



## August '00 INHALTSVERZEICHNIS

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

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

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Back Cover - Nickzilla? Guess whose teenage son has been at it again with those incredible photo editing tools? Captions anyone? (remember you have to think like a 17-year-old male)

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Well, the latest Porsche Parade is now officially history as is the 1999 newsletter contest. I did not receive a first place finish this year which was somewhat disappointing but did not really surprise me. There were no outstanding issues last year and, in fact, I often found myself hastily putting them together at the last minute. Lots of reasons for that but for one half of the year I was working on a major publishing project for another nonprofit organization (which was celebrating a 75th anniversary). That ended up taking up huge chunks of my time and creative juices (just ask Bruce!!). While the point count was not bad (I ended up 5th) it was 70 points lower than the year before and that would have put me in 5th place OVERALL.

The judges' comments were interesting, helpful and insightful. One area I was consistently downgraded on was on event hype and follow up. This has always been a bit of a

struggle for our club. My fervent hope/wish/goal would involve each eventmaster committing him/herself to providing an event wrap up/commentary/summary (or whatever you want to call it). Whether it is something they themselves write up or delegate, it would be ideal. Seeing and hearing about the great events and activities we sponsor is what draws in new members.

But the reality is that we are all volunteers and I don't have the time or temperament to bug folks (welllllll, maybe have to admit to a bit of that!). Wouldn't it be wonderful if each eventmaster considered a summary their 'concluding' responsibility?

The other area I fall down is editorializing. This column is supposed to be an actual editorial. Now I wish I had the knowledge and interest to follow everything Porsche and be articulate enough to rant or rave about the latest issues in the Porsche world. Unfortunately that is not my strong

point and never will be. Now, my significant other, on the other hand, would excel in that area. Hmmmm, perhaps I need to have him ghost these columns. . . .

Seriously, with a little redesigning, attention to detail, a few of those wonderful member written articles (be sure to check out Fred Jacobberger's little adventure down in New Zealand) and the fabulous pictures that continue to come in, I think this year will be better! P.S. Every judge loved our photography coverage!

In the interest of getting this issue to the printer in a timely manner, I wasn't able to wait for our president's column. Jon, you will owe me a really long article one of these months! In its place is a nifty piece of getting good photos of cars. There is great advice and tips and maybe it will inspire even more Nord Sterners. As I said, I am blessed with many great photo submissions. Keep them coming in!

*See you at the next event!*

*—Christie*

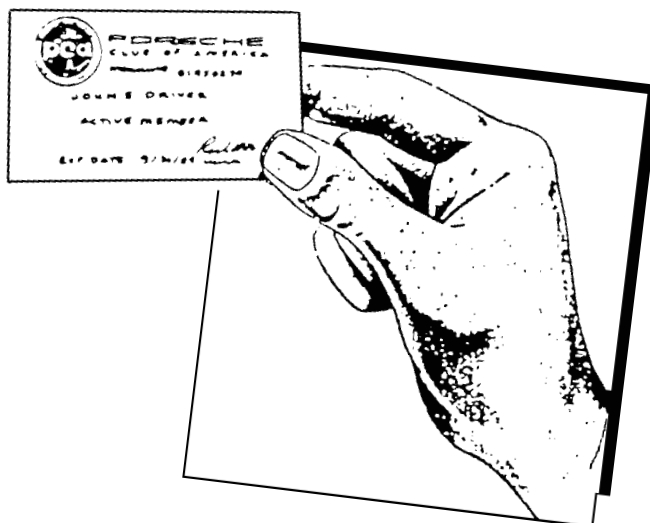
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 All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

## Welcome New Members

We hope to see you  
at upcoming  
events!



No new members ready for publication here, please watch your next month's issue of Nord Stern for inclusion! But we certainly welcome all new members and invite you to join in an upcoming activity. Be sure to follow the caravan out to Afton City Park for next month's annual Concours. Always a great time to chat, meet some other members, oogle the cars and enjoy the outdoors!

## Letters to the Editor . . .

Just a quick note of thanks to your entire region for hosting a fantastic Club Race event! I enjoyed every aspect, from the nice sweatshirts, to interaction with your volunteers! Roger did a great job with registration, and even helped me with some track tips!

Now for the annual challenge! For the past several years, Nord Stern has registered more drivers for the GPR club race that we had for yours. Can you do it again in 2000?

Sandy Steckman  
2000 GPR Club Race Chairman

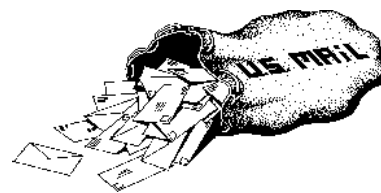
I'd like to thank Don Erickson and Brad Hepp and all the other people that put together the Mid-Week event at BIR. If you did not make it you missed some serious track time!

A good time, no incidents, great weather and a run session EVERY HOUR!

Thanks everyone!

Jon Beatty

P.S. Thanks also goes to Dean, Ed and Vic for the efficiently run timing.



*Editor's note: You will find Mid Week results on page 11 of this issue. Now isn't that incredible for turnaround! I do have all the club race stuff, too, but our September issue will be devoted to the club race weekend. So stay tuned!*

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# Ten tips to better Porsche photography

by *Susie Ley, Editor Die Offense Strasse (Mid-Ohio Region)*

EDITOR'S NOTE: I DECIDED TO INCLUDE THIS ARCHIVED ARTICLE ON PHOTOGRAPHY SINCE WE ARE IN THE MIDST OF OUR VERY BUSY CAR DRIVING SEASON. OUR REGION IS FORTUNATE ENOUGH TO HAVE MANY WILLING PHOTOGRAPHERS WHO DO AN EXCELLENT JOB PROVIDING ME WITH INTERESTING AND CREATIVE IMAGES. THE ADVICE HERE IS HELPFUL AND I HOPE IT PROVIDES INSPIRATION! SUSIE LEY IS TALENTED ENOUGH AS A NEWSLETTER EDITOR, BUT HER PRIMARY EXPERTISE IS PHOTOGRAPHY—ANIMAL PHOTOGRAPHY. IN THIS STORY SHE TELLS HOW TO TAKE PORSCHE PICTURES AT THE TRACK.

While the driving season is in full swing, I thought it might be appropriate to write about my area of expertise, photography. Actually, animal photography which isn't going to help you a lot when you're at the track trying to catch someone conquering pylons and curves, but hey, the principles of good photography still apply. I do have another motive when you get those pictures back, send 'em along and we'll feature YOUR work on the pages of Die Offense Strasse. Good shooting!

1. Pick out a spot on the track with a good background. Nothing ruins a good car photo faster than clutter behind the car.

2. Autofocus cameras are wonderful for action, but if you don't have

an autofocus camera you can still take great shots by prefocusing. Set up the shot, wait until the car is at that spot, then press the shutter.

3. To get a sharp picture (no blur), set your shutter speed at 1/250 sec to freeze the action. If possible, try to support your camera by leaning against a railing and balancing your camera on top. Or, kneel down and brace your camera against your knees.

4. If you want to try to convey car motion, you need to pan. Set your shutter speed to 1/15 sec, and prefocus on a spot the car will pass. Swing the camera back, and when it enters your viewfinder, pan smoothly to keep it in the frame, pressing the shutter as it passes the prefocused point. Also try this at 1/30 sec and 1/8 sec to see which speed produces the best photo.

5. If the car is going fairly slow, you will get more sense of movement if you use a zoom lens. Try a shutter speed of 1/8 sec, and prefocus with the lens at maximum focal length. Zoom back as you pan slightly to hold the car in the frame. To perfect this technique, you'll need to take notes and keep practicing till you get the results you want.

6. If you are shooting in real bright light, use a polarizer to minimize glare and give better color saturation.

7. Don't forget to take some candid shots. I like to do these when the driver is coming off the track. Use a

long lens (the appeal of a candid shot is that the subject is oblivious to the camera). Take a light reading from the back of your hand to gauge exposure for your subject's face, watch for interesting gestures and expressions and then, click!

8. For "posed" car shots, pick out a good background and then decide which feature you want to stress. Strong light will make the most of bright colors and reflective surfaces. A low, three-quarter shot will exaggerate the size of the hood and front wheels. Don't forget to shoot interesting details (such as the insignia) with a telephoto lens to emphasize detail.

9. If you become serious about your car photography, you will need to jot down some notes as you go along. For starters you might want to include the type of film and lens you used, as well as the intensity of the light, shutter speed and aperture.

10. Remember that photography is definitely an area where you can learn a lot from your mistakes if you keep careful notes. Often, we must try and fail before we can succeed, so keep at it and you'll be surprised at the progress you make with careful note taking.

So, pick out a spot on the track or a spot for a good candid shot—and good shooting!

