



September '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.

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Front Cover - Bobby Piper holds Courage Center Kid, Bau (who loved that shiny orange car!), as Nord Stern presented Courage Center with the proceeds from the Club Race fundraiser, photo courtesy Courage Center

Back Cover - (L to R) Teresa Vickery, Roger Johnson, Bobby Piper, Executive Director Eric Stevens, Jon Beatty, Christie Boeder holding Bau, and Bruce Boeder at Courage Center presentation, photo courtesy Courage Center

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Your application will be sent out right away!

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Yikes, is all I have to say about all the fabulous pictures I hope everyone enjoys in this issue! In fact, I couldn't even begin to include all the work that so many members were kind enough to share with me. Watch for more in upcoming issues, in fact. My special thanks to Ed Tripet for his 6 rolls of digital images that he sent on over plus Ron Faust who got some great non-track images (check out daycare momma and her charges!) as well as Cliff Anderson and Keith Jones. I wish I could publish them all!

This is a big issue with all the BIR Club Race follow up. Please be sure to read Roger Johnson's commentary on the event. I am a big believer is combining fun with giving. How great it is to turn our little hobbies into some that benefits someone else. And that is just what we managed to do with combining pledge opportunities for Courage Center with counting laps, times and clean driving at BIR. Raising over \$38,000 is wonderful and I know we can do better. In fact, plans are already underway for next year!

Let's all support this endeavor; whether you are a track junkie or not, we can work together to help make a difference in the lives of all those helped by Courage Center.

Now on to all the 'gossip' that I get to share. First, **Rick and Cheryl Sojkowski** (former long time Nord Stern members who now are on the East Coast) and daughter Nicole welcomed their second child, Julie Ann who was born July 20 and weighed in at 7 lbs, 14 oz. Mother and child are healthy and doing well. Congratulations and our very best wishes to one and all. Now, I hope everyone is catching up on sleeping when they can. I remember those days (sort of, it was kind of a blur with lots of night-time interruptions!).

And our best to **Mark Cree** whose company, NuSpeed, recently created big time news with its purchase by Cisco Systems. As the title in the Mpls. StarTribune said, "Tiny tech firm NuSpeed reaps fast \$450 million." Only 9 months old, it certainly demonstrates the very interesting state

of our economy. Congratulations! What dreams are made of. And my personal feeling was to continually remember that **our dreams are important** and we need to follow them as they can lead us onto paths we may never even begin to imagine. Way to go, Mark!

Now the sad news, as of this printing I regret to inform members that long-time member **Paul Binek** is once again in Methodist Hospital in Rochester, MN battling leukemia. Our thoughts and concerns are with he and Sharon. Cards can be sent to: Sharon & Paul Binek, Gift of Life Transplant House, 705 - 2nd Street SW, Rochester, MN 55902 or you can leave a message for Sharon at this number: 507-288-7470. Paul is a super guy—let's get those cards down there.

**Til next month
—Christie**

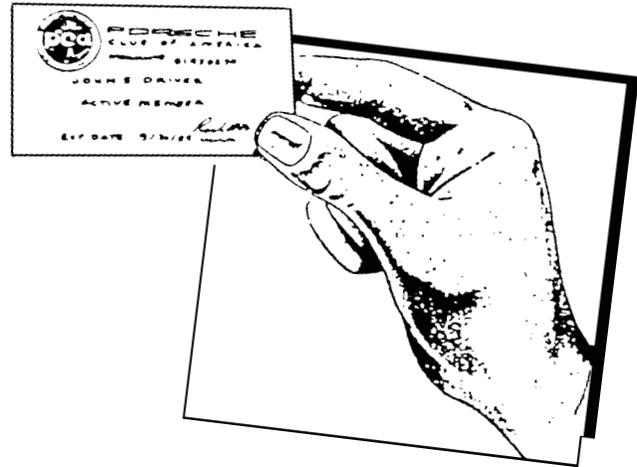
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Size Ad Size	Frequency:		
	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
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1/8 Page: 2-1/8" wide x 4-3/4" high
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Color: 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!



Mike Blomberg
Brooklyn Park, MN
1984 911 Silver

Ron & Erin Boltik
Minneapolis, MN
1986 Mahogany 944

Brian Brickzin
Little Falls, MN
1986 951 Black

James & Julia Crowley
Apple Valley, MN
2000 Ocean Blue Boxster

Michael & Amy Efron
Plymouth, MN
1985 944 Burgundy

Steve Gamble
White Bear Lake, MN
1987 Red 944T

Brian & Andrea Hanson
Rochester, MN
1994 Black 968

P.T. & Kelley Hubbell
Nisswa, MN
1995 Polar Silver Cab 993

Byron Jackson
Bloomington, MN
1997 993T Arena Red

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Golden Valley, MN
1997 White

Charles & Lori Mack
Maple Grove, MN
1974 914

Larry Nichols
Clear Lake, IA
1995 993 White Cab

Clint & Elizabeth Sawinski
Minnetonka, MN
1974 Yellow 911 1977 Brown 911

Richard Schultz
Edina, MN

Brent & LaRee Winter-Holm
Staples, MN
1986 944T Charcoal

Letters to the Editor . . .

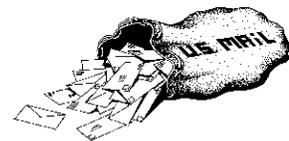
Many thanks go to **Luis Fraguada** and his team of helpers for organizing and judging the Afton Concours this August. The evaluations they perform and the feedback they offer us as entrants is invaluable in maintaining and improving the condition of our old cars.

- Ron Faust

Stopped by the Afton Concours (organized by Luis Fraguada, Jr. and Mitch Berry), on Sunday morning. Beautiful day, beautiful cars. Met both Luis Jr. and Luis Sr., very nice gentlemen (although busy with the event, both took time to say hello). My wife remarked on the wide range of ages represented (I think she assumed all Porsche owners would be old guys like me ;). She also found a car “it

would worth learning to drive a stick-shift for”, she loved the Boxsters. Unfortunately we had a family commitment early in the afternoon so we couldn’t stay as long as we would have liked, but what a pleasant way to spend a Sunday morning. We’re “newbies” to the club and thoroughly enjoyed the first “event” we were able to attend. Thanks to all responsible.

- Jerritt Mohn



The sun is shining, the birds are singing and I'm still coming down off the two day Mid-Week event. OK, I'm a little slow but missing the Blackhawk Farms event in late July and the Road America event in August leaves me a little short on track time this year. I never thought I'd say it but Mid-Week was almost (remember, ALMOST) too much track time! Judging from the people in attendance, everyone had a great time and the EMTs and emergency people remained bored. Remember as you read this, there is still time to get to the Last Fling school and DE event.

My congratulations to all who helped make the Club Race our track event of the season. Preliminary reports have this event as an unqualified success. **Ray Newman, Bobby Piper** and **Doug** and **Susan Arndt** did an awesome job of organizing and preparing. Many thanks also for the long list of volunteers who stepped forward to ensure the event went off without a hitch. The word I received was that our event is considered '*low key, very enjoyable with extremely helpful and friendly local members*'. I couldn't think of a better way to be viewed. **Roger Johnson** is doing a write-up for Panorama so watch for it in an upcoming issue. (editor's note: And of course, *Nord Stern* scoops *Pano* with Roger's article and tons of pictures in this very issue!)

For those of you who think that our club only consists of Porsche drivers, check out what long time local member **Kim Crumb** is up to lately. He

has joined those dreadful snake barons and is driving a Viper! Seriously, for those that might have missed it, Kim was involved in a horrific crash on Monday evening while competing in the latest One Lap of America competition. Kim and his co-driver, David Meyers, thankfully both walked away with only bruises and minor aches and pains. They were driving south on I-95 at about 11:30 PM when they came up on a virtually parked semi-trailer truck, in the right lane with an unlighted flatbed trailer. The 750 HP, TNT Motorsports Viper was seriously crumpled by the impact yet after recovering from the slap of the airbag, Kim discovered the stereo was still on and the doors would actually open. Guess those Detroit engineers finally made an engine large enough to be beneficial in a crash (Ok, I'm vainly attempting humor here). Pull up the July Car and Driver for more details

of the One Lap competition and Kim's early departure from it.

And the concours set did an excellent job of picking the best weather possible for their annual Afton event. My thanks to **Luis Fraguada Jr.** and **Mitchell Berry** for organizing this event. With blue skies and warm breezes to complement the car judging and socializing you could not have asked for a better day. I could not help but notice the cars parked along the street and not in competition. Now some of these appeared to me to be definite concours material, especially that black Twin Turbo with the stealthy tinted windows!

As always, I look forward to seeing you at an event and if we haven't met yet, come over and introduce yourself. Somehow I think Teresa V. is developing an end-of-year quiz on new members and I will need all the help I can get.



