + 1 nearly new for \$120 + maybe some spare parts), 2 - 911 thru. "89" Bilstein rear Sport Shocks (B46-975, approx. 2000mi.) \$175, 29mm rear torsion bars "69-86" 911 offers. Paul Binek, 651-483-5914.

1999 Custom Built Trailer

24' aluminum open deck with tandem axle and electric breaks. Steel frame & large 4'x8'x4' lockable Box & air dam on front with covered storage area to keep spare tires out of the elements, 10' hideaway ramps to drive on low ride-height cars with spoilers, All steel frame is professionally painted Porsche red. Over 9k to duplicate. Selling trailer because new race car has no windows in it. Asking \$5,000.00 Scott days 651-770-2123 x102 or eve 651-462-0526.

1992 Porsche 968 Coupe

117K mi, midnight blue exterior, black and tan interior, limited slip differential, heated seats, headlight washers, strong engine, new timing belt, new radiator, new heater core, excellent rotors and pads, K&N air filter, new Alpine CD, ADS PowerPlate amplifier, 10 speakers, removable sunroof, previously owned by Erik Johnson, serviced at Johnson Autosport, AutoEdge, Leighton's Garage, Carousel Automobiles. Looks GREAT, paint is very good, clean car. \$16,500. Bruce M. Campbell, 612.834.8300.

Parts

All items fit 911SC, and have been used for 6 races: Set of 4 Bilstein Sport shocks: \$325, 31MM rear torsion bars: \$200, Weltmeister adjustable swaybars F&R: \$200, Weltmeister strut tower brace: \$100, ANSA sport muffler \$100, Racer's Group seat (Recaro SPG copy) with mounting hardware \$225. Wheels: 2 sets real Fuchs 16x8&9's with proper offset to fit SC or Carrera, one set silver one set black, \$1800 ea set. Bobby Piper, 470-9372 email rpiper@pjc.com.

1983 944 I Class Race Car

For sale—parting out. Everything must go! Race seat, seat back brace, roll cage, shocks, springs, sway bars, glass, doors, door handles, tires, wheels, etc . . . Call with needs - it's for sale! Steve Lindemer (952) 988-0856 or sgindemer@aol.com.

Wheels/Tires for sale

QTY 4; 8x16" Design 90 Wheels (52.3 Offset) with 245/45 Hoosier Tires that have been used for 1 session of 20 laps. \$ 900.00 for the wheels, \$ 400.00 for the tires, \$1200.00 for both or make an offer. Scott Kuhne 612.845.6187 Day or 612.557.8089 Eve.

'97 Ford Contour SE

DOHC V6, 5 spd, sport suspension, pwr sport seats, ABS, pwr moonroof, Black, 4 dr, 2nd set of wheels with Blizzaks, same TLC as the 951,42k mi, \$9,500. Mark Kittock 952-934-2556.

1974 Carrera Coupe

Stunning Mexico Blue with Gold Carrera script. 205/225 Goodrich T/A's on 7/8.5 x 15 polished Fuchs. New SSI's with sport exhaust. Factory A/C, Duck Tail, pop valve, etc. Well maintained with records (since 1981.) Recent service by Johnson Autosport. All numbers correct.

\$17,900/offer or will trade towards 930. Scott (612) 445-7336 s.roth@juno.com

18" tires

Michelin Pilot MXX3. (2) 225/40 with 7/32 of original 10/32 of tread remaining, (2) 265/35 with 4/32. Tires are worn evenly with no flat spots. New from Tire Rack, these tires cost \$1120. Priced to sell at \$200. Ron 952 932 0505.

1981 911 SC Targa

Pacific Blue / full Tan leather interior, 60,000 miles, air conditioning, cruise control, Alpine alarm with remote, Alpine AM/FM with in-dash CD, all recommended updates (updated clutch, carrera chain tensioners, pop-off valve, and turbo tie rods), original Fuchs in excellent condition, custom car cover with lock, colgan bra, never raced, never crashed, no smoke, no dings, no winters. Complete service records including original window sticker. Meticulously maintained by Rick Moe at the Nurburgring for over a decade. ABSOLUTELY POSITIVELY MINT! \$19,975. Call Steve Venable (Edina) at (952) 925-0095. Serious inquiries only please.

Tires/Rims

Brand new set of tires and chrome rims off a 2000 Yukon XL, 265/70 16" Firestones, zero miles \$ 900. Set of tires and Porsche rims off a 1985 928S, R225/50R 16" Continentals, less than 1,000 miles on the tires \$ 500. Call John Dusek at 612-836-2152 or 612-891-4304, Apple Valley. Johnd@datasource.net

1986 911 Carrera

Guards red/black leather, 57,000 miles, exceptional condition, newly painted front valance and rocker panels, lowered, upgraded torsion bars, Koni adjustable shocks, shock tower brace, turbo tie rods, short

shifter, Autothority chip, Momo wheel, serviced by Johnson Autosport, \$24,000, Keith Kemnitz, 612 890-9497 (home).