## **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
- 13 Annual Afton Concours d'Elegance on Sunday at 10 am in Afton City Park  
Eventmasters: Luis Fraguada, Jr. 612 872-0729 and Mitch Berry 612 882-2959
- 24,25 Nord Stern at Road America (note date change!!!!)  
This is a Thursday, Friday event, Eventmaster: Joe Rothman 952 949-0873

## **September**

**2000**

- 2 St. Cloud Parking Lot Autocross  
Eventmaster: Bill Groschen 763 546-2974
- 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 952 588-5308 & 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



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# A bad day Porsche-ing is still better than a good day doing most anything else

by Fred Jacobberger

So, there we were, in the airport lobby at Palmerston North, New Zealand, a pastoral town of 75,000 souls located about two hours north of Wellington near the south end of the north island. After 24 hours of travel I was still alert enough to observe a number of fellows standing around wearing jackets festooned with racing paraphernalia. Upon inquiry, I was told *"There's a rally on, mate,"* and was also informed of the starting point, a Maori-derived name that had slipped from my mind by the time we reached our hotel. No matter, in so small an area I was sure it would not be hard to find.

Information did not come as easily as I had thought. We were there to do cats, not cars. My wife Pat is an all breed cat judge, and we were there because she had been invited to judge the Annual National Show of the New

Zealand Cat Federation. Cat people have all kinds of other interests and professions, but no one in our group seemed to be race oriented. Someone had heard, however,

that there was to be a Porsche event somewhere nearby, they thought on Sunday (June 4). Wow! Putting my limited information together, I concluded that a Porsche rally was to be held, and from the looks of the folks in the airport it figured to be the racing type of rally rather than the more genteel kind. I simply had to find out more.

No one seemed to know any more about it, but I did learn that there was a road racing track in the little town of Fielding some 20 km away, and

guessed that may be the place. Bright and early Sunday morning, Pat having been picked up and taken to the cat show venue, I set off in the rental car, map in hand and on the wrong side of the road, for Fielding. Little traffic at



the time, so the only witnesses to my frequent engagement of the windshield wipers instead of the intended turn signals (stalks on the wrong sides, you see) were a few hundred bemused sheep.

A stop at a gas station in Fielding yielded limited further information. When I asked where the Porsche rally might be, the proprietor responded *"Aven't a clue, mate."* He did, however, vaguely describe where I might find the race track, so off I went. Down the road a few kilometers I was met by a couple of by-God Porsches tearing past me in the opposite direction. I looked for a place to turn around quickly, thinking I could follow them to the track. The driveway I pulled into was that of a motel aptly named the "Raceway Motel," which figured to be a good clue. Best of all, several Porsches were lined up nose to tail in the motel yard. Was I in luck?







I'm sure he is known to many of you. If any of you see him on the circuit, tell him his brother is alive and well down under, or at least was on June 4.

I did go and take a look at the track, a 3 kilometer affair that Bill said

good in-car instruction for novices. Using his U.S. experience as a model, he is trying to improve this situation. Since I caught them in the middle of departing for home, I didn't have enough time for all the questions I might otherwise have asked, but I did take a couple of photos of the local cars and the track. Bill said I was probably lucky not to have found them on Saturday, as the day had been rainy and cold. But I still wish I could have been there. A bad day Porsche-ing is still better than a good day doing most anything else.

Opposite page upper right, The Raceway Motel; Opposite far left, nose-to-tail lineup; Clockwise from upper left, New Zealand Autocourse signage; The front straight-away; Optional turns at Manfield, Manfield Event Signage-All photos by Fred Jacobberger

Sadly, no. As it turned out, the Porsche event, which was not a rally at all, had been held on Saturday. It had been their version of our drivers ed events. The folks were in the process of packing and leaving for home. I did get to talk to several of them, exchanging information about cars and events, and found them to be much like Porsche folk everywhere. Then came the best surprise of all. The leader of the group, Bill Young, turns out to be the brother of Jim Young, a Porsche club racer and a former Nord Stern member, now living in Colorado. I don't think I've met Jim, but

is one of the only, maybe the only, road course in New Zealand. Photos accompany this article. Bill said they have some fast cars and good race drivers in the local club, but that instruction activities are not as well organized as in the U.S. regions. He spent a few years on the West Coast, driving with Golden Gate Region. He said his club is lacking in



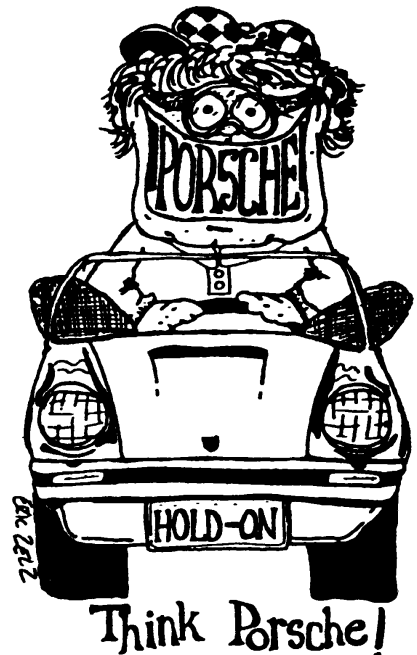
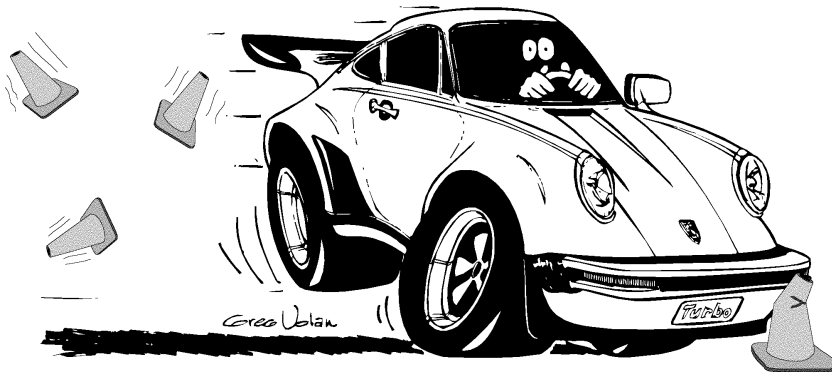
# First Fall Parking Lot AutoCross

## St. Cloud, MN

### Saturday, September 2, 2000

- **Eventmaster:** Bill Groschen 763 546-2974
- **Cost:** About \$50 per person, limited to 50 participants
- **Requirements:** Snell 90 or newer helmet
- **Registration:** Watch for info - this will be a Nord Stern points event

Directions: TBA



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## Nord Stern Region PCA Mid-Week 2000 Results

Place	Class	#	Driver		Year	Car	Best Time	Run 1	Run 2
1	1M	30	Vaughn Johnson	NS	75	914	2:09:362***	2:09:362	2:10:090
1	3M	138	Roy Henneberger	NS	89	944	2:12:207***	2:12:320	2:12:207
2	3M	93	David Trumble	NS	81	924 T	2:17:000***	2:17:000	2:18:426
1	4M	0	Mark Skweres	NS	89	944S2	1:58:920***	1:58:920	1:59:110
2	4M	244	Steve Michals	NS	94	968	1:59:368***	1:59:368	2:00:920
3	4M	38	Cliff Anderson	NS	92	968	1:59:812***	2:00:156	1:59:812
4	4M	41	William Votel	NS	90	944S2	2:03:564***	2:03:919	2:03:564
5	4M	101	Paul Ingebrigtsen	NS	86	944T	2:03:598***	2:03:598	2:04:130
6	4M	67	Charles Porter	NS	86	944T	2:06:378***	2:07:129	2:06:378
7	4M	235	Peter Whelan	NS	88	928	2:11:797***	2:13:392	2:11:797
1	5M	58	Jim Benson	NS	89	944TS	1:55:222***	1:55:525	1:55:222
2	5M	165	Jim Potts	NS	89	944TS	1:55:300***	1:55:300	1:55:648
3	5M	104	David Anderson	NS	89	944TS	2:01:988***	2:01:988	2:02:832
1	5W	32	Nancy Smith	NS	88	944TS	2:02:841***	2:03:833	2:02:841
1	8M	744	Mark Hufnagel	NS	78	911SC	2:01:985***	2:03:111	2:01:985
2	8M	150	Glenn Lysaker	NS	78	911SC	2:02:626***	2:03:013	2:02:626
3	8M	277	Harvey Robideau	NS	83	911SC	2:04:329***	2:04:329	2:05:563
4	8M	47	Ron Faust	NS	80	911SC	2:07:681***	2:07:681	2:07:697
1	8W	166	Eleanor Renwick	NS	81	911SC	2:11:328***	2:11:328	2:12:200
1	9M	66	James Holton	NS	85	911	2:02:196***	2:02:196	2:02:311
1	10M	90	Ronald Lewis	NS	97	993	1:54:247***	1:55:426	1:54:247
2	10M	17	Jon Beatty	NS	94	911RSA	1:56:479***	1:56:479	1:57:176
3	10M	35	Nick Cirillo	NS	91	911C4	2:04:365***	2:04:510	2:04:365
4	10M	250	Edward Tripet	NS	87	911Turbo	2:06:762***	2:06:762	2:07:067
1	10W	135	Susan Cirillo	NS	91	911C4	2:07:778***	2:07:778	2:08:362
1	11M	272	Jim Breakey	NS	99	996C2	2:05:394***	2:05:394	2:06:403
1	P2	438	Fred Jacobberger	NS	73	911T	1:55:926***	1:59:137	1:55:926
1	P3	24	David Steen	NS	92	911TS2	1:57:412***	1:57:412	1:58:029
1	P4	330	Bill Berard	NS	81	911SC	1:56:575***	1:56:645	1:56:575

Editor's note: This MidWeek event reminds me of when we first started driving on the track - half the current number of participants! Sounds like it was great fun with tons of track time (exhaustingly so) with no traffic!

