



OCTOBER '00

INHALTSVERZEICHNIS

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

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The editor reserves the right to edit all material. Articles for publication in *Nord Stern* must be submitted by the seventh of each month prior to publication.

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Front Cover -Mary and Bob Lunde's gorgeous new Boxster S (yellow!) at Brainerd International Raceway with the tough duty of being the Official Pace Car for this year's Club Race.
Photo by Ron Faust

Back Cover -"I could swear it was Nick C. in that Car!"
Photo courtesy Joel Pfister via Internet

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It is with a great deal of pleasure that I take a moment here to introduce a new contributor to Nord Stern. Her name is **Marsha Drake** and she and her husband, **Mike**, are new members of the club. It so happens that Marsha sat next to my husband, Bruce, at the new member social they attended and in the ensuing conversation she mentioned her interest in writing. One thing lead to another, and here she is with her first contribution which appropriately is about their quest for a sports car as a wedding anniversary present to themselves. Fortunately for Nord Stern, that ended up being a "P" car. That story appears here, starting on page 10, complete with pictures. My personal favorite is of the two of them standing next to their 'honeymoon' vehicle back in 1975. I had to laugh when I got the pictures—Bruce and I were married in 1976, a mere one year later and we looked just like they did! So skinny, so young and with a lot of hair. Bruce back in those days actually had what

could almost be called an 'afro' (keeping in mind that he is not of the correct ethnic background but the look was similar!). My hair was very long, very straight. Actually a style that is very much in evidence at our children's schools now. What goes around, comes around. Scary, but true. I hope you enjoy her article as much as I did. Watch for more from Marsha! I am looking forward to a fun collaboration.

Which leads me to comment that my whining of late has paid off. In fact, this issue has not one, not two, not three, but **four** articles written by Nord Sterners. Wow! Plus a couple of event follow ups. This is great and it was much fun putting this issue together.

Please note there is a postcard insert this month for our annual officer slate. Please take a moment to mark your ballot and mail it in. Not everyone can make it to the annual dinner/meeting/awards event in November so

this way you can have a say in who next year's officers will be.

Speaking of the annual dinner/meeting, watch your mail for information on that event. It will be a more casual affair this year. Information will be posted on ClubTalk and TechTalk mail lists plus something in the mail. Details were not available by deadline time (you will note this issue is later since there was other information we wanted in here!).

So, keep those articles and pictures coming! I can't do this newsletter without them! So if you were at the Rally, Dakota Autocross, the St. Cloud Autocross and have a yen to share your comments, I would love to include them. This is your newsletter and it exists to inform, entertain, be a resource and all that, but I can't do it without those contributions. With many thanks again!

Til next month
—Christie

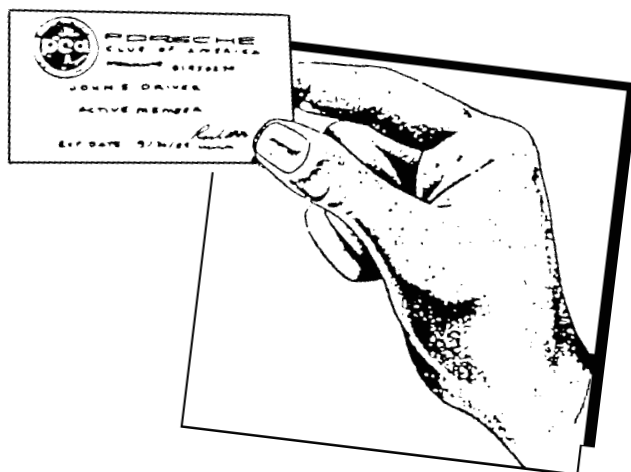
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Welcome New Members

We hope to see you
at upcoming
events!