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**** New Event!!!**

September

2000

- 2** St. Cloud Parking Lot Autocross
Eventmaster: Bill Groschen 763 546-2974
- 8 Friday Night Socials Are Back! 7:00 pm Location: Black Forest Inn (26th and Nicollet Ave.)
Questions? Susanne Dvorak 952 742-4688 days, or 763 559-8098 evenings
- 10** Nord Stern Fall Rally
Eventmaster: Jon Velure
- 17 Dakota County Parking Lot Autocross (see page 10)
Dakota County Tech College at 9:00 a.m.
Eventmaster: Bill Berard 952 942-5314
- 29,30,1 Annual North Shore Fall Color Tour (see page 41)
Eventmaster: John Dixon 952 939-9071 (call John now, if you haven't!)
- 29 Driver Training at BIR (see page 32)
Eventmaster: Nick Cirillo 952 942-9669
- 30,1 Driver Education & Time Trial at BIR (see page 33)
Eventmaster: Dave Anderson 952 588-5308 & Rod Osgood

October

2000

- 7** Second Fall Color Tour! (see page 18)
Eventmaster: Ron Johnson 612-493-3543
- 13 Friday Night Socials Are Back! 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 763 559-8098 evenings

November

2000

- 10 Friday Night Socials Are Back! 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 763 559-8098 evenings

December

2000

- 8 Friday Night Socials Are Back! 7:00 pm Location: TBA
Questions? Susanne Dvorak 952 742-4688 days, or 763 559-8098 evenings

It Takes Courage . . .

Dear Roger,

Thank you for calling me this morning in regard to Courage Center. After I read the first email I sent you back in May, I realize it doesn't really give you much information about Sammi or Courage Center. I hope the following will be beneficial to you.

Samantha began at Courage Center in November of 1993, just past her 2nd birthday. Samantha had been a patient at Johns Hopkins in Baltimore for 10 weeks just prior, and we needed to keep up with her therapies when we returned home. I have never met such a warm and loving staff (from the therapist to the aids, to the receptionist to the top official): they are all truly fantastic.

Samantha received: physical therapy, speech therapy and occupational therapy each day we were there. She especially loved the pool; there the therapists could get her to respond with eagerness when she was in the pool.

Samantha will always be a special child, and I'll be going back to Courage Center this fall. The only reason why we left Courage Center was because I relocated to Chicago. (More medical tests.)

Racing for Courage: Nord Stern Enduros raise \$38,033 for Charity

By Roger Johnson

It is simply amazing what a PCA Region can do once they are effectively mobilized. Nord Stern saw some incredible efforts from it's members in raising \$38,033 for the Courage Center, a center to rehabilitate disabled persons. The idea was to add some interest to the enduro portion of the Brainerd Club Race. Pledges were collected based on the number of laps a car would complete in the enduro. Most often the racer would collect pledges for his car, but others also collected pledges and tied them to a car they had an interest in.

The idea was first conceived before the 1999 Brainerd Enduro when Nord Stern region member Bobby Piper took it upon himself to solicit pledges for his favorite charity, The Courage Center, based on the number of laps he completed in the one hour enduro. Bobby, with his boundless energy and enthusiasm, on his own raised a great deal of money for Courage Center. His success sparked Region President Jon Beatty and Race Chairmen Ray Newman's decision to make the charity aspect a feature of the 2000 event. Benefits were seen to be threefold. First, involve Region members in the Enduro other than just those who were driving. Second, to encourage racers to drive hard to complete as many laps as possible, but also to drive clean so they finish as many laps as possible. A trip into the gravel trap would cost Courage Center a ton of money. Third, and most importantly, give something back to the community.

Courage Center was an easy choice as a charity to support. Not only had Bobby Piper already gotten the ball rolling, but it is a truly great organization. Each year Courage Center serves nearly 19,000 children and adults with physical disabilities and sensory or neurological impairments. Spinal cord or brain injury, blindness, deafness, cerebral palsy, stroke, and arthritis are dealt with daily. The Center offers many services ranging from medical rehabilitation to education, sports, and recreation. There even is a truly amazing group of retired engineers who custom design controls for vehicles based on the unique needs of an individual patient. Over and over again members came forward with stories of how Courage Center had helped one of their family members or a close acquaintance.

Drivers Education drivers also got in the act making pledges for the laps they drove as well. Even the Boxster S pace car driver, Bob Lunde, donated \$25 per lap for the 11 laps he drove.

The driver's meeting prior to the Enduro was much different than the typical driver's meeting prior to a race. Instead of just hearing from Race Chairman Ray

Roger, I strive to give Samantha everything that I can, but my other mission in life, (other than my other two kids and a wonderful guy.) is that I want other parents to realize that life can change in a moments notice - don't take today and tomorrow for granted. Hold your children tight and tell them you love them everyday.

I was at McDonald's several years ago. Sammi was six years old and couldn't eat - she had had a feeding tube surgically put into her stomach. The mother at the next table was 'screaming' at her two year old son who accidentally spilled his milk. I helped her clean it up and asked her to remember this. "How would you look at this incident tomorrow; a small child trying to learn independence; if tomorrow he could not longer use his hands and from that day on, you'll have to lift a cup to his lips for him to drink?"

Courage Center helps not only those children and adults who have an illness that has caused some sort of limitation, but also those children and adults who have been in bicycle accidents, motor vehicle accidents and other trauma accidents.

*Sincerely, Brenda Sorensen,
Very Proud mom to Samantha*

Newman and Steward John Crosby, we had a short presentation from Zach Johnson, a Courage Center kid. Speaking from his wheel chair, Zach explained how the money we were about to raise would send kids like himself to Camp Courage and how rewarding those experiences were. Very compelling motivation to drive fast and clean and raise as much money as possible.

Enduro 1 featured a very exciting battle for the lead between F class cars, Roger Johnson (the Mid-South Region one), Steve and Tim Watson (Nord Stern), Justin Draper (Nord Stern), Leonard Theiss (Great Plains), and Bob Viau (Nord Stern). They kept up the blistering pace for the entire race and completed 29 laps on the 3 mile circuit for Courage Center. Roger Johnson and his co-driver Ronnie Randall took the checker with an average speed of 84.8 mph.

Enduro 2 saw Nord Sterner Tom McGlynn in a GT2R 911 come from a last place starting position to finish a minute ahead of Rick Polk (Nord Stern) and Pat Witherspoon (Great Plains). When Tom pulled into the paddock after taking the checker, his left rear tire promptly went flat. Ah, the luck of the Irish! Could it be that all the pledges on Tom's car had something to do with his luck?

The day concluded with great hospitality and a live auction of numerous items donated by supporters. Among the goodies was a Boxster watch donated by Maplewood Imports along with Johnson Autosport and TJR Collision supplying a couple of \$500 gift certificates. The post-race beverages flowed freely and the bidding was lively. All proceeds went to Courage Center. There is no need to worry about Race Chair Ray leaving us to become an auctioneer! Maplewood Imports had also set up a goodie store in the paddock and donated a portion of those proceeds as well.

Watch for more news on this event as Nord Stern plans to expand on it next year. Look for more activities based around raising funds for Courage Center as well increased efforts at involving racers from across the country. If you haven't driven the 3 miles of Brainerd, you need to pencil it onto your calendar for next June. PCA Club Racing Chair Monte Smith claims Brainerd is one of the best kept secrets on the Club Racing schedule. The track features some very high speeds as well as challenging corners. All with a great deal of run-off room and little guard rail. A great track, great people, and now a great charity event. See you at BIR!

“ . . . life can change in a moments notice - don't take today and tomorrow for granted.”

-Brenda Sorensen



Tom McGlynn, amazed at his flat tire's timing! Photo by Roger Johnson

First Fall Parking Lot AutoCross

Minnesota Highway Safety Center in St. Cloud, MN

Saturday, September 2, 2000

- **Eventmaster:** Bill Groschen 612 331-1235
- **Cost:** \$30 per person, limited to 50 participants!!
- **Requirements:** Snell 90 or newer helmet
- **Registration:** New Nord Stern points event (need 4 out of 7 events on minimum of 2 different tracks)



Directions: St. Cloud testing facility, just off Highway 10, across the highway from the St. Cloud State Prison. Registration forms were mailed in separate flyer. Registration limited to 50, the course is long so LOTS of track time. Send your check (\$30) payable to Nord Stern to Mark Skweres at 7616 Fairways Hills Drive Eagan, MN 55123.



BIR Club Race Review



Race Chair Ray Newman, Auctioneer extraordinaire (left) with Bobby Piper modeling Porsche jacket contributed by Maplewood Imports for live auction at Club Race



Teresa Vickery, center, keeping tabs on the proceeds of auction



Alec Piper with dad, Bobby, letting it be known that racing is serious business!



Alec Piper with dad, Bobby, thoroughly enjoying the day! Not sure whose grin is bigger



The scene in the paddock area



The scene inside race control! Chad Lemmon's, center, with Steward John Crosby



Rick Polk (right) listens to Lad Sanda (racing center)



Transports, transports and more transports



Tom McGlynn flashes the victory sign



So, do you think Tom is enjoying racing?