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# What to Do with Your Hands During a Lap Dance

*by Len VanderJagt, Motor Stadt Region, Reprinted From Motor-Stadt Madness*

Now that the first half of the track season is in the books, my in-car experiences so far suggest that it might be useful to talk about how to steer your Porsche. As usual, I will fearlessly pump out advice and opinions, and our Esteemed Editor will deal with the reams of letters and e-mails of protest.

**First, The Basics:** Smooth is glue. The more smoothly you drive, the more likely you are to stay stuck to the road. To go fast, safely, without occasioning 'Drivus Interruptus' due to a spin, you must move the steering wheel gently, and relatively slowly.

Quite the paradox, eh?

If you wrench the wheel back and forth as if you are reenacting a seizure scene in The Helen Keller Story, you severely transfer weight to and fro, overloading one or two tires at a time, and you also elicit even nastier unloading, as the springs kick back with the energy you force-fed them through your imprudent actions. This often results in the classic "I got it, I got it, I don't got it" scenario of thinking you have "caught" the car, only to lose it in the other direction. You do get to feel "racy" though, and certainly know that you are making something happen, although it is a Bad Thing.

What you need to practice is turning the steering wheel smoothly - not too quickly, but progressively - in order to have the car "load-up" without overshooting either the maximum load you can sustain through the turn or the limit of grip, and then holding it there until it is time to begin unwinding the wheel. The idea is to then unwind the wheel in sync with the motion of the car, finishing with a very gentle ending that results in no "end-lurch," declaring that you are now officially trying to go straight.

It is amazing how much trouble folks have with this end-of-turn technique, instead holding in the steering angle until they are Real Sure that they have made the turn, then whizzing the steering wheel to straight-ahead position. Listen to your car. It doesn't like this. It doesn't feel good for either you or the car. Once again, you must learn to dance, working with, rather than against, your car. It's a dance, remember? When done properly, corner entry and exit do not result in lurching, or the accompanying feeling of fighting a car that wants to go in a different direction than you want it to.

**Another Basic Error:** Most folks make another basic error. They turn the wheel too much and/or too soon, resulting in an "early apex" situation. You can check this out on the street

as well as the track. If you turn the steering wheel twice in the same direction in a turn, you have almost certainly made this error. Stop first in line

***... "It is better to go into a turn slow and come out fast, than go into a turn fast and come out dead." ...***

at an intersection, in the left lane. Watch the cars turning left in from of you. Virtually every one will angle in toward the pavement just in front of you, and as the front of their car passes your left fender, in goes more steering. Lurch, grind, and squeal. At that point, they have little choice. If they don't do this, it is over-the curb time!

That, dear reader, is an early apex. It is unkind to your tires, very slow, and - above all - unsafe. Just when you want to be accelerating, you have to put in more steering. It just isn't going to work. As Scott Hughes of BMWCCA racing fame reminds us, "*Minds don't let Minds early apex.*"

Having completed the observational learning aspect of this exercise, make your own left-turn, delaying your turn-in, then smoothly making a

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big steering input, which allows you to begin unwinding the wheel at or before you reach the front end of the car in the lane to your left.

Yes, that is a Late Apex turn, and you will be able to briskly accelerate through and out of the corner. As it is attributed to the great Stirling Moss,

*“It is better to go into a turn slow and come out fast, than go into a turn fast and come out dead.”*

Food for thought, that.

**Another Common Error:** The last common error is the actual use of hands on the wheel. On the track, it is best to position your hands at “9-and-3” and don’t let go of the wheel. On the street, you will need to shuffle-steer. Picture a vertical line bisecting the steering wheel. Keep your right hand always to the right of this line, left hand always to the left. Move both hands up or down at the same time.

At first, this is like the “rub your belly and pat your head” task, but with practice, you will always have a position of maximum strength, control, and feel. Go sit in your Porsche in the garage, and practice this. Notice the push-pull that is necessary, letting the rim glide through the “non-working” hand. Never let go with both hands.

**Extra Credit – Advanced Integrative Lesson:** From the left-turn lane at the light, accelerate briskly forward, and lift out of the gas as you do your now-proper steering, transferring weight (grip) to the front, encouraging your Porsche to turn, then accelerating progressively as you unwind

the wheel. Magic! You win all Left Turn Intersection Grands Prix. You’re doing a little Lap Dancing in a public place, and it’s safe, legal, and fun.

I’ll see you out there.

*Editor’s note: I enjoyed this little piece which pretty much reiterates some of our Nord Stern driver training. I liked his street ‘left-turn’ exercises!*



## 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**



**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: \_\_\_\_\_



# GERMAN CARFEST REVIEW

Photos by Jill Daneu, June 10, 2000



Noel Boyne and yellow 1984 928 S



Jim and Bobbi Miller  
relaxing in the sun and fun



Achtung!



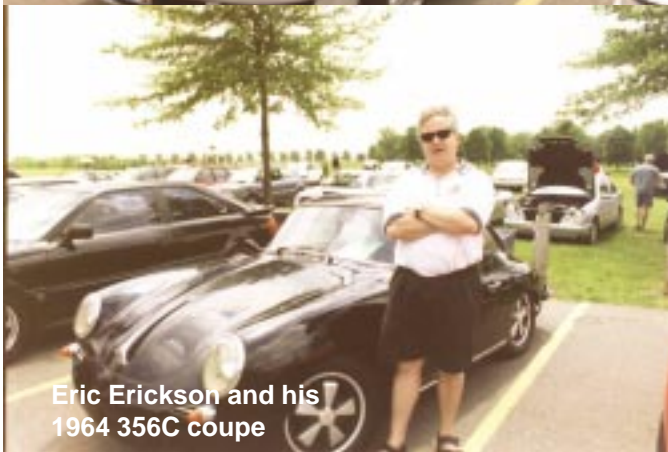
What a cute rear end



Say Ahh . . .



A 1958 Lloyd Alexander Kombi



Eric Erickson and his  
1964 356C coupe



Kim Crumb (left) with his 928



# GERMAN CARFEST REVIEW...

Photos by Jill Daneu, June 10, 2000



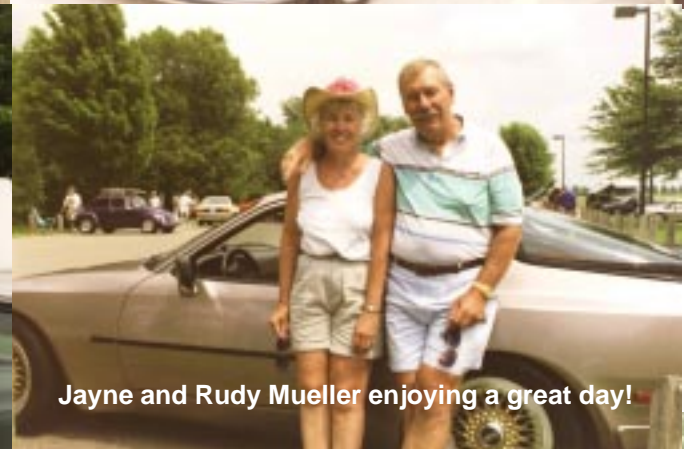
Lori and Lon Tusler  
win People's Choice!



Let's go surfing,  
now! (purple VW!)