Scott and Jennifer Al-Najim
Minneapolis, MN
1979 Silver 928

Paul Coufal
Minneapolis, MN
1976 Silver 914

Kevin and Patty Cunningham
Alexandria, MN
1988 Guards Red 911 cab

Todd and Kara Ellinger
Minnetonka, MN
1982 Black 911SC

James Forberg
Belle Plaine, MN
1983 Black 928S

Rich and Sue Hall
Duluth, MN
1981 911 SC Targa

David and Marjorie Ihle
Hudson, WI
1999 Silver 996 C4

Greg and Gina Kolles
Bloomington, MN
1991 Red 911

Timothy and Debra Mayer
Hudson, WI
1986 Red 911

Troy and Linda Paulson
Edina, MN
1986 Black 911

John Ross
Lakeville, MN

Jeff and Pat Rusinko
Ham Lake, MN
1970 Yellow 911E

Robert and Lucy Schuelke
Lakeville, MN
1973 White 911 T

Sara Ann Sexton
Edina, MN
1982 light Met Brown 911SC

Greg Bernhardt and Nancy Shank
Hopkins, MN
1979 Mocha Brown 930

Warren and Dena Stanchfield
Wayzata, MN
1974 Green 914

Dale Nelson and Terri Stark
Minneapolis, MN
1986 Red 911

Riley Rogers IV and Chris Treat
Fargo, ND
1974 914 2.0 targas (2): Yellow, Green

Jonathan and Richard Wen
Maple Grove, MN
1987 Red 930

Don and Pamela Werbeck
Eagan, MN
1997 Silver Boxster

It's September as I write this and the season is still going strong. I received an invitation to attend an out of state Porsche related function and, was surprised when I checked my calendar and discovered there are 5 separate events this month! There was the St. Cloud autocross, the Dakota autocross, the rally, a charity movie and the Last Fling school and DE at Brainerd. Hardly time to catch your breath.

A special thanks goes out to **Bill Groschen** for taking on the eventmaster position for our newest autocross venue, St. Cloud Highway Safety Center. I'd also like to thank **Dean Podevels** for his expert handling of the T&S tasks. Despite a rather dreary and damp beginning the day shaped up nicely and the course Bill set up was phenomenal. The fastest cars took over a minute and 20 seconds to complete one pass! As this was our premier event at this facility, at least it

has been a number of years since we last ran there, it was important to show the St. Cloud people that Nord Stern could put on a safe event and leave the facility in as good a shape as we found it. I believe we have accomplished this and I look forward to running there next year, this time getting it on the calendar a little earlier than we did this year.

Now is the time to start thinking of next year as the annual Porsche Parade for 2001 is in Milwaukee. It would be good to check out the information in Panorama and make those hotel reservations and get those vacation requests turned in. Also remember our own **Bruce Boeder** has stepped up to the plate as the chair for the Parade Club Race and by the time you read this I am hoping we will have an answer from Road America on our dates for this event. Bruce will need volunteers so when you make your plans for the Parade, don't forget to

include a stop by Road America a few days prior to moving on to Milwaukee.

Our Mr. Social, **Ed Tripet** is busily making the preparations for our fall Awards dinner. In addition, there are some rumors in the works about a surprise for the annual Holiday dinner so watch upcoming issues of the Nord Stern magazine for this announcement.

I hope I have had a chance to meet and talk with some more of you at the September events. I also hope to see more new faces at the Last Fling school, commonly known as the Nick and Erik show and the Last Fling Driver's Education event. If I missed you please look me up at the Awards banquet or the upcoming Holiday party.

—Jon





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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

Letters to the Editor . . .



I thought it would be fitting to include here some of the email regarding the recent loss of long-time Nord Stern member, **Paul Binek**, in light of all of you who are not currently subscribed to the mail list maintained by Mike Selner. He truly was a great guy and Bruce has previously in this newsletter told his story of how Paul bailed him out on a technical problem and because of him he now carries extra oil lines for others—and they have ‘saved’ an event for others, too. He will be missed.

—Christie Boeder/Editor

Paul was a former business partner of mine and I remember him as one of the most caring guys I’ve ever known. I will miss him very

much. Sharon, I am so sorry for your loss, my heart and tears go out to you from here in Fargo!!!!

—John Erickson

Very sorry to hear that (Paul Binek’s death). He was a great guy. Always ready to lend a helping hand. My sympathies to his family.

—Chip Smith

Fred and I are also saddened by the news of Paul’s passing. Among other Nord Stern events, Paul and Sharon were always eager participants in the annual Fall Color tour and German CarFest. He will be missed. Our thoughts and prayers are with Sharon and the family.

—Jill & Fred Daneu

My first recollection of Paul was early in Christie and my driving career at Brainerd. Our 911 had a mysterious oil leak, which was beyond my limited mechanical abilities to diagnose. Paul appeared without our having asked him to help, and immediately diagnosed the leak as coming from the chain tensioner oil lines. More importantly, he produced a new line to replace the offending line, thus saving our event. I subsequently purchased several replacement lines, at his urging, and have been able to save more than one member’s 911 at track events with them. We will miss him!