Family member/shangers (7!) were in attendance to cheer on Tom
 L to R: Brigid Varley, Molly Varley, Leo Varley, Meggie Varley,
 Burt McGlynn, Luci McGlynn, Enduro Winner, Tom, Betsy McGlynn,
 Mary Varley, Julie McGlynn, Mike McGlynn



Tom McGlynn's GT3, lucky #99



The fieldrounds turn 10 at the beginning of the Enduro for Group 2



Not headed in the right direction is car #213
 Andy Mandell early on in the
 Enduro for Group 2



After hitting the armco, car comes to rest
 in the middle of the track!



Rescue vehicles are quickly on the scene

... photos by Ed Tripet

BIR Club Race Review



No, Mom, I am not getting a Tattoo! Friend Meg gets face painted by Amy Flechash



A few of our 4 footed Nord Stern members! Right is Charlie who 'hangs' with Teresa Vicky and Joel Pfister



L to R: Mike Selner, Jim and Bobbi Miller



Randy Roatch's very red, 1987 GT2R 911



Cliff Lawrence, R, confering with DE Eventmaster Michael Wachholz



Great Plains member Scott Norby's car
Cliff



Gorgeous boxster spotted in the paddock



Jim Oppenheimer's GT2R 1974.911RSR



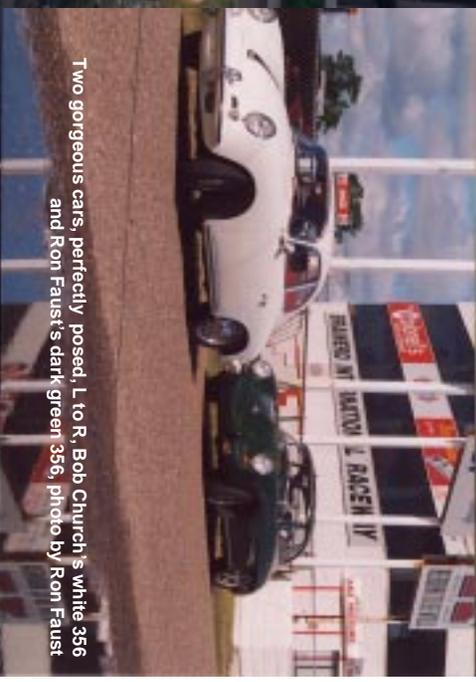
Patiently waiting in the grid, photo by Ron Faust



Bob and Mary Lunde's gorgeous bright yellow Boxster, the official Pace Car of the 2000 BIR Club Race photo by Cliff Anderson



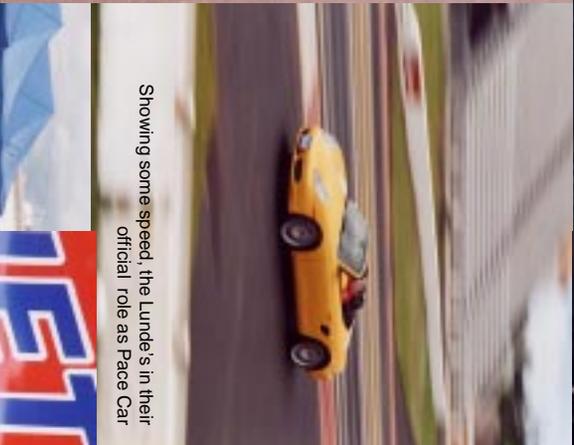
Steve Watson (#4) and Rick Polk (#66) leading the pack around turn 10 photo by Ron Faust



Two gorgeous cars, perfectly posed, L to R, Bob Church's white 356 and Ron Faust's dark green 356, photo by Ron Faust



Very nice angle of the same two 356s, photo by Ron Faust



Showing some speed, the Lunde's in their official role as Pace Car



It's not all racing: L to R, Emma Smith, Mary Grace Arndt, Tara Johnson, Christie Boeder, Michelle Smith and Brian Arndt with their Pinata FULL of candy/ photo by Ron Faust



Rick Polk (left) loading up the Cow Car after a great weekend, photo by Cliff Anderson



Bobby Piper's 911 SC race car with the Courage Center logo proudly displaced, photo by Christie Boeder

BIR Club Race Review



R. DE Registrar Mark Skweres handling all that paper work as Roger Johnson (behind) keeps tabs on the racers!



The crowd gathers for one of those nifty driver meetings!



Left, Dick Meinstra with son, center, Kirk and fellow enthusiast



Is it Mary? Nah, none other than our own Suzanne Dvorak, membership chair and superb organizer



Left, Mattie Johnson leans on dad Bob's car



Many an intense conversation occurs in the paddock! Terry Johnson, center, with fellow drivers



Fred Seipjo conferring with fellow Texan and co-driver, Lee Wilkins

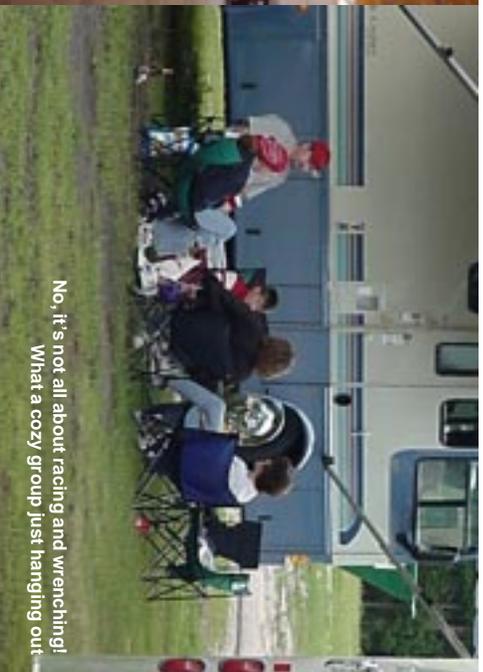


President Jon Beatty directs the show on Friday during Driver Ed

BIR Club Race Review



Bob Viau Sr.'s F car, the 944 S2 with wife Pam on the left



No, it's not all about racing and wrenching!
What a cozy group just hanging out!



Neatly tucked away are the cars with the Kelly Moss group



Bob Johnson, middle, ever so seriously discussing
some aspect of race/car setup



It may be cloudy but that line of cars waiting in the grid
can't wait to get on the track



Under the tarp with Johnson Autosport
cars, crews, drivers, groupies



Chip Smith (L) helps Fred Senn (R) display artwork
being auctioned



Ol' Yeller: Joel Pfister (or is that Teresa??)
on the track in their GT3S '73 911

BIR Club Race Review

. . . photos by Ed Tripet

Second Fall Color Tour!



Second Fall Color Tour

Saturday October 7, 2000

Eventmaster: Ron (PorscheFreak) Johnson

Cost: Free!

Requirements: Must be willing to have a good time with other Porsche people and enjoy fall colors while traveling along twisted and well curved northern Minnesota roads. Time Begins: 9:30 Am from Little Falls, MN and traveling up through Longville, MN and beyond.

Highlights: Lunch in Longville at Log cabin in the woods known for great burgers, Great shopping in Walker MN for afternoon or more twisted roads, Nice Dinner at The Red Pine Restaurant around 5:30 pm, Campfire Party at Ron's on Norway Lake after Dinner. Lodging Saturday Night : Travel Lodge in Pine River has blocked out rooms under (Nord Stern Porsche Club) 218-587-4499.

Please E-mail or call Ron Johnson for more Info
PorscheFreak@earthlink.net
Home 612-493-3543

A New Book Review

by Jeff Larence Black 1984 Carrera (#193)

Porsche 911 Carrera Service Manual, published by Bentley Automotive books and manuals: Cambridge, MA. Cost: \$119.95 + \$4.95 shipping.

I found this book helpful in determining component accessibility, complexity and the special tools needed to perform many tasks. While not an inexpensive book, it is far more useful than the Haynes manual (late 70s models, 342 pages) and less expensive than the factory manual sets.

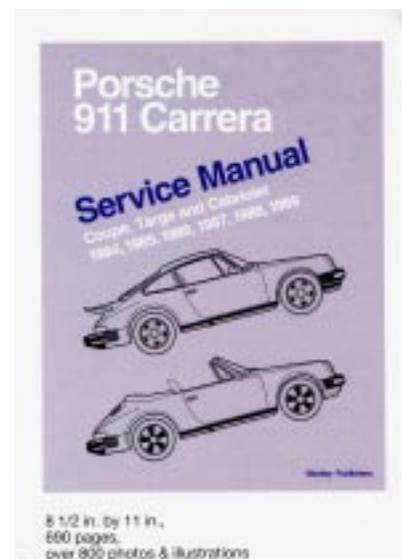
A good use for this book is to help you decide whether to undertake a project yourself, or to refer it to some-

one with more experience; which at times is the proper choice. Even the mechanically impaired will find they can be better informed when communicating with their auto technician.