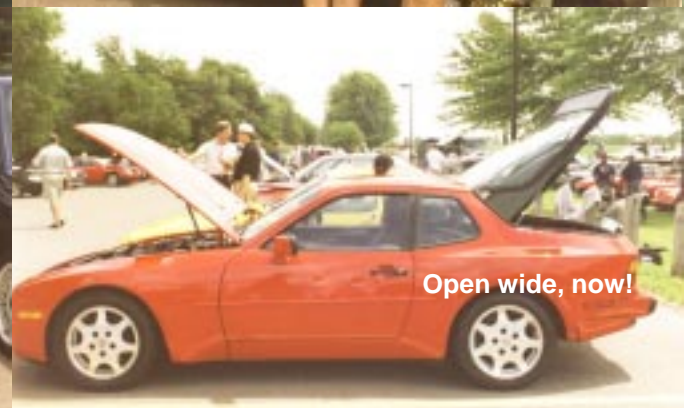
Dentmaster Juergen Holzer



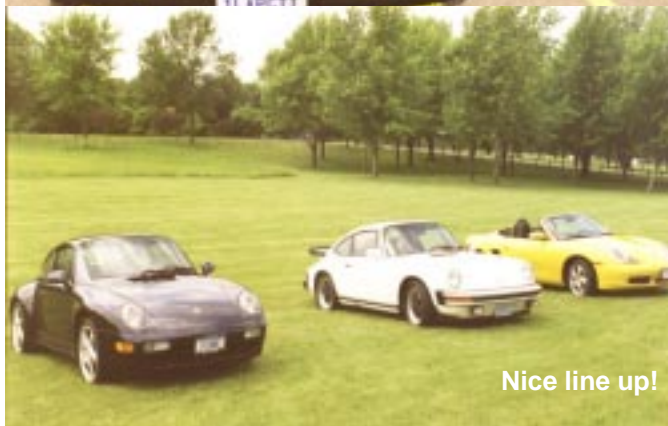
Jayne and Rudy Mueller enjoying a great day!



Check out what's  
under the hood



Open wide, now!



Nice line up!



Sharon and Paul Binek with their 914



# GERMAN CARFEST REVIEW...

Photos by Jill Daneu, June 10, 2000



The Tusler's take a well-deserved break



Gorgeous red 944



Looking very, very good!



A grinning Michael Wachholz, are we having fun yet?



The car of the day!



Kelley & Scott Mayer with Mark Skweres

Editor's note: All photos were taken by Jill Daneu who with the combination of a lot of great looking cars (even the so graciously supplied captions, not all of which I cor-non-Porsche ones!), food, sunshine, demonstrations, exhibited applied because I lost some of her work! However, its and the company of so many congenial car nuts we certainly think everyone can get an idea about how nice day the Ger-tainly hope to make it next year. I know there were a number man CarFest once again was. And once again, the Boeders of Nord Stern members who attended and as they say, the were unable to attend due to multiple conflicts. However, more the merrier! Let's get it on our calendars for 2001.

# 7th Annual Linden Hills Car Fest!

## Saturday, September 16th

Mercedes Benz Club is again sponsoring a Carfest. Normally we would visit a car collection, but we can't see more collectible show cars than at Nickle Dickle days! We have very much appreciated the participation from other auto clubs; last year we hosted: 84 cars, 111 drivers and guests, 2 Harleys and 16 auto clubs.

This year is different. We have arranged a prime and exclusive parking area in Waconia next to the park in which there will be 20 classes of show cars, 3 stages of entertainment, craft fair, food vendors, sidewalk sales and more. In past years we visited the collections of Andrew Darling, Kermit Wilson, John Woodhead, Don Weesner and Fritz Widner.

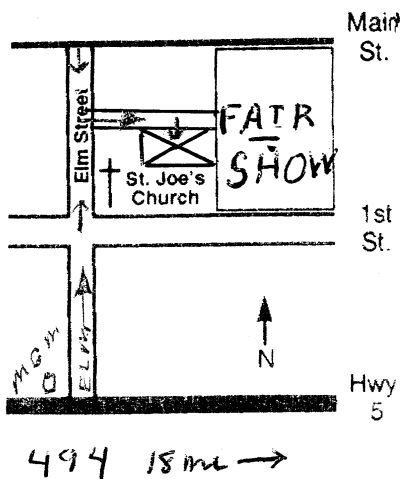
➡ Saturday, September 16th at 9:00 am, we will begin parking cars in the Northeast quadrant of the St. Joseph Catholic Church lawn (where one could not expect better security).

➡ Come when you like and we will park so you can leave when you choose.

➡ At the registration tent we will have information for the day.



*Pictured here is Waconia Auto show organizer and host: Michael Keaveny, Ace Ford Car Salesman at Waconia Ford. This is the north side of the Catholic church as viewed from where you park.*



➡ Follow the map to avoid closed streets, then look for the Mercedes Benz banner where you turn into our private parking area. To gain admittance be prepared with a meaningful password such as "Linden Hills," or "\_\_\_\_Auto Club Member," or "out'a the way punk."

The Mercedes Benz Club is looking forward to greeting you in Waconia. It will be fun. Send no money, but we would appreciate some advance warning

**If you plan to attend call Bruce or Lila Priebe at 952 941-7279.**



# The Pre-Purchase Inspection Part 3 of 3 - The Professional Mechanical Inspection

*by Paul Lighthill, Riverside Region, Reprinted From Porsche Gedanken*

After completion of the road test portion of his inspection, the technician will continue with the in-depth, mechanical portion. Before switching the engine off, the tech checks for correct operation of the heating and ventilating controls, including that the air conditioning outlet temperatures have at least a 30 degree F drop from the prevailing ambient temperature. Although warning lights have already been checked, the tech will verify correct operation of the exterior lights, wipers, and horn. Prior to operating the wipers, he will spray windshield solvent on the windshield to check the car's washer system. The handbrake is checked for correct extension when applied. More than five to seven clicks indicate the need for adjustment or replacement of the linings.

Operation and condition of the windows, whether power or manual, the rear view mirrors, the door handles and locks will all be checked, as will the seats, seat belts, sun visors, and visor retaining clips. Door hinges and door stay mechanisms are inspected, and correct operation of hood and trunk release mechanisms are verified. The spare tire is removed and both front and rear internal structures inspected for repaired accident damage. The condition of the spare and the

presence of a tire air compressor and factory tool kit are noted. The battery area is inspected for corrosion, especially where a vented battery has been installed without the vent hose having been installed and/or connected. The level and state of charge of battery electrolyte is checked, as is the output of the alternator.

While in the trunk compartment of models so equipped (356, 911, 912, 914), brake fluid level and condition is checked, as are any signs of leakage, particularly on the brake booster. Dirty brake fluid may be taken as a sign that the vehicle has been under-maintained, and the brake fluid is tested for moisture, which can cause internal damage to brake hydraulic components.

Although the road test gave the tech an idea of the condition of the suspension components, a so-called "bounce test" of the shock absorbers will be performed prior to placing the vehicle on a hoist. The bumper is depressed with the hands and the vehicle is allowed to return to its normal height, with the oscillation being damped in no more than one or one-and-one half cycles. Freedom of movement of the suspension should not be restricted by a "frozen" shock. On many Porsche models, the bounce test may not be conclusive, except to

reveal a frozen shock, so the road test and later visual inspection for signs of leakage are more critical in locating a bad shock. It is not unusual for original equipment Porsche shocks to last 100,000 miles, so mileage since the shock was last changed is a consideration as well.

When the car is placed on a hoist, wheel-bearing play at all four wheels is checked. The wheels and tires are inspected for condition and tread depth, which is noted on the inspection report. Tire wear patterns are checked for signs of imbalance, alignment, and suspension problems. All four wheels are then removed. The percentage of brake lining remaining is noted, as is the condition and thickness of the brake rotors. Uneven pad wear on the same axle may indicate a frozen, inoperative, or incorrectly assembled brake caliper. On models equipped with a brake proportioning valve (914, 928) the valve is inspected for signs of leakage. Brake hydraulic hoses and metal lines are inspected for condition as are any vacuum hoses connected to the brake booster. "Stainless steel" type brake hoses are noted for replacement unless the date of installation is known, since it is not possible to visually inspect this type of hose. For this reason, many techs

*Continued on page 22*

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## Inspection . . .

*continued from page 21*

recommend against their use on anything but cars that are driven exclusively on the track and where the lines are replaced on a regular basis.

Any protective undertrays are removed and steering rack leakage or boot deterioration noted, as is ball joint or, — on the 356, king and link pin, - wear. Broken ball joint or tie-rod end dust boots are noted, as are any signs of wear or looseness in the suspension or steering linkage. Stabilizer bar bushings and mounts are inspected, particularly the rear stabilizer bar mounts on the 911 series, which are prone to cracking.

The floor pan itself is carefully inspected or signs of corrosion, accident damage, or repairs. Many buyers, for example, would prefer not to acquire a car and then discover that it had been “sectioned”, or made out of two or even three other cars whose pans have been welded together. While pan replacement is not unusual, particularly on the older models, which were built prior to the introduction of corrosion-resistant steel in 1975, the quality of the repair can be a major factor in determining resale value.