—Bruce Boeder

Advertising Here

A Farewell to One of the Best . . .

by Teresa Vickery

Nord Stern has lost one of its best driving instructors, and a very dear friend. **Paul Binek**, a member since forever, has passed away. He leaves a hole that can't be filled.

Paul, and a cadre of others including **Denny Guntzel**, **Roger Johnson**, **Bob Johnson**, and **Corey Johnson**, were considered driving gods by us new members. Paul and Denny, in particular, were quite the pair. They had the fastest 911s and drove them with a skill that was sheer joy to see. Watching Denny and Paul drag racing down the straight was great fun - event masters screaming about 'following too close!' notwithstanding. They'd spend all winter tweaking their cars, trying to get a half second off their times. That first event would roll around and off they'd go - a blur of bright blue and bright yellow 911s. The end of the day would find them laughing and teasing each other about this little trick, or that tiny modification. Paul was exactly the kind of guy you wanted to run with - an honest, straightforward competitor with a great sense of humor who would share all his knowledge because it was more fun that way.

Paul was always there to help - instructing at every school, running events, offering help to newcomers. He was famous for his toolbox. No matter what broke on a 911, no matter how obscure the part or how weird

the fastener or how bizarre the hose, Paul always seemed to have a replacement; and he was the first to jump in and get his hands dirty, helping to get a competitor back on the track. He had an absolutely uncanny ability to listen to an engine and diagnose a potential problem. He always used to say that it was only because he'd had every problem you could have with a 911 so it was no big deal. Then, he'd grin that big, wide grin of his, and offer to help.

There has never been an instructor like Paul, and most likely, never will be. Back in the 'olden days', Nord Stern ran BIR with 2 chicanes, set up at the end of the main straight and between turns 1 and 2. Picture running down the straight, at full-tilt boogie. Just after you've hit your top speed, you had to brake hard, downshift to 2nd or 3rd, depending on skill and car, and scoot through the right-left-right chicane. It added an element of excitement to an already exciting track, and sorely tested the skill of all of us drivers.

In those days, I was driving an '84 944, purchased shiny-red new and by far the coolest, most expensive car I had ever owned. (Let me put this in perspective: my only previous new car purchase was a Mazda GLC Hatchback!) That summer, I approached BIR with mixed emotions - excited about driving this very fun, very cool



car on the track and nervous about harming it in any way.

I struggled with those ratsin' fratsin' chicanes that first event. I just couldn't get the rhythm. I couldn't do it right. Paul saw me struggling and offered to sit in the right seat. We did a couple of laps and Paul, with his calm, quiet voice offered a pointer here and a tip there. It still wasn't sinking in - his 'aim this way and flick the steering wheel' advice just wasn't connecting. Finally he said: "*You work the pedals, I'll steer.*" We came screaming down the main straight, Teresa in her new car, right foot to

the floor. Approaching the chicanes, Paul takes control of the steering wheel and tells me when to brake, and when to downshift. My hands are in the air as I watch, in total amazement as he ‘aims and flicks’ my new car, exiting the chicane at higher rpms than I’d ever seen before. I’ll never forget him looking over at me, saying “*See?*” and grinning that great, big wide grin of his. I’d never, to this day, do this with anyone but Paul, an instructor and a friend who deserved my absolute trust, who inspired and encouraged me at every step of the way.

I’m not doing justice to this terrific guy. I’m going to miss him. I’ll miss his sense of humor. I’ll miss those unbelievably analytical conversations about the nuances of tire pressure. I’ll miss having a beer with Paul and talking brake pad compounds, camber and toe settings, and apexes. I’ll miss hearing about how you heat cycle tires on the street without getting nailed with a speeding ticket. I’ll especially miss that big, wide, ear to ear grin.

ED. NOTE: PHOTO (L) OF PAUL IS UP AT THE NORTH SHORE AT A RECENT FALL COLOR TOUR, PHOTO BY JILL DANEU. NOTE THE GRIN!

Advertising Here

That little white car is so much fun—on the road, at the track, and in the sun!!

As I watch the scrolling marquee move across the screen of my laptop, I think about what the statement means. Then I go back to the Windows desktop on my computer to look at the scanned picture of our Porsche which Jody Crowley helped me load on the computer this week. We've only had this 'little white car' seven months, and already we've had such a good time with it that it's amazing.