Chapters are well outlined especially those on valve clearance adjustment, engine removal and installation, engine disassembly and assembly, 915 transmission disassembly and assembly, pedal cluster, hvac, and electrical systems.

Other Bentley publications of interest include *Unfair Advantage*, *Going Faster* and *French Kiss with Death* and can be found at their

website: www.Bentley-Publishers.com or 1-800-423-4595.



Porsche Parade 2000

by Kim Crumb

This is going to be the Big Trip this year. Betty Ann, my fiancee, and I are going to the Porsche Parade in California and we are going to attend the wedding of Nord Stern members Greg and Audrey (Fresh) in the Napa Valley, too!

We roll south on 35W early on the morning of June 29th. Through Iowa, Nebraska onto I-80 and pick up I-76 and I-70 in Denver, deep into Colorado. We stop to stay at a friend's gorgeous condo in Silverthorne, just east of Vail, for the evening. We covered 1,030 miles that day. A good thing that the 928 GT is just that, an ultimate Grand Touring car, making traveling this kind of daily distance as easy as it can be.

Another early start and it's Colorado, picking up U.S. 50 in Utah and into Nevada, where it's called the "Loneliest Road in America." It really is a desolate two lane, that's for sure. Through Reno, picking up I-80 again and through Sacramento and up

to Napa. It's 9:00 pm, another 1,120 miles and we arrive for the welcome reception for Greg and Audrey's wedding. It's at Mumm's Vineyard . . . champagne, food and music. We check into a lovely bed and

breakfast in Sonoma. The next morning we do their awesome brunch at the Silverado Spa and Resort and afterwards we dash over to Domaine Chandon, do the tour and use my club card for free champagne. A quick nap and it's off to the wedding on Valley of the Moon Road north of Sonoma at the awesome Ledson Winery. Totally gorgeous ceremony and the following seven course "under the stars" dinner was appropriately magnificent!

Hey, it's Sunday . . . time to head to the Parade, back to Sacramento. We arrive, register and go to wash the GT. We met many of my old Porsche friends everywhere . . . it is my 17th consecutive Parade, after all!



Audrey and Greg Fresh exchanging their vows, photo by Kim

We check into Extended Stay America so we can have an efficiency apartment for the week. I go to the Concours Judge's meeting and the National Tech Committee meeting, we drop off my Art Show entry, etc. and get groceries for the week.

Monday morning we bus out to the Concours site, the lovely Del Paso Country Club and golf course, a beautiful setting. I judge the engine compartments on Boxsters, 944 Turbos and 928s. At the end, I also judge the winning class cars competing for the Overall Restoration award. Betty Ann likes the killer 917-30 and the svelte 904 and 906 race cars the best. The Concours banquet is held in the downtown convention center that night. It is huge, there are well over a thousand people. They announce the 2002 Parade site as Boise, Idaho. The rumor for 2003? Orlando, Florida.



Kim, left, signing as witness at Greg and Audrey's wedding. Photo courtesy Kim Crumb.

Continued on page 22

NORTH STAR CHAPTER BMW CCA
 PERFORMANCE DRIVING SCHOOL
 September 17-19, 2000

BRAINERD INT'L RACEWAY
 4343 Highway 371 N
 Brainerd, MN 56401

Name:			
Address:			
City:		State:	Zip:
Work Phone:		Home Phone:	
BMW CCA Member #:		Non-Member: Call 1-800-878-9292 to join.	
Email:			
Car Make / Model:		Year:	
Color / Markings:		License #:	
Engine Modifications:		Suspension Modifications:	
Second Driver's Name (IF APPLICABLE) :			

No More Than (2) Drivers Per Car - **SEPARATE APPLICATION AND FEE FOR EACH DRIVER REQUIRED!!**

PREVIOUS HIGH PERFORMANCE DRIVING EXPERIENCE:
 Additional Information below.

CHECK THOSE APPLICABLE.

	No Previous Autocross or Driving School Experience	
	Some Autocross Experience	How Many Events
	Some High Speed Driving School Experience	How Many Events
	Advanced Driving School/Racing Experience	How Many Events
(Identify Licenses & Schools Attended)		
To which run group would you prefer to be assigned? ___ Beginner ___ Intermediate ___ Advanced		FINAL DECISIONS ON RUN GROUP ASSIGNMENTS WILL BE MADE BY THE DRIVER'S SCHOOL COMMITTEE

Medical Information: If there is medical information that we should be aware of in case of accident or illness, please place details in a sealed envelope with your name on it and give it to the event coordinators. It will not be opened unless needed; it will be destroyed or returned to you at the end of the school.

Entry Fees: By 9/01/00	Per Student: Mon dinner: \$20.00 2 day's lunch \$12.00	\$295.00	Make Checks Payable to: NorthStar Chapter BMW CCA	Total Enclosed: \$
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SEND APPLICATION & CHECK TO: North Star Chapter BMW CCA c/o I. S. Consultants 6043 Hudson Rd #380 Woodbury, MN 55125	ADDITIONAL INFORMATION WRITE, CALL or E-mail at drivingschools@northstarbmw.org Barb and Keith Advise (651) 398-8344 Days, Fax (651) 730-4334 (715) 425-2564 Evenings and Weekends	No Cancellations after 9/1/00 . Contact us if you have a convertible!
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Register Early

Snell 95 (or later) Helmet Required

Register Early

** For Office Use Only **				
Date Rec'd:	Paid:	Wait Listed:	# Assigned:	Run Group:

Nord Stern is Invited! BMW Club Hosts Track Event

by Keith Avise

In September the Northstar Chapter will offer our second two-day Performance Driving School at Brainerd International Raceway. This is the least expensive track time you'll find - and all in a controlled environment. We pride ourselves on running safe schools. There are classroom sessions, handling and braking exercises and track time with an instructor riding with you. A car-control clinic or autocross is a prerequisite if this is your first performance driving school.

I know I sound like a broken record but the BIR experience is more fun than you could imagine. If you haven't had your Bimmer on a track you haven't received your money's worth. I've been asked many times if it isn't hard on the car. It's only hard on the "disposables". You will use some tires and some brake pads. If you follow the instructions and don't get the "red mist" and think you're in a race, you won't damage anything else. You'll be amazed to learn that a BMW is made for this kind of driving. And the education and practice you will receive will make you a better and safer driver on the street.

The object of any of our schools is not to make you a faster driver. It's to make a habit of the correct reaction to an emergency. How do you react when someone pulls out in front of

you? Do you automatically take into account the road surface? Do you always know who's beside you? What traffic is behind you? Who's passing on which side? What is the safest way to slow the car and avoid something at the same time?

Check out the NorthStar Web Site <northstarbmw.org> for more detailed

information about all the schools we offer - and give us a try!

EDITOR'S NOTE: WE ARE INVITED TO PARTICIPATE IN NORTHSTAR'S TRACK EVENTS AND NOTE THAT THEY ALLOW LICENCED DRIVERS UNDER 18 TO PARTICIPATE! (WITH A SIGNED PARENTAL RELEASE, OF COURSE!) BMW MEMBERSHIP IS REQUIRED - \$35/YEAR.



Kim, left, judges 944 Turbo at this year's Porsche Parade, photo courtesy Kim Crumb.



Kim (third from left) leading his Parade Tech Session, photo courtesy Kim Crumb.

Inspection . . .

continued from page 9

Tuesday we rest up in the morning, skipping the rally. We don't miss the ice cream social at the end, though! We go through the Art Show and Goodie Store. I give my "Meet Your National 928 Tech Guy" presentation and Q & A session. Afterwards we head back to the Del Paso Country Club for the National Officer/Regional Presidents Reception . . . another gala affair. Wednesday, Betty and I work the course at the Speed Event. A huge autocross held at the Cal Expo site. Can you spell deep into third gear, twice? We walk the course to learn it, it takes 20 minutes just to stride one lap! We go to the Rally Banquet that evening, a tribute to extraordinarily precise timing and navigation in street driving.

Thursday, Betty and I drive the '01 996 Turbo on the separate Michelin Slalom course. A very impressive car, the brakes seem invincible. Lots of power, I am not so sure about the tiptronic transmission . . . it doesn't lock in first gear, like the Ferrari 360, even if you're in manual mode and using the Up and Down gear buttons on the steering wheel. This option seems to blunt the power and some of the control; it's not enough like a real manual for me. We get new BFG G-Force R1s mounted, it will be our turn on the competition course tomorrow morning. Betty and I have dinner with Ron Wood (Michelin N.A. Performance

high guru) and Christophe Duc (Michelin France High performance major domo). Can you all keep a secret? Are you ready for some tire news about next season? Michelin will be taking over as The Tire in Porsche Supercup and . . . as a we-all-benefit, by getting a D.O.T. legal track tire for the USA called the Pilot Sport Cup, in Porsche sizes only, scheduled for next spring! 6/32nd of tread, so it will be a "practical" track tire, even in the rain! I expect to test them, with others, and some new slicks later this fall, look for all the results later in *Panorama*.