The fuel tank, pump, and hoses are checked for condition and signs of leakage. The tank is inspected for

damage such as might occur if something had been run over. The exhaust system is checked for signs of damage, leakage, or corrosion. Heat shields, mufflers, manifolds, heat exchangers, pipes and other exhaust system components are inspected. Absence of emission control equipment is noted, as is the condition of heater valves, hoses, and cables.

The transmission fluid level is checked, as is the transmission for signs of leakage. Failed constant velocity joint boots and shift rod boots are noted. The underside of the engine is checked for signs of leakage and the type of fluid is noted. Engine and transmission rubber mounts are in-

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spected for sagging or cracking. 944 series engine mounts are checked for the proper height dimension to insure that they have not failed internally. The oil pan and crankcase are checked for signs of accident damage.

Engine oil level and appearance are checked, although, with modern detergent oils, it is difficult to visually gauge condition since the oil becomes "dirty" very quickly; this only indicates that the oil is doing its job by suspending contaminants rather than allowing them to remain in the lubricating system. The engine compartment is inspected for signs of fuel, oil, or coolant leakage, and or any deteriorated or missing rubber parts, including the engine compartment seal which runs around the perimeter of the compartment in air-cooled models. If this seal has been omitted, engine overheating and damage can occur. If the car is liquid-cooled, coolant level and condition are checked. Using a hydrometer for the purpose, it is possible to tell to what temperature the coolant will offer freezing protection. A high number or the presence of contamination may indicate that the coolant needs changing. Severe contamination, commonly referred to as sludge or mud, in a 944 may indicate a failed oil-water intercooler seal.

The oil reservoir in air-cooled 911 models is inspected for condition and signs of leakage, particularly around the oil level-sending unit and on the oil lines going to the reservoir. On models without self-adjusting valves,

the valve covers are inspected for signs that they have been removed recently, and for signs of leakage. If the valve covers don't appear to have been off in quite some time, this, too, may be taken as a sign that the car's maintenance has been neglected. Both air- and liquid-cooled models of Porsches have numerous places from which oil can leak, so in the case of an engine which is covered with oil it is wise to clean the engine and run it for a period of time prior to verify the location of any leaks.

The wheels are reinstalled in their original positions and properly torqued, the undertrays reinstalled, and the car lowered to the ground. The engine air filter element is removed and inspected, as it provides an indication of when the car was last serviced. One spark plug or a distributor cap may be removed for another indication. Of course, if the client has requested a compression test, all of the spark plugs will be removed.

The necessity for a compression test during a pre-purchase inspection is a subject on which experts rightfully disagree. Because additional expense over that for the inspection is involved, some buyers like to reserve it only for cars which have passed all of their other tests, or if there is a question generated by sluggish performance, a rough idle, or uneven cranking when the engine is being motored by the starter. When a weak cylinder comes up, the starter will noticeably speed up, except in the case of a 944, which has sheared a timing belt, where

the starter turns faster on every cylinder. In that case, the difference in sound is noticeable to an experienced tech, although here the problem is more obvious since the engine also won't run. A less expensive alternative to the dynamic compression test, where a gauge is used to actually measure the compression in each cylinder, is a relative compression test which uses an engine analyzer to electronically establish relative compression values for the cylinders or which shorts out one cylinder at a time in what is known as a cylinder balance test and measures the rpm lost for each cylinder. What these tests will not reveal, however, is an engine in which all of the cylinders are worn equally and which have low compression across the board.

On models with a toothed rubber-timing belt, a visual inspection of both the belt and the oil seals behind it is performed. If the belt has been recently replaced but the oil seals have not, the life of the belt will be drastically shortened, which leads to significantly shortened belt life. Cracking or deterioration anywhere on the belt is cause for replacement, as is a belt, which has been operating under incorrect tension. The engine accessory drive belts are also inspected, as are the water and power steering pumps for leakage, in some models, it is not possible to see the water pump without significant disassembly, so, as with the compression test, the cost will

*Continued on page 26*

# 7th Annual Nord Stern at Road America

## Thursday & Friday, August 24 - 25, 2000

*Road America is located in Elkhart Lake, Wisconsin*

- **Eventmasters:** Joe Rothman (651)773-9925
  
- **Cost:** \$200 per person; \$120 second person, same car (prior to 8/14/00)  
 \$225 per person; \$145 second person, same car (after to 8/14/00)  
 nonPCA: \$220 per person; \$140 second person, same car (add \$20 after 8/14)
  
- **Requirements:** Snell 90 or newer helmet, 2.5 lb. permanently mounted fire extinguisher,  
 roll bar (to Club Racing specifications) for cabriolets, 103 db noise limit,  
 valid Driver's license, Completed Tech form
  
- **Experience:** To participate, you must have Nord Stern or other approved driver's  
 training experience.



Rush this form along with your check payable to Nord Stern to:  
 Mark Skweres - Road America  
 4616 Fairway Hills Dr.  
 Eagan, MN 55123

Driver \_\_\_\_\_ Instructor: Yes/No \_\_\_\_\_

Co-Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Best Time BIR/RA \_\_\_\_\_ Best time co-driver BIR/RA \_\_\_\_\_

Class (if known) \_\_\_\_\_ Car numbers, if known \_\_\_\_\_

*"In consideration of being permitted to use the Road America facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the Road America 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 Road America for property damage to the Road America facility in which I, or my vehicle was involved."*

Signed: \_\_\_\_\_

Co:Driver \_\_\_\_\_



*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.

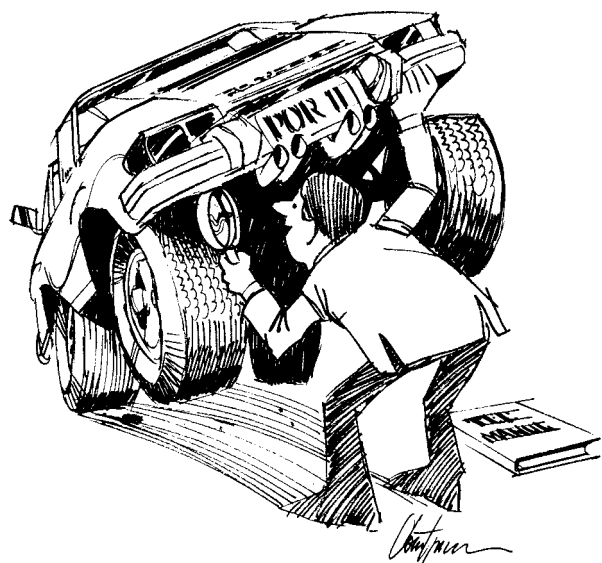
LATE 6cyl: 90 to 98 911's.

(WATER COOLED)

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

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

(RACE)



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

## Inspection . . .

*continued from page 23*

have to be weighed along with other factors.

Engine compartment cleanliness is noted, with a clean engine being taken as a sign that the previous owner and his repair facility had pride in the car. Unfortunately, this can also be a sign of an unscrupulous individual or business, especially if the engine has been sprayed with clear lacquer, although even here appearances can be deceiving; the entire picture must be taken into consideration, including, but not limited to, the results of the inspection we have now completed.

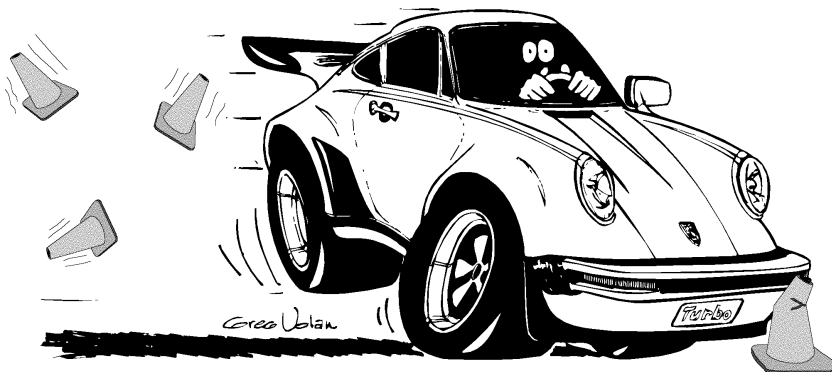
When the inspection has been completed, the buyer should expect to see a written report of any mechanical discrepancies, which were noted during the inspection. The repair facility should provide estimated costs of repair for these items along with additional information on both the vehicle's overall condition and on how it compares to other similar vehicles with which they are familiar. The Porsche specialist can become, especially to the first-time Porsche buyer, the single most important source of information.