"Gray Market" 928S

95,000 miles, charcoal Grey exterior, Tan leather interior, Fully loaded, 5 speed. Alpine Keyless Entry/Alarm, award winning custom designed 700 watt stereo system with 10 disc CD changer and tape deck. Have a complete set of alloy AND stainless wheels. 4 new Bridgestone Potenzas. Excellent original condition minus small scrape in hood. Have all receipts. Asking \$11,500. Call 651 982-9378 or email at: sound.impression.rob@juno.com for pictures.

1971 911T

In excellent condition, looks like a Carrera RS. Laguna Blue (original color) with newer cloth Recaros and Fuch Alloys. Interior has been updated and looks clean. Around 100K miles on freshened 2.2. The kids are growing and I must part with my prized possession. \$10,000, call Rob at 612 824-6477.

Pirelli P-Zero

Assymetrico Two 225-40 ZR18, Two 285-30 ZR18, unused, list over \$1200, now \$700/all four. 3-liter Turbo case, first over by litz in 1979, \$750. Fuchs Forged 2-6X16, 2-7X16 very good shape, \$650/set of four. 5-6X15 Steel wheels (69-77) \$125 set/5. Many other early 91 parts, sales brochures (all models 65-99) posters (68-99), 944 Outdoor Poster (still in wrap). SASE for lists/send needs. Buyer pays shipping. Mark Bouljon, 2225 Arcade Street, Little Canada, MN 55109 651 766-9973 after 7 pm.

The Pre-Purchase Inspection, Part I of 3 parts: The Buyer's Inspection

by Paul Lighthill, Riverside Region, Reprinted From Porsche Gedanken

A pre-purchase inspection performed properly by a technician with both product knowledge and a broad experience base can save a prospective buyer of a pre-owned Porsche thousands of dollars. Perhaps even more importantly, it can help avoid the grief of having a dream car turn into a nightmare due to hidden damage or excessive deferred maintenance. But the professionally performed inspection is actually just the final step in a buying process that is largely under the control of the prospective buyer; one in which to be successful, he must be fully engaged.

Deferred maintenance is a polite way of saying that the previous owner didn't take care of his car. But make no mistake: a Porsche is more like a Rolex than a Timex in that it has the potential to last 100 years if properly maintained but will become a piece of very expensive junk if neglected or abused. The Timex, on the other hand, will probably only last three years and not be nearly so personally rewarding as the Rolex. And, instead of maintaining it, you just throw it away when it breaks.

Although the vast majority of Porsche owners recognize this and give their cars excellent care and feeding, there is always a few who will drive the car for a few years, do absolutely nothing to it in the way of either main-

tenance or repairs and, when confronted with a four or even five figure repair estimate, would rather sell the car to some unsuspecting buyer than face the music of their failure to understand the car and its requirements of ownership. The challenge is to avoid being the individual who gets stuck with such a bill, or at least to avoid paying the price for a well-maintained car while receiving one, which actually needs a lot of costly work. This is where the pre-purchase inspection comes in, which is probably the least expensive form of insurance you can buy to help make that pre-owned Porsche turn out to be an enjoyable experience.

Experienced buyers of used cars rarely purchase a car without educating themselves regarding the choice of models and their respective advantages and disadvantages, their strengths and their weaknesses. The 2.7 911's built from 1974 to 1977, which at one time had a bad reputation for engine reliability problems, are now seen to be cars that were really not all that bad, particularly when priced realistically. Many prospective Porsche owners are now giving them a second look. In this case, it would be wise to familiarize oneself with the individual model year differences and with the specific problem areas. In case of the engine, if it has been re-

placed with a 3.0 or 3.2 liter engine, then it will not be an issue, nor if it has been recently overhauled by a repair facility known for quality and that specializes in the proper "fixes" for this series of engine.

The experienced buyer will establish a database of his own out of the cars that he personally inspects. It is not at all unusual for a buyer to look at 12-15 cars in a twelve-month period prior to making the final decision as to which car to purchase. Of this number, only two or three may be taken to a professional for a pre-purchase inspection. In order to eliminate the remainder, it is helpful for the prospective buyer to become as informed as possible regarding the model he intends to purchase. This can be accomplished in a number of ways. Contacting the local region of the Porsche Club of America is one way. Requesting back issues of PML that feature the model under consideration is another. Obtaining Paul Frere's book, *The 911 Story* or Pete Zimmerman's *The Used 911 Story* would also be helpful.

In order to establish a baseline for comparison, it is also vital to be able to spend some time driving a known good example of the desired model. This is where networking with the local PCA region can prove valuable;

Continued on page 34