Friday, the big moment has arrived. I do my three runs on the course, my best is a 106.7, nine seconds faster than the next fastest 928 in my class. Does that sound too easy to you? How about referencing vs. the '96-98 C4 Twin Turbos. The best they could do was a 113 something. I smoked 'em, putting up one of the top five fastest stock class times of the hundreds of cars at Parade. Betty Ann promptly wins the Ladies 928 Class. So it is my



Betty Anne and Kim with their first in class Autocross awards, photo courtesy Kim Crumb.



Kim and Betty Ann at the Speed Event Banquet. Photo courtesy Kim Crumb.

10th National Porsche parade Championship . . . and Betty's first, on her first try! Yahoo! We zip through impound and head to UPS to forward the track wheels and tires to the next gig . . . the first 928 Owner's Club Interna-

tional Convention. The Speed Event banquet exudes verve and energy and when the announcer says *"501A and listen to this time, etc.. . ."* I go up and get my trophy and as I am stepping

away from the podium . . . the announcer gets to *"501B, Betty Ann, etc."* and stops and asks with incredulity *"Kim, did you loan out your car?"* I stop and reply *"well, she is my fiance, after all!"* The crowd goes

to a hush, and we are both smiling for the photos . . . true love!

Saturday is the Worker Party, virtually everyone gets some door prize - kudos to the person in charge, Lanean Hughes . . . who is also the PCA Enthusiast of the Year! We get some tickets for the final banquet, we're staying. Afterwards I load the 928 for the return trip. Oh, my Art Show entry? I am proud to say it didn't come home with me . . . it went straight to Michelin HQ in France. The Victory Banquet is superb and there is that sense in the air of another Porsche fantasy experience wrapping up to completion. As we come out, a Boxster is parked next to us, and ob-

Continued on page 24

Parade . . .

continued from page 23

viously waiting. As we approach the driver leans over and says, “*I was working the far turn on the course,*” and, as he motioned to the 928, “*that car was really moving!*” Glad he enjoyed watching and I enjoyed creating the need for speed experience.

Sunday we head east, getting back to Colorado at 10:00 p.m. We’re losing time zones going this direction. Monday we make the final run back to Minnetonka, the 928 GT has average 71 m.p.h., while getting 21.2 m.p.g.. You coulda had a V8! I do a two day turnaround for that next event . . . but that’s another story, read about it in *Pano!* Parade next year? Milwaukee, same summertime, first week of July, for the 2001. How about a Big turnout from our Nord Stern region, with it basically in our “backyard!?!” See you here.

917-30 at the
2000 Porsche
Parade
Concour, photo
by Kim Crumb.



906 E at the
2000 Porsche
Parade
Concour, photo
by Kim Crumb.



BIR Club Race Run: Group 1 Enduro

Diff.In	P	#	Name	Laps	Total Time	Best	Lap	Speed	Class	Car
	1	188	Roger Johnson/Randy Randall	29	01:01:32.861	01:53.440	5	84.8	F	80 911SC Euro
15.787	2	68	Tim Watson/Steve Watson	29	01:01:48.648	01:53.611	4	84.5	F	90 C4
40.548	3	46	Bob Viau/BobbyViau	29	01:02:13.409	01:54.709	4	83.9	F	89 944S2
01:02.3	4	144	Lee Wilkins/Fred Seipp	29	01:02:35.161	01:55.449	21	83.4	EX-1	73 911
01:03.0	5	330	Bill Berard	29	01:02:35.842	01:57.244	5	83.4	F	81 911SC
01:13.5	6	62	Justin/Ron Draper	29	01:02:46.319	01:54.162	2	83.2	F	86 944T
01:14.9	7	38	Robert Piper	29	01:02:47.718	01:57.135	11	83.1	G	78 911SC
01:25.1	8	51	Lee Jacobson	29	01:02:57.972	01:55.843	5	82.9	F	90 944S2
1 lap										
—	9	21	Teresa Vickery/Joel Pfister	28	00:58:07.384	01:47.178	23	86.7	EX-1	73 911
04:20.7	10	25	Joe Rotham	28	01:02:28.044	02:00.195	3	80.7	I	85 944
04:36.7	11	84	Dave Arundel	28	01:02:44.045	02:00.248	22	80.3	F	79 911SC Euro
04:49.1	12	81	Clint Sawinski	28	01:02:56.469	02:01.315	14	80.1	G	74 911
05:00.3	13	15	Sandy Steckman	28	01:03:07.730	02:00.670	7	79.8	G	79 911SC
05:06.8	14	58	Jim Benson	28	01:03:14.148	02:01.124	6	79.7	H	87 944S
2 laps										
	15	96	Henry Rogers/Scott Kuhne	27	01:01:45.130	02:01.260	7	78.7	I	88 924S
31.174	16	113	Chip Smith	27	01:02:16.304	02:00.432	21	78.0	G	79 911SC
42.383	17	53	Rew Johnson/Erik Johnson	27	01:02:27.513	01:55.355	4	77.8	G	78 911SC
01:10.0	18	3	Bruce Boeder/Bob Fleming	27	01:02:55.147	01:58.609	6	77.2	G	80 911SC
3 laps										
	19	82	Joe Ennett	26	00:56:52.588	01:55.139	8	82.3	F	86 944T
05:39.2	20	86	Scott Norby	26	01:02:31.784	02:01.544	11	74.8	G	77 911S
06:46.7	21	14	Tom Solstad/Nick Summers	26	01:03:39.314	02:06.172	23	73.5	GT5S	73 914
4 laps										
	22	31	Ralph Woodward	25	00:58:45.06	02:02.970	23	76.6	I	87 944T
6 laps										
	23	13	Matt Salter	23	00:50:39.122	01:55.926	4	81.7	F	88 911
10 laps										
	24	7	Leo Theiss	19	00:42:39.042	01:55.063	4	80.2	F	91 944S2
12 laps										
	25	112	Ray Newman	17	00:41:37.33	01:57.315	9	73.5	F	86 944T
15 laps										
	26	91	Richard Tanler	14	00:36:08.173	01:58.707	2	69.7	F	84 911
17 laps										
	27	18	Don Ochs	12	00:24:25.280	01:57.497	10	88.4	F	88 944T
21 laps										
	28	72	David Weisel/Ron Smith	8	00:16:50.366	02:01.936	7	85.5	H	73 911T
DNS	180		Garfiel Clark	0					I	73 914
DNS	75		Scott Sanda	0					GT5R	79 924
DNS	32		Philip Moore	0					F	944 T
DNS	59		Jeff Evenson	0					G	75 911

BIR Club RaceRun: Group 2 Enduro

Diff	P	#	Name	Laps	Total Time	Best	Lap	Speed	Class	Yr/Model
	1	99	Tom McGlynn	29	01:01:36.547	01:43.994	28	84.7	GT2R	76 911
01:19.5	2	66	Rick Polk	29	01:02:56.016	01:41.554	11	82.9	GT2R	00 GT3R
01:31.8	3	32	Pat Witherspoon	29	01:03:08.337	01:48.725	29	82.7	GT3S	76 911
— 1 Lap										
	4	22	Jerry Greene	28	01:02:09.417	01:50.749	24	81.1	D	92 Cup
13.168	5	2	Rog Johnson/Mike Hoke	28	01:02:22.585	01:55.231	26	80.8	C	93 RS Am
19.15	6	07	Randy Alexander	28	01:02:28.567	01:51.551	8	80.7	D	87 944T
42.673	7	21	Joel Pfister/T.Vickery	28	01:02:52.090	01:44.294	13	80.2	GT3S	73 911
01:03.0	8	09	Ken Lindgren	28	01:03:12.436	01:52.128	21	79.7	GT3S	92 911
— 2 Lap										
	9	144	Fred Seipp/L.Wilkins	27	01:02:49.747	01:59.823	19	77.4	E	73 911
2.032	10	35	John Opfel	27	01:02:51.779	02:00.328	12	77.3	E	85 928
3.419	11	13	Bob Polich	27	01:02:53.166	01:59.912	21	77.3	E	88 944T
16.408	12	12	Fred Senn/R. Johnson	27	01:03:06.155	01:52.580	13	77.0	D	92 C2 Cup
— 3 laps										
	13	6	J. Oppenheimer/EJohnson	26	00:59:06.08	01:45.180	12	79.2	GT2R	74 911RSR
2:32.3	14	221	Doug Scovanner	26	01:01:38.3410	01:58.849	20	75.9	C	96 993T
03:05.9	15	105	B. Van Horne/Z. Dobson	26	01:02:11.954	01:52.169	26	75.2	GT1S	82 911T
— 4 laps										
	16	8	R. Randall/R. Johnson	25	01:02:34.276	01:44.586	25	71.9	GT2R	76 911
— 11 laps										
	17	330	Roland Manarin	18	00:44:16.4931	01:44.619	15	73.2	GT1S	79 930
— 23 laps										
	18	26	Lad Sanda	6	00:21:32.627	02:23.469	5	50.1	GT2S	99 996
Supercup										
— 29 laps										
	19	76	R. Roatch/J.Conkel	0	00:00:09.152				GT2R	87 911
3.147	20	213	Andy Mandell	0	00:00:12.299				GT3R	89 944T
DNS		53	Rich Ryan							
DNS		123	Ron Smith							