Potential buyers need to remind themselves to not be discouraged by


an apparently unfavorable inspection report, but to view it as a necessary part of "doing their homework" prior to making what is a major investment. All cars have problems, even brand new ones. In the case of used vehicles, some will definitely have fewer problems than others, and the idea is always to purchase the best vehicle (in terms of condition) that your budget will allow, since repair costs, unlike the cost of the vehicle, are always paid in current dollars and are not depreciated. Many buyers use the inspection report as a negotiating tool to effect a reduction in the vehicle's price or, in some cases, to aide in making the de-

# Fall Parking Lot AutoCross Dakota County Technical College Sunday, September 17, 2000

- **Eventmaster:** Bill Berard 952 942-5314
- **Cost:** \$20 per person
- **Requirements:** Snell 90 or newer helmet
- **Registration:** 9:00 am at the event



Directions: From 35W southbound, take County Rd. 42 exit in Burnsville. Go east on County Rd. 42 for 10.3 miles. Make a right turn at the second driveway and go south to the driving facility.



cision to reject a particular vehicle as not being suitable. Buyers who proceed with a purchase of an inspected vehicle do so with a far greater knowledge of what they have and are not subject to nearly so many “surprises” as is the individual who purchases a car at a swap meet on Sunday only to be told by his technician on Monday that the cost of needed repairs exceeds the cost of the vehicle.

On the other hand, if the needed repairs are known, in most cases they can be prioritized so that costs can be spread out over a year or more, during which time the vehicle can still be

driven and enjoyed while it is returned to optimum condition. This way, instead of taking away from the excitement of obtaining a new toy, the inspection report can be seen more as an agenda for returning one particular example of driving in its finest form to, well, its finest form. And, as is the case with the older Porsche models, many repairs can even be performed by the owner, thus resulting in additional savings.

## *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**

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Downtown  
Minneapolis**



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# Porsche Collectibles: The Distler Tin Porsche Toy 1952-1965

*by Prescott Kelly, Connecticut Valley Region (from THE WINDBLOWN WITNESS)*

Porsche toys and models are among the most popular collectibles and have been eagerly collected for decades. Three of the earliest hobbyists have amassed huge collections that became the basis of the catalogue raisonnee for collectors. Dr. Henry Hammer of Kailua, Hawaii, has almost 20,000 Porsche, Volkswagen, and Auto Union toys. He collects every toy and model he can find of the cars designed by Ferdinand Porsche and his son, Ferry. Charlie Kuell of Silver Creek, NY, former National President of PCA, has graciously helped many collectors fill in the rarities they were missing in their own collections. Kent Schach of Niantic, CT compiled The Master List of all the known toys, models and their variants much to the dismay of future collectors who would thereafter have a target to shoot at to have a complete collection.

In 1992, Ulrich Upietz (editor) and Ekkehard Zentgraf (author) compiled a very complete photographic record of the range of Porsche toys and models. Entitled Porsche Toys and Miniatures, Design Studies and Wind Tunnel Models, Gruppe C Motorsport-Verlag GmbH published the book in a limited edition of 2500 copies. The book features terrific photographs of the toys and brief histo-

ries of the manufacturers spread over 320 pages plus 90+ pages of Kent Schach's list. The book is still available for a great price (\$125 plus shipping about half of what we all paid for them when first published) from Frank Barrett at Toad Hall Books (Frank is an enthusiast and a really good guy. You can reach him at 303-237-0911/ [www.toadhallbook.com](http://www.toadhallbook.com)).

There are many 356 toys depicted in Upietz's book that we would all like to have. Some are beautiful, some are funky, some are weird all are Porsches. But in the book, as in the hobby, the most attractive are probably the Porsche tin toys manufactured by Metallspielwarenfabrik Johann Distler KG, a toy company in Nuremberg, starting in 1952. Known typically as the Electromatic 7500, the toy is in 1:15 scale and measures about 10.5 inches long. Distler built (according to Upietz) more than a million of the toys, most of them in the series one configuration built in Nuremberg; some later built by a reformulated company, Distler Toys SA, in Belgium to which the dies were sold in 1962. Production ended in 1965.

The toys were modeled after a Porsche 356 cabriolet of the 1950-mid 1952 era, with a split windshield. They had stamped steel bodies over stamped steel pans with molded plas-

tic steering wheels, front seats, parking lights and taillights. The headlights were plated formed metal as were the rectangular tail lamps placed above a single red translucent plastic lens. The car had "body bumpers" like the early production Porsches, on the Distler formed into the body with a silver insert to replicate the scrub strip. These series one Distlers come in eight exterior colors: gray, light green, a



Four of the "series one" Distler toys in (top to bottom) red, royal blue, cream, and gray (although difficult to appreciate here in black and white. Red is the most common color and cream is one of the rarest)

darker green or turquoise, cream/tan, royal blue, red, metallic green, and metallic blue. The interiors typically

*Continued on page 32*

# Last Fling Driver Training

## Brainerd International Raceway

### Friday, September 29, 2000

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

■ **Eventmaster:** Nick Cirillo 952 942-9669

■ **Cost:** \$110 per person (one driver per car)  
Note: this fee does not include Last Fling event

■ **Requirements:** Car must have passed Nord Stern Annual Technical Inspection in 2000, including PCA Club Race spec roll bar for open cars. Technical Inspection form must be on file or mailed with your registration. Newer Porsches with factory roll bars may be granted one time exception. Must have current PCA card and valid driver's license, and be 18 years of age or older. If you live in the PCA Nord Stern region, you must be a Nord Stern member.

Registration will be strictly limited to 22 students in each of the Novice and Intermediate/Advance classes. Nord Stern reserves the right to cancel the Intermediate/Advanced class to accommodate a second Novice class if required. One student per car.

**Your registration and payment must be received by September 23, 2000.**

**Cancellations prior to September, 25, 2000 will receive a full refund.**



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

Nick Cirillo - Last Fling Training  
7343 Bush Lake Dr.  
Bloomington, MN 55438

Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Novice? \_\_\_\_\_ Advanced: \_\_\_\_\_

Class, if known \_\_\_\_\_ Prior high speed school? \_\_\_\_\_

*"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: \_\_\_\_\_

# Last Fling Driver Education & Time Trial at BIR

## Saturday & Sunday, Sept. 30/Oct 1, 2000

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

- **Eventmasters:** Dave Anderson 952 588-5308, Rod Osgood
- **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 or downloadable from Nord Stern website (PDF format) [www.nordstern.org](http://www.nordstern.org)
- **Refund Policy:** **Deadline is Sept 23, 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 - Last Fling  
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 \_\_\_\_\_

Timed Runs Yes/No? \_\_\_\_\_ NS Car# \_\_\_\_\_

*"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 \_\_\_\_\_



Four more series one cars in (top to bottom) light green, turquoise, metallic green and metallic blue. The two metallic colors are very rare and desirable, along with cream, and can bring up to \$1,500 in excellent condition

## Collectibles . . .

*continued from page 29*

had red seats, both the plastic front seats and the metal jump seats for the back, which are formed into one piece with the convertible top boot (This piece is the removable cover for the



A side-by-side comparison of the red series one car (right) versus series two (left). The earlier toys were manufactured in Nuremberg (1952-1962) while the later were made in Belgium (1963-1965)

battery compartment). Sometimes the interiors, especially on red cars had gray seats. The earliest cars (ac-

W a y n e Callaway) had license plates which said "JD-7500" ("JD" referring to Johann Distler, the manufacturer. Most of the series one cars had plates which read Distler mounted on the bodies; some few sold through the Porsche factory's goodie store and advertising accessory item catalogs had a Porsche license plate. The cars with the JD-7500 and Porsche plates are especially rare and prized today.

The series two cars built in Belgium by Distler Toy, SA were most differentiated from the earlier model by an updated bumper modeled after the one on the real Porsche T5 (1960-



The series two cabriolet and police car. The police car comes in at least five variants and can command up to \$3,500 in mint condition with box, key, cable, and instruction sheet

1961) and T6 (1962-1965) 356s. They also had clear plastic headlights with metal surrounds with the taillight configuration changed to two molded translucent plastic

beehives. The li-

cense plates now said "DT-7500" and were mounted on the bumper.

The series two cars came in two principal variants: a red or (very rare) metallic blue cabriolet and a police car. The police car had many variants, which combined with the relatively lower production of these last years' models, gives today's collectors a real challenge. The police cars came with gray or red seats and matching painted wheels; black, gray or white rear-fender mounted antennas; gray siren with blue light or red siren with clear light or gray siren with no light or red siren with no light; and "Police" or "Polizei" in black on the doors. No one knows for sure how many different police car toys Distler/Belgium made, but at least five, and maybe more.

All Distlers were toys, not models. They had batteries and two forward speeds plus reverse. Later versions came with a cable for an operator to control the toy. It had a suction cup that fitted over the steering wheel and a small cup on an extended metal arm that fit over the gear shift knob. By turning the cable or its casing, one



could steer or change gears. The series one cars first came with a 4.5-volt rectangular battery then switched to two D cells. The Belgian-built car could take your choice of a 4.5-volt rectangular battery or two D cells.

Collectors prize cars with the control cable and the key fob, a little nail with a brown leather folded fob, onto which is embossed the Shell (Oil Company) logo. The instruction sheet (especially in English) is desirable, and the original boxes, especially in good condition are highly sought after. Collectors will buy duplicate toys just to get excellent boxes.

Prices of the Distlers today vary widely. Typically they are less expensive here in America than in Europe. In very good condition the red toy (the most common color) in series one - with or without cable and key - sells

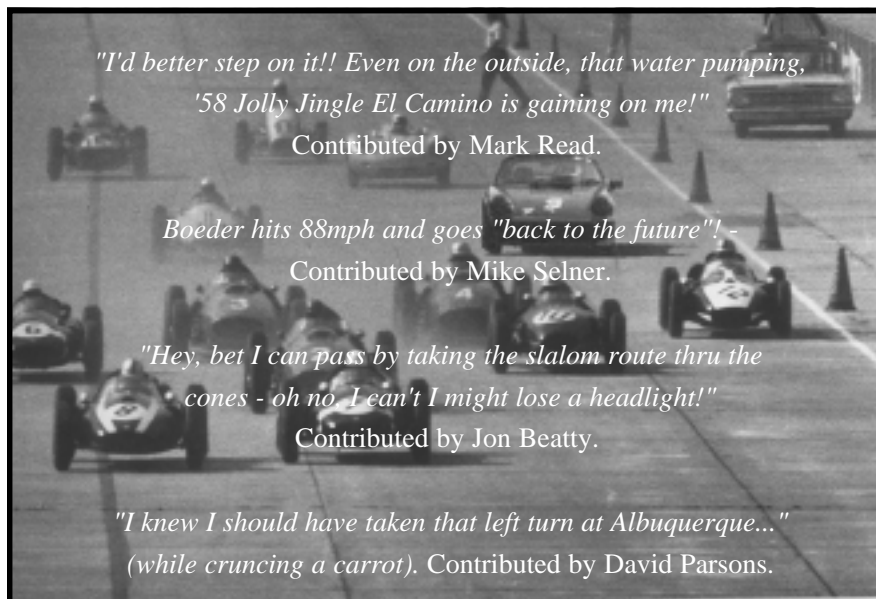
for about \$600; the rarer colors (gray, light green, turquoise, royal blue) bring perhaps \$800; the truly rare colors (cream, metallic blue and metallic green) sell for \$1,200-1,500. In series

two, the red car is about \$900 and the police cars run between \$2,000 and \$2,500. You should add 10%-20% for truly mint condition. Add \$50-100 for an excellent instruction sheet and \$100-250 for a box, depending on condition. Add as much as \$500

for a JD-7500 or a Porsche license plate. Thus, a mint police car in a rare variant with key, cable, excellent instruction sheet, and mint box could approach \$3,500 and cars have traded in that rarified range recently!

If you'd like to have a Distler but cannot justify these prices, keep an eye out at swap meets and antique shops for a car in less than mint condition. A hobbyist in Northern California has reproductions of all the trim items made from the original molds. You can reach Mr. Distler, Richard Salazar at P.O. Box 577, Fremont, CA 94537. Several hobbyists will repaint a Distler for you, including Salazar and Alex Bivens at West Coast Haus in Huntington Beach. In fact, collectors have taken beaters and restored them in non-original colors that they particularly like. Black and orange ones in Wayne Callaway's vast collection come to mind.

## Caption Contest April, 2000



Two variants of the series one toy's boxes: the bottom "FS" box indicates a toy with a cable and the two D-cell batteries. The top box was for a car with a rectangular 4.5-volt battery

# Porsche Rarities

*by Chris Stavros, San Diego Region (from THE WINDBLOWN WITNESS)*

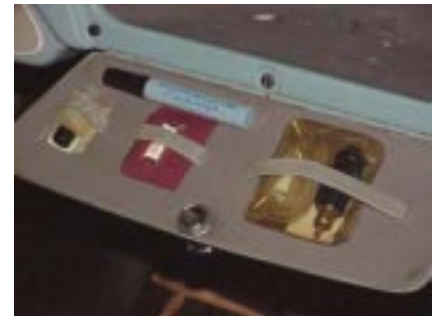
The Porsche Factory provided a small bottle of glycerin in every car, starting with the T-2 (1958) 356 series cars to the 1970 911 series cars. This fluid was used to lubricate the door and ignition key locks, as well as dress the windshield wiper blade rubber and other rubber products that were exposed to the elements. The earlier cars (356s) came with a bottle that had a black bakelite cap, as opposed to the later cars (911/912 series 1964 on) which came with a bottle that had a red plastic cap.

The part number for these very precious items are as follows . . . 356 Bottle ~ 644 721 327 00 911 Bottle ~ 901 721 327 00.



Figure 2  
Inscription on the lower portion of the booklet describes the Production number of the booklet (W33) the quantity

produced 5,000 (5M) and the date in which this booklet was produced, November 1959 (11.59).



The "Glycerine Bottle", pictured above on the glove box door of my '1959 coupe with a few extra goodies, (original touch up bottle, fuse packet, windshield washer fluid powder and "Rare" Minilux accessory light). All photos by author.



Figure 1

The following photos show the actual bottle along with the extremely rare instruction booklet that was attached to the bottle by a thick cream colored string (figures 1 and 2). The



Photo taken at recent Club Race event this past June in Brainerd at the track. The rainbow and slant of light highlighting the Johnson Autosport transport is wonderful. Our thanks to Curtis Beaumont for contributing this lovely shot. Now is when I wish we did color!

# Shift Rod Oil Seal Replacement

by Steve Grosekemper, San Diego Region (from *THE WINDBLOWN WITNESS*)

Oil leaks are part of owning a 911. Whether we like to admit it or not, these are things we must live with and deal with. Some oil leaks are easy to fix. Some are not so easy. One leak that is truly an unwelcome one is the shift rod seal.

The main problem with the failure of this seal is that when it leaks the fluid is with you inside the car, not outside on the ground.

For those of you who have never had the experience of smelling well used gear oil inside your car, let's just say it is very unpleasant. It also tends to linger around quite a while.

The first step is to determine if you actually have a leaking seal. To do this you must remove the inspection cover from the rear of the tunnel between the seats. Next you pull back the two shift coupler boots and disconnect the coupler by removing the 4mm allen

bolt. After the boots and coupler are out of the way, any leaks should be obvious.

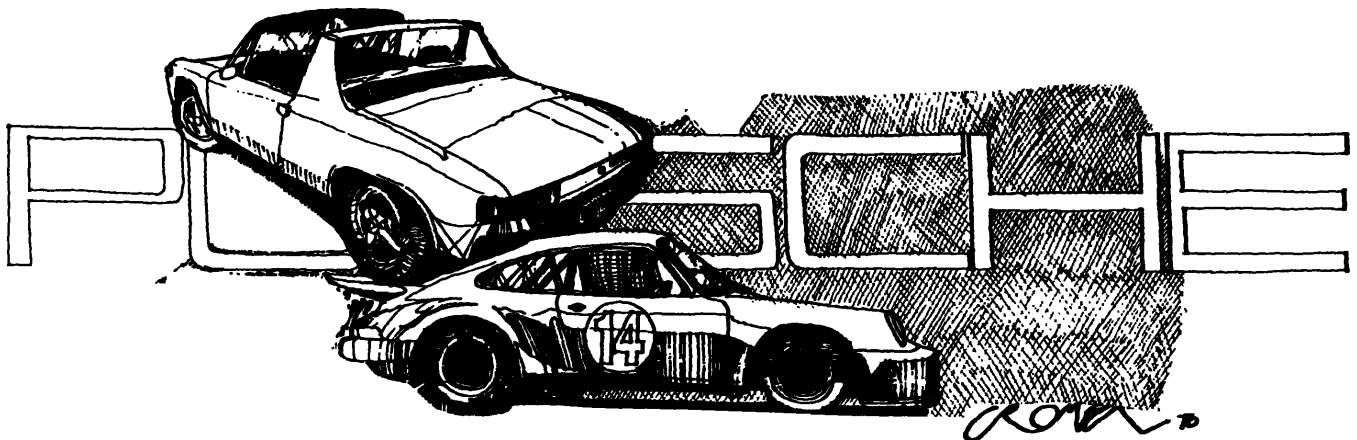
The replacement of this seal in the car can be quite tricky unless you know about the special installation tool. This tool is used to evenly insert and recess the seal into the transmission housing without damaging the seal or transmission.