BIR Club Race: Group 1 Sprint

Diff.	Pos.	No.	Name	Laps	Total Time	Best	Laptime	In	Lap	Speed	Class	Yr/
												Model
	1	68	Tim Watson	15	00:29:07.737	01:54.257		13	92.7	F	90 C4	
0.239	2	46	Bob Viau	15	00:29:07.976	01:53.551		6	92.7	F	89 944S2	
7.399	3	62	Justin Draper	15	00:29:15.136	01:54.521		6	92.3	F	86 944T	
9.216	4	7	Leo Theiss	15	00:29:16.953	01:54.422		7	92.2	F	91 944S2	
25.688	5	82	Joe Ennett	15	00:29:33.425	01:54.246		4	91.3	F	86 944T	
29.039	6	144	Fred Seipp	15	00:29:36.776	01:54.834		7	91.2	EX-1	73 911	
51.457	7	53	Rew Johnson	15	00:29:59.194	01:56.494		3	90.0	G	78 911SC	
01:21.0	8	112	Ray Newman	15	00:30:28.779	01:56.395		7	88.6	F	86 944T	
01:21.3	9	32	Philip Moore	15	00:30:29.053	01:57.179		7	88.6	F	87 944T	
01:25.3	10	330	Bill Berard	15	00:30:33.070	01:58.128		2	88.4	F	81 911SC	
01:26.3	11	51	Lee Jacobsohn	15	00:30:34.087	01:57.477		2	88.3	F	90 944S2	
01:33.2	12	38	Robert Piper	15	00:30:40.941	01:57.684		7	88.0	G	911SC	
01:35.6	13	18	Don Ochs	15	00:30:43.329	01:57.241		2	87.9	F	88 944T	
01:37.3	14	3	Bruce Boeder	15	00:30:45.036	01:59.101		7	87.8	G	80 911SC	
01:44.9	15	88	Nick Summers	15	00:30:52.670	01:59.370		7	87.4	GT5S	72 914	
02:01.6	16	84	Dave Arundel	15	00:31:09.337	02:00.691		6	86.7	F	79 911SC	
												Euro
												— 1 laps
	17	25	Joe Rothman	14	00:29:08.283	02:01.419		13	86.5	I	85 944	
1.398	18	96	Henry Rogers	14	00:29:09.681	02:00.899		12	86.4	I	88 924S	
6.594	19	113	Chip Smith	14	00:29:14.877	02:01.064		4	86.2	G	79 911SC	
7.585	20	197	Scott Anderst	14	00:29:15.868	02:01.462		11	86.1	GT5S	74 914-6	
8.798	21	58	Jim Benson	14	00:29:17.081	02:01.016		4	86.1	H	87 944S	
10.8	22	64	Bob Viau, Jr.	14	00:29:19.083	02:01.399		2	86.0H		87 924S	
12.732	23	72	David Weisel	14	00:29:21.015	02:02.277		4	85.9	H	73 911T	
16.287	24	81	Clint Sawinski	14	00:29:24.570	02:03.002		85.7	G		74 911	
46.238	25	21	Teresa Vickery	14	00:29:54.521	01:56.743		14	84.3	EX-1	73 911	
01:12.9	26	31	R. Woodward	14	00:30:21.199	02:05.163		2	83.0	I	87 944T	
01:51.7	27	15	S. Steckman	14	00:30:59.953	02:02.310		2	81.3G		79 911SC	
												— 2 laps
	28	14	Tom Solstad	13	00:29:42.507	02:11.760		5	78.8	GT5S	73 914	
												— 4 laps
	29	43	George Morgan	11	00:29:24.472	02:30.158		1	67.3	J	72 914	
												— 8 laps
	30	188	Roger Johnson	7	00:13:42.410	01:54.219		6	91.9	F	80 911SC	
												Euro
												— 11 laps
	31	13	Matt Salter	4	00:08:33.869	01:55.183		2	84.1	F	88 911	
												— 14 laps
	32	91	Richard Tanler	1	00:02:25.991	02:08.819		1	74.0	F	84 911	
												— 15
DNS	50		Erik Johnson	0	EX-1	72 911						
DNS	180		Garfield Clark	0	I	73 914						
DNS	86		Scott Norby	0	G	77 911S						
DNS	75		Scott Sanda	0	GT5R	79 924						

BIR Club Race: Group 2 Sprint

Diff.In	P	#	Name	Laps	Total/Time	Best	Lap	Speed	Class	Yr/Model
	1	04	Steve Watson	15	00:25:08.641	01:38.122	3	107.4	GT1R	92 C2T
15.916	2	66	Rick Polk	15	00:25:24.557	01:39.885	4	106.3	GT2R	00 GT3R
01:26.5	3	49	Mike Hoke	15	00:26:35.091	01:45.361	7	101.6	GT3S	71 911
01:28.8	4	99	Tom McGlynn	15	00:26:37.439	01:44.577	12	101.4	GT2R	76 911
—1 lap										
	5	21	Joel Pfister	14	00:25:04.781	01:44.251	10	100.5	GT3S	73 911
01:21.9	6	09	Ken Lindgren	14	00:26:26.634	01:51.510	14	95.3	GT3S	92 911
01:24.4	7	22	Jerry Greene	14	00:26:29.177	01:51.813	2	95.1	D	92 Cup
01:38.0	8	105	Brooke VanHorn	14	00:26:42.751	01:52.457	14	94.3	GT1S	82 911T
01:39.3	9	123	Ron Smith	14	00:26:44.039	01:53.070	6	94.3	E	91 944S2
01:42.9	10	12	Fred Senn	14	00:26:47.729	01:53.555	4	94.0	D	92 C2 Cup
01:43.9	11	26	Lad Sanda	14	00:26:48.698	01:52.562	11	94.0	GT2S	99 996 Supercup
— 2 laps										
	12	53	Rich Ryan	13	00:25:09.645	01:54.135	4	93.0	E	S 89 944T
16.692	13	2	Roger Johnson	13	00:25:26.337	01:55.705	5	92.0	C	93 RS Am
18.55	14	221	Doug Scovanner	13	00:25:28.195	01:55.157	9	91.9	C	96 993T
55.344	15	68	Jan Watson	13	00:26:04.989	01:57.764	10	89.7	E	S 90 C4
01:01.1	16	35	John Opfel	13	00:26:10.756	01:58.471	9	89.4	E	85 928
01:16.8	17	144	Lee Wilkins	13	00:26:26.410	01:59.702	6	88.5	E	73 911
01:17.6	18	13	Bob Polich	13	00:26:27.267	01:59.347	6	88.5	E	88 944T
— 6 laps										
	19	50	J. Robert Johnson	9	00:16:25.79	01:46.292	3	98.6	GT3S	72 911
— 7 laps										
	20	8	Ronnie Randall	8	00:14:24.470	01:45.300	6	99.9	GT2R	76 911
01:45.0	21	41	John Karr	8	00:16:09.448	01:54.574	5	89.1	GT2S	93 RSA
DNS	07		Randy Alexander	0	D	87 944T				
DNS	330		Roland Manarin	0	GT1S	79 930				
DNS	213		Andy Mandell	0	GT3R	89 944T				
DNS	6		Jim Oppenheimer	0	GT2R	74 911RSR				
DNS	76		Randy Roatch	0	GT2R	87 911				
DNS	32		Pat Witherspoon	0	GT3S	76 911				

2nd 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 south-bound, 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.

Be careful what you wear (or don't wear), when working under your vehicle . . . especially in public

courtesy Internet

From the Sydney Morning Herald Australia comes this story of a central west couple who drove their car to K-Mart only to have their car break down in the parking lot.

The man told his wife to carry on with the shopping while he fixed the car. The wife returned later to see a small group of people near the car. On

closer inspection she saw a pair of male legs intruding from under the chassis. Although the man was in shorts, his lack of underpants turned private parts into glaringly public ones.

Unable to stand the embarrassment, she dutifully stepped forward and tucked everything back into place.

After getting back on her feet she looked across the hood and found herself staring at her husband who was standing idly by. The mechanic, however, had to have three stitches in his head.

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
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Downtown
Minneapolis**



**612
529-6857**

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
- **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 _____

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: _____

Kansas Region Event Info





Porsche Club of America
Great Plains Region
Nebraska and Western Iowa



Invites Nord Stern Club Racers to
“Octa-Porschie”: October 6-7-8, 2000
at Heartland Park

Heartland Park is a multiple-configuration Road Course located just outside of Topeka, Kansas. The track is used by the SCCA, IMSA, AMA, IKF, NASCAR, ASA, and ARCA. Once again, we invite Nord Stern to join us for a great weekend of racing and camaraderie. Can Nord Stern continue to come on down and outnumber the GPR club racers (9!) who were at Brainerd this year??!! The challenge is on!