The special tool can be had from any Porsche shop. It is actually a spacer for a late model chain tensioner off earlier cars (slightly modified, of course). To make one of these tools you must take a spacer (930.105.185.00) and machine one end. It must be 1.5mm high and have 5mm of diameter removed.

After you have determined that you do indeed have a leak and the tool has been made, you will be ready for your seal replacement adventure.

1. Safely raise the car
2. Drain the transmission fluid
3. Use a tiny seal removal tool to remove the seal (aka - long, skinny screwdriver). Step 3 is the most important step in the process because if you scratch the inside of the transmission housing while removing the seal, you will have a permanent seal leak!
4. Wipe the shift rod and transmission housing clean and slide on a new seal (part # 999.113.085.00).
5. Slide the special tool over the shift rod and press the seal all the way into the transmission housing using two screwdrivers.
6. Reinstall the shift boots and coupler (shift adjustment will not change).
7. Reinstall the inspection cover and refill the transmission with fresh fluid.

The cost for both the seal and the spacer/tool should be less than \$20.00.



## 911 Front AC . . .

*continued from page 39*

eliminates the rust potential. Galvanizing is very shiny! A little too shiny, which is why I paint the bar black to match the rest of the suspension.

One of our local club members, Lewis Wise, introduced me to the wonders of galvanizing. He happens to own San Diego Galvanizing and is discounting galvanizing of all 28-1/4" steel bars for PCA members! Just don't ask him what a duplex system is (you have been warned!).

The finished product installed on a car with no front spoiler is hardly noticeable (figure 4). On a car with a

front spoiler it can't be seen at all. The new A/C condenser bar also protects the front rubber spoiler from damage.

GOOD LUCK

All photos by Steve Grosemeyer.



Figure Four

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

952 593-5544 or email at:  
editor@nordstern.org

## FOR SALE

### 1986 911 Carrera Coupe

Guards red with black leather interior. Only 49,000 miles, and it looks like it! I've owned for last 5 years. It has a full service history from the Nurburgring since 1988. No accidents. Summer street use only, and always garaged. All the usual goodies . . . sunroof, air con, cruise, Sony 6 disc CD player, electric seat, mirrors etc. \$22,000. Nick Summers 612-984-3086 (w) or 612-449-9812 (h).

### 1992 PORSCHE 968 COUPE

Black/Black leather 68,000 miles with Porsche maintenance booklet completely filled out and up to date, 6-SPEED, limited slip rear Diff, Alpine CD changer, Mint, Well cared for Coupe, \$18,995 OR B/O 763-493-3543, Ron Johnson email: PORSCHEFREAK@EARTHLINK.NET

#### Wheels/Tires and more!

Porsche Fuchs wheels: (2) 7x16 wheels with BFG R1 205/55 R16 tires and (2) 9x16 wheels w/BFG R1 245/45 R16 tires. Perfect wheel/tire set-up for SC or Carrera. Tires almost new. Set of 4, \$1200. BMW snow tires/wheels for 3 series (pre 1999): (4) 15" steel wheels and wheel covers w/Blizzak 205/50 R15,

tires almost new. Set of 4, \$350. Autopower roll bar for 911, new still in package, \$200. Harness bar for 911, \$75 (roll bar and harness bar fit 1986 Carrera or comparable body). Hot lap receiver, display and sender, \$150. Keith Kemnitz, 952 890-9497.

### 74 914 2.0 Race car

Roll Cage, sway bars, belts, etc.\$911. Also set of 5 Petrini wheels \$400, set of very cool Centerline alloys (914 pattern) \$350. Eric Erickson 612-823-6198 MPLS

### 1985 911 Carrera

Metallic bronze/brown interior; 64,000 miles; sunroof, upgraded suspension including turbo tie rods and tower brace; cool brakes; lowered, front oil cooler and spoiler so never heats up. A great Driver Ed car or daily driver. Rollbar and race seat also available. \$18,000/offer. Steve Sherf, 952 471-1054.



# Steve's Tech Corner: 911 Front A/C Condenser Guard

by Steve Grosekemper, San Diego Region (from *THE WINDBLOWN WITNESS*)

As this years summer weather has forced the use of our air conditioners, I have seen an overall increase in total system refrigerant loss. The most common reason for this loss, this year, seems to be front condenser damage from bottoming out of the car (up to a \$750 repair). 911s from '78-'89 have an additional condenser (removes heat from A/C refrigerant) in the front of the car which has a small horseshoe-shaped guard on it. Under normal conditions these guards seem to work fine. If, like most of us, you do not live in the normal world, a little extra protection may be needed. If you look under your car and find that the front tow hooks are smashed into unrecognizable wads of steel you may be a candidate!

The extra protection I'm referring to is a bar. The first step in fabricating this bar is to replace the tow hooks if they are badly damaged. If your car is earlier than 1984 you will have to use the late Carrera style hooks (you will see why later). They are a bit expensive so try to find them from a junk. . . . oh, I mean Porsche recycler.

After these are installed you will find that they are bent outward slightly. Use a large pry bar and/or hammer to persuade them into a vertical position. Once this is done you will find that the distance between

them is exactly 28-1/4". That is the length of bar that we are going to bolt onto the car between the newly installed brackets.

**THE BAR-** This is where lots of options come in, mostly involving cost! I have made bars from 1" steel pipe all the way to 1 1/2" stainless .064 wall tubing. The stainless unit with all stainless hardware cost about \$100 in materials alone. The steel pipe version runs about \$10 (wholesale, of course). The steel version is 4 pounds heavier (for all you racers!). For purposes of simplicity we will discuss the 1" steel model.

Cut a 1" steel pipe to a length of 28-1/4". The outside diameter will be 1.315 inches. Weld a 9/16 nut into each end of the bar. The nuts fit loosely into the bar so weld them offset on both ends of the bar (figure 1).



Figure One

Complete the weld and grind the end of the bar flat (figure 2). Using two 9/16" bolts 1-1/2" long and 2 washers,



Figure Two

bolt the bar in place. In some conditions a small amount of grinding (of the hooks) will be needed to complete



Figure Three

the fit. You might also need minor reshaping of the mesh grill (figure 3).

**FINISHING THE BAR-** A stainless bar can be left bare or painted black. However, a steel bar needs a little extra care to protect it.

Painted or powder coated finishes will chip off the bar when it hits the ground. This results in a rusty bar. The best protection I have found is to galvanize the bar before paint.

The galvanizing bonds to the metal instead of just coating it. This

*Continued on page 37*

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## Tech Tips

***By Paul Lighthill, Riverside Region, Reprinted From PORSCHE GEDANKEN***

**T***Technical Tip: Optima Battery Conversion, 911, 1966-89:* With a little effort it is possible to install a completely leak-proof battery in a 911, one that can last as long as ten years. Originally used in racing cars and called the Gates Battery, the Optima brand battery is now sold by all Interstate Battery dealers. This battery is ideal for installation in any model Porsche since it is completely sealed and contains no liquid acid that can vent or spill and cause corrosion.

In order to install an Optima battery in a late model 911(1974-89), it is necessary to purchase an adapter plate. These are available from many sources, including Automotion, which sells theirs under part no. BT-8005. It is also necessary to purchase a slightly longer ground cable (10-12 in.), available from Porsche dealers under part no. 477.971.221, A generic ground cable of the correct length will also work. The earlier model 911s(1969-73) which have dual batteries can also

be converted to a single Optima battery using Automotion part no. BT-8004. This conversion removes not one but two lead-acid batteries with their added cost and potential for corrosion. In the later model cars an added plus is that the battery terminals are much easier to access in the event that jump-starting is required.

After removing the old battery and disposing of it at an approved battery recycling center, be sure to clean and refinish the battery support area if there is any sign of corrosion. The time this takes will pay off in later years by not having to deal with far more serious corrosion.

*Technical Tip: 928, 944, 968 Power Steering Leaks:* A small but persistent leak at the power steering reservoir can be corrected by removing the reservoir from the vehicle and completely cleaning both it and the two hose ends that connect to the bottom of the reservoir. Check the hoses; if they are hard or brittle they should

be replaced, although in many cases this is not necessary. Reinstall the reservoir using solid OE-type hose clamps as opposed to the serrated type, which will cut the hose. Replace the sealing O-ring that is installed on the cap (part no. 928.347.927.00) and insure that the dipstick is firmly positioned in the cap (it snaps in). Finally, refill the reservoir with an approved power steering fluid and "bleed" the system by turning the steering wheel from lock-to-lock three or four times. Power steering fluid is recommended as opposed to automatic transmission fluid since it contains anti-foaming agents. If your car has more than 50,000 miles on it, you may wish to fill the reservoir and drain it two or three times in order to renew the fluid.

You may also wish to use an engine de-greaser to clean the area around the reservoir, taking care not to spray degreaser or water on any ignition or electrical components.