Information and registration forms will be available at the website: http://www.pca.org/gpl/race_info.html, with lots of information on the track available at: <http://www.na-motorsports.com/Tracks/HeartlandPark.html>, or by contacting race chair Sandy Steckman at: 4721 State Cr. Omaha, NE 68152 (email Sandy.Steckman@wcom.com).

So, what is “Octa-Porschie!” Combining the word Octa (Greek for 8 of which this race is the 8th) with Porsche gives a clue to the fun stuff planned for GPR’s Club Race. Watch for some interesting race group names, an eye-catching graphic and general fun!

Inspection . . .

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technician should use an inspection checklist with all of the major and minor items on it that will be checked during the inspection, a checklist that has been developed by himself, the repair facility, or the manufacturer itself. The checklist may be the same one developed for use on a major maintenance service, such as the 30,000 mile service, with additional checks for accident and cosmetic damage as well as for corrosion.

The inspection will begin with the technician mentally reviewing the problem areas for this type of car. A road test of the vehicle performed by the technician will be the next step, although as he approaches the vehicle, the technician will “walk around” the vehicle and note any external items that would be cause for concern. As he sits in the vehicle, the tech will notice the condition of the interior: is it clean, well-kept, and free from excessive wear and tear. Although it is difficult to generalize, a car that shows obvious signs of cosmetic care may also have been well-cared for mechanically. Some buyers have even been known to turn the radio on to see to what stations the presets are on, with the theory being that classical musical listeners are easier on their car than are those who choose heavy metal. Others prefer cars that have not been smoked in for similar reasons. It is doubtful if the technician would go so far as to check the radio and the ashtray, and one hopes he would look

for more tangible indicators of the car’s condition.

As with the buyer, the tech will check that all of the warning lights are operating. Some cars with low oil pressure have been found with the oil pressure warning light disconnected because it was flickering when the engine idled. Although all 911s have very low oil pressure at idle, the warning light should still work with the engine off, as should the alternator warning light. On some Porsche models, the alternator warning light not working can signal an electrical fault in the alternator.

Satisfied that the lights are working, the tech will next press on the brake pedal to insure hydraulic pressure in the brake system. On cars equipped with power brakes, he will maintain that pressure while starting the engine. If the pedal gradually moves down or becomes “softer” as the engine starts, this will verify operation of the brake power booster.

Once the engine is started, the tech will spend a minute or two listening to the engine, checking the engine gauges, and allowing the engine oil to circulate. He will also check clutch operation and adjustment. In all manual transmission-equipped Porsches and 911s built prior to 1987, the clutch should be held in for five seconds and then reverse gear selected. Any grinding then would be cause for concern that there is a clutch or transmission problem. The forward gears cannot be used for this test since they are synchronized and will not grind,

although they will be more difficult to engage if the clutch is dragging, as would be the case were it out of adjustment or in need of replacement. 911s built from the 1987 model year are equipped with the G-50 transaxle, which employs a synchronized reverse gear, so the grinding test is not possible, although it is recommended to check for higher than normal shifting effort, something which could best be done by someone who had driven a number of these cars.

The clutch should be engaged and the car reversed at least one hundred feet in order to check for abnormal noises in reverse gear. Then the car should be driven away normally or, if anything, at a slower than normal speed. The tech should be experienced enough as a driver (competition experience is helpful) to be able to completely relax in the car so that his senses are all heightened and thus more alert to abnormal sounds and other sensory inputs.

An owner of a 1987 911 learned the value of this kind of experience recently when he took his car in for an oil change to a repair facility operated by a technician with a racing background. Twice in the previous few months the owner had felt a slight roughness in the accelerator pedal when lifting off the throttle, but because it had been so intermittent he didn’t mention it to the technician. The tech, however, noted it during his routine test drive and decided to pursue the problem. When the owner picked the car up the technician informed him

that a broken cruise control fitting had been threatening to jam the throttle wide open, and that the technician had been able to repair it. A less experienced, sensitive tech would probably have not even felt the problem, which was one with the potential to cause a considerable amount of damage.

Proceeding with the road test, the tech will check the operation of all of the forward gears noting the clutch action, being especially alert for chattering (vibration, most noticeable when starting from rest) or slipping. A conventionally used test for clutch slippage, accelerating in first and then shifting directly into the highest gear

to see if the clutch slips, is not recommended, especially for 911 models. Porsche clutches are sized to be the best compromise between weight and clamping pressure for road and not drag-racing, and generally will not tolerate this kind of abuse.

Although second gear will usually be the first to show signs of synchronizer failure (grinding), it is also necessary to select first gear while rolling at five m.p.h. to ensure that this gear's synchronizer or sliding sleeve has not been damaged, either of which will be costly to repair. All of the gears should be quiet in operation as should be the differential gears, which, if

worn, may produce noise beginning at 30 m.p.h. and increasing with tire rpm. If the clutch release bearing has failed, it will produce noise with the clutch pushed all the way down. A clunking noise that occurs whenever the clutch is let out in a 924/944/968 series car would be considered normal unless it is accompanied by excessive driveline play when accelerating or decelerating, which may be a sign of a failed rubber clutch disc or a worn transaxle.

Steering should be checked for ease of effort, centering of the wheel, and for any tendency to pull to one

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Inspection . . .

continued from page 39

side or the other. To check for this last item, the wheel should be lightly held between the fingers or the car even allowed to run without any hand contact on the wheel. It should also be noted if there is any steering wheel shake, vibration, or shimmy. Braking should occur without any pulling or any abnormal noise or vibration, which may indicate a warped brake rotor. The brake pedal should remain firm when pressure is applied, indicating a good brake master cylinder and no hydraulic leaks.

During this time, the tech will be aware of not only the transmission, clutch and brake operation, but of the engine sound and performance as well. Are all of the sounds coming from the engine normal? Is there any roughness, hesitation or indication that the engine is not performing properly? Is there any sign of smoke in the rear view mirrors? The tech will have noted in his walk-around if there was any sign of blown oil on the rear of the car, which can emanate from either engine oil leaks or from the exhaust of an engine with worn rings or valve guides.

Assuming that all of these tests have not revealed any major mechanical problems, the tech will proceed with a full throttle acceleration run, at least through the first two or three gears, depending upon the car's performance potential. Depending upon the age and condition of the car, the engine will be taken very close to the

redline. Experienced Porsche techs will use caution, however, particularly with a type 356 or 912, where it is known that crankshafts can and have broken. An early 911 can also be more vulnerable to high rpm damage than, say, a 1978 or newer car, so some techs advocate a cushion of ten percent (or more) below the redline. It simply is not necessary to test the rev limiter, and, on some models, it may well have been removed.

As a final test, the tech will operate the heating and ventilating system through its range, particularly if the car is equipped with air conditioning.

He will also check the sunroof, power window and power mirror and lock operation, as well as the operation of the power seats.

Notes regarding any problem areas will be made and the car returned to the repair facility for the rest of the inspection. The return trip will be made as was the outbound one: at reduced speed so as to more effectively note any problems which may have cropped up during the road test or because the car is now fully at operating temp. These problems may include engine, transmission, or clutch performance, smoking, or abnormal noises.

Mid-US 914 Ramble - Arkansas, October 19-22

The PCA 914 Special Interest Group (Register) in conjunction with the PCA Ozark Region are hosting the 2nd annual Mid-US 914 Ramble October 19th-22.

The site for this year's event is Fairfield Bay near the northwest corner of Greer's Ferry Lake in Arkansas. Here you'll find some of the central United States most beautiful hill country, perfect for Porsche driving enjoyment. Owners and fans are invited to enjoy the Ozark mountain scenery and ramble through rolling

country roads with one of the largest gatherings of 914s in the US. The event highlights will include a Technical Session covering a broad range of topics and will be hosted by several 914 authorities.

A "Top-Only" People's Choice concour, several driving tours, a swap meet, a group banquet and more than enough time visit and enjoy the cars, their owners and the location will round out the weekend. Specific information on the event agenda and registration is posted on the MUSR

2000 Internet site: <http://members.rennlist.com/914sig/midUSRamble/2000.html>

You are also welcome to contact Diane Johnson at (972) 398-9146 for details and registration information.

So, dust off your favorite 914, put the top in the trunk and be a part of a great Porsche weekend!



8th 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 Viau, Don Miller, Robin Bryant, Scott and Kelly Mayer, Mary and Bob Lunde. 1999 North Shore Trip, photo by Bob Lunde

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

Wheels/Tires and more!

BMW snow tires/wheels for 3 series (pre 1999): (4) 15" steel wheels and wheel covers w/Blizzak 205/60 R15, tires almost new. Set of 4, \$300. Harness bar for 911 (fits 1986 Carrera or comparable body), \$75. In-car video camera mount, \$75. Keith Kemnitz, 952 890-9497.

Trailer

New enclosed 24' Featherlite Car trailer, 8' 6" wide with Aluminum floor and all white aluminum interior. Custom wheel covers and more. Pulled to BIR twice. "Save a Grand" \$9,000 (651) 462-0526.

F-125 "shifter kart"

Margay chassis, Honda CR125 motor, EGT gauge, spare rims, full nose, extra gears, Powerlifter stand, some spare parts and tools. Also, 6 X 12 Timberwolf enclosed trailer, wide curbside door, workbench with vise, tire racks, storage shelf, interior lights, spare tire. I want to sell as a package, but would be willing to separate if the F-125 goes first. Entire package for \$4000 Ed Jacobson 612/751-6176 or email at: eajacobson@isd.net.

Wheels, Originals from 968

Four 16" x 8" x 52mm offset. Fit 968, or '87 or newer 944. Also have 16" x 7" x 55mm if you want original fronts. \$800 set of 4, complete with misc. old BFGs. Cliff Anderson, 952-938-6115 or email at: clifford.anderson5@gte.net.

Four Tires

2 @ p225/50r16 and 2 @ p205/50r, 1/8" thread left, estimate 10m miles left since these are hard rubber tires, no punctures repairs, 6 ply, m&s rated, "Grand Spirit" brand. \$100 or will trade parts for 85' 911 Targa, will sell in pairs, Ed Vazquez 952-937-6990.

'73 911T Coupe

76k miles, White on black interior, Leather '73 factory Recaro seats with sheep skins, Electric sun roof, Full S trim including dealer optional wheel well chrome and license plate brackets, S instruments, 15 X 6 factory alloys with 195/65VR15 Michelin MXV tires, Sony cassette stereo with custom speaker enclosure on back deck, Original Blaupunkt radio available, Original 2.4l CIS engine with pop off valve, chain tensioner guards, turbo valve covers, and fresh oil return tubes, Heater boxes in good condition, Stainless brake lines, Ziebarted, Cover, Bra, Owner since '81, Very solid and good condition, Garners great compliments, but could use a little TLC, Can email recent pictures, Asking \$10k, Robert Schuelke, (952)-431-5089 (H) before 9PM, (612)-385-5090 (Cell), or email at: robertsch@charter.net

1973 911 RS Body Kit

2.7 RS engine, new. SSI and Monty muffler, new transmission, 993 wheels and tires/Finch. New suspension and adjustable bars, new brakes. Car is in perfect condition. Call Sol (Njie Sulayman), 978-4734 (cell) or 541-1094.

1985 911 Carrera Coupe

65M actual, Red/Black, Polished Fuchs, CD, Loaded. Never Raced. New clutch. Excellent condition. \$19,500. Todd, days, 952 841-9722 or eves 612 925-4746.

1997 911 Twin Turbo

Very rare and in immaculate condition. Last year of the Air-Cooled Twin Turbo. Ferrari yellow with Bumble Bee interior upgrade package. 17K miles, still under warranty. Absolutely awesome. \$98,500 firm. Brad Gerlach 218-741-8262, cell 218-780-5835 (Virginia, MN).

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).

Technical Tip: Removing & Installing 914 Half-Shafts

by Paul Lighthill, Riverside Region, Reprinted from *PORSCHE GEDANKEN*

Due to the design of the rear suspension, removing the rear axle shafts of a 914 is a little more challenging than it is in most other Porsche models. By following a few simple procedures, however, the job can be made much easier.

1. Remove the "hub cap" from the rear wheels. Using a suitable breaker bar and "cheater", remove the rear axle nuts. It may be necessary to apply the emergency brake, place the car in first gear, and have a helper push on the brake pedal in order to keep the wheel from moving.

2. Raise the car off the ground and place it on jack stands. Provide some means of raising the rear trailing arms such as a scissors or bottle jack.

3. To remove the left side axle, place the small jack underneath the trailing arm and raise the jack so it contacts the bottom of the arm. To avoid damaging the trailing arm, you may wish to place a piece of an old tire or a folded rag between the jack and the trailing arm.

4. Disconnect the bottom of the shock from the trailing arm.

5. Disconnect the inner constant velocity joint from the transaxle output flange.

6. Using the small jack, raise the left trailing arm as far up as it will go.

7. Place the inner CV joint directly next to the aft end of the starter.

8. Remove the axle assembly. You are now free to either place the axle in a vise and remove the CV joints or to replace the entire assembly.

9. To remove the right side axle, raise the right trailing arm with the jack and remove the axle by disconnecting the inner CV joint and placing it in the highest forward position you can on top of the transaxle.

10. Prior to installing the axles, verify that the roll pins which locate both the inner and outer CV joints are in place. There are two roll pins (p/n 999.095.019.00) in each CV joint, and if even one is left out, it can result in the CV joint coming loose, something with the potential to cause extensive damage to the car.

11. To reinstall both axles, simply perform these steps in reverse but place a three foot long piece of safety wire through the cotter pin holes in each stub axle and double it over so that you have two pieces of wire in each stub axle each roughly 18 inches long. Thread the wires from the axle through the bearing holes in the respective trailing arms, use the wire to pull the stub axle into position, and then remove it. Install the axle washers and nuts.

12. Connect the inner CV joints and torque the 8 mm bolts to 372 in. lbs (or 31 ft lbs). This will require that a helper alternatively hold and release the brake pedal as you tighten the inner CV bolts. The outer CV bolts are best tightened with the axle out of the car and held in a vise. Wrap the axle with a rag before placing it in the vise to protect the finish.

13. Install the large axle nuts and washers and torque them to 250 ft. lbs. In the case of both the CV bolts and the axle nuts it will be necessary to have a helper step on the brake as you tighten everything, and with the axle nuts it will be necessary to use an air-operated impact gun with the required torque capacity or to install the wheels without their center caps and use a breaker bar of the appropriate length and stand on it while both the emergency and foot brakes are applied. For example, if you weigh 150 lbs., you would want to stand on a two-foot long breaker bar in order to apply the desired torque. It is permissible to overtighten the rear axle nuts slightly in order to align the cotter pin holes in the axle and axle nut.

14. Install a new cotter pin in each rear axle nut, install the hubcaps, lower the car, and you are good to go.

The Pre-Purchase Inspection, Part II, The Professional Road Test

by Paul Lighthill, Riverside Region, Reprinted from PORSCHE GEDANKEN

A pre-purchase inspection of a particular automobile is most valuable when performed by a technician with a solid basis of experience in that model. This is especially true with Porsches, as most general repair facilities will not have seen enough of these vehicles to have built up the necessary base of experience.

Too, and as a generalization with some notable exceptions, most Porsche dealer service departments don't have technicians who are familiar with cars that are more than ten to fifteen years old due to turnover of technicians, the fact that the Porsche organization provides technical training for current, and not past, models, and the perception on the part of some dealer principals that this market is simply not worth the trouble. For Porsche models more than ten years old, an independent Porsche specialty shop is usually the best bet for the inspection, although here, too, the prospective buyer must exercise caution. Conversely, for Porsches newer than ten years old a franchised dealer may well be the best choice, since an independent shop may not have either the experience or the equipment required to service these cars.

The prospective buyer should speak with both franchised and independent repair facilities prior to mak-

ing the decision as to where to have a pre-purchase inspection performed. This can be easily accomplished by telephone providing that the facility has someone familiar with both the model of car and the inspection requirements and available to speak on the phone, something not always convenient or permitted at a dealership.

In that first conversation, the prospective buyer should explain what he needs performed and on what year and model of car. Both the cost and scope of the inspection should be described by the representative of the facility. The buyer may ask to see a copy of the inspection checklist that is used by the facility. Any additional information, especially tips that are volunteered, should be considered by the prospective buyer in making his decision, although it is wise to consider these tips and possibly even to verify them by reference to other recognized sources, such as PML or the buyer's own personal database. Sometimes a representative of a repair facility may be aware of a customer who has the correct model available for sale. If the sale is to be handled through the facility, however, the buyer would want to consider having a different facility perform the inspection, unless the car is certified or has a proper warranty.

Once the decision regarding a facility has been made, an appointment for the inspection should be made and the car taken to the facility. The car should have at least one-fourth of a tank of fuel for sufficient road-testing. In order to accomplish the inspection, the car should be available for a minimum of four hours to allow time for the inspection itself, the paperwork, to fit the car into the facility's work flow, and to discuss discrepancies found during the inspection.

It is preferable for the seller to not be present during the inspection and especially during the discussion of discrepancies, as this may lead to a negative reaction on their part, with the seller and the representative of the facility possibly trading insults. Although the buyer is free to share the results of the inspection with the seller, repair facilities feel that their relationship is with the prospective buyer, and would prefer to not be put in the middle of buyer and seller. Because of this possibility, some repair facilities do not perform pre-purchase inspections as a matter of policy.

Once the repair order is completed, the car will be assigned to a technician, who should be journeyman level with special training and experience for the specific model at hand. This

Continued on page 38