We bought it August 27, 1999, after about a year of research, and a firm decision that we wanted a 911 Targa (in spite of the fact that at one point I gave up on the 911s because the clutch was so strange—but I test drove one or two more with good shoes and got over that opinion quickly). We wanted one in good shape and didn't want a restoration job or a 'project' car. We didn't want the older models but wanted one somewhere after 1982 and before the price got beyond our budget.

We sold our 2 1/2 acre house-and-lot in Prior Lake and decided to build a new townhome. That was a decision that also contributed to the Porsche decision, since the price of another single-family home

25th Wedding Anniversary Sports Car

by Marsha Drake

We didn't want to take a trip to Hawaii or Europe. We didn't want to have a big party. And I didn't want a new diamond wedding ring set with matching diamond necklace and earrings. Instead, we wanted a sports car for our 25th wedding anniversary.

It all started at Christmas in 1997 when my mother-in-law was talking about cars and how she likes Cadillacs. "Wouldn't you like to have a Cadillac, Marsha?" I said no, and when she asked what kind of car I would like, I spontaneously said I'd rather have a Corvette. The conversation didn't continue, and she changed the subject. (Is it that way with everyone's in-laws?)

But that conversation planted the seed, and we started watering it. We began researching, thinking about it, visiting Corvette and Porsche events, going to autocrosses, talking to sports car people, and looking for sports cars for sale—Corvettes, Porsches, Lotuses, Ferraris, Triumphs, you name it.

The more we talked about this idea of a sports car, the better idea it seemed, and the more exciting an anniversary trip in a sports car sounded.. When we got married in 1975, Mike had a 1972 red convertible TR-6 (i.e., The Honeymoon Sports Car) that we both really liked. Being newly married and poor, though, we couldn't keep it, and we haven't had a sports car since then. Careers and houses seemed to take all our time and money. (Can anyone relate with that? Add kids, too.) Now, with our 25th wedding anniversary approaching, there seemed no better time to finally indulge in something we both love - sports cars.

Well, we began intensively searching for the 25th Wedding Anniversary Sports Car. We drove mostly Corvettes and Porsches, with an MG and a Triumph thrown in. (All Lotuses were thrown out because we didn't want to become shade tree mechanics.) I liked the Porsche 928s a lot, didn't like the 944s (but since have changed my mind), and at one



The Drakes and the Honeymoon Sports Car, April 1975

point eliminated the older 911s from consideration because of the silly clutch and the angle that it comes out from the floor. (Wearing shoes with slippery soles didn't help a lot.)

But then a Porsche owner with a 1982 911 Targa for sale rode along on our 'test' drive. He urged me to take corners faster and to push harder around the cloverleafs (WOW). Then he encouraged me to give it more throttle when we were going uphill on 35W to quickly catch a vehicle ahead (COOL). I got the idea, and even enjoyed slowing down when a Corvette moved into the left lane behind us, because I thought it was completely fitting that the Corvette was behind the Porsche. We were obviously getting hooked on Porsches.

Well, we found it, the anniversary car, in August 1999 - a white 1985 911 Targa with 36,500 miles. Although our 25th anniversary wasn't until April 2000, we started enjoying it immediately. It has a unique navy blue interior (which we didn't care for at first - but it has grown on us) with sport seats, and white Fuchs wheels to match the body color. We were happy

when Auto Edge checked it out and gave a good report. It's the perfect car for us! The quality of Porsche is unbelievable (I'm preaching to the choir, I know). The strong, solid handling, and the smooth, powerful acceleration and overall drive - what better sports car could we have chosen? NONE! Even just sitting at a stop light and hearing - no, feeling - the engine, is a blast!

So we started planning for the anniversary trip, which we wanted to take in the summer when it's warm, instead of in April, our anniversary month, when it's usually rainy and cool. We planned it for June 16 - 25, 2000, and we wanted to tour from Minnesota back to the Milwaukee area where we met in 1974.



Cold day at BIR w/Butzi, Mike & Marsha



25th Wedding Anniversary Sports Car, photo by Marsha Drake

The time finally arrived, and we took off! Following are my daily notes about the trip, and I'll try to include only the interesting car highlights and not much of the other sappy boring stuff:

Day 1, 6/16: Attended Nord Stern/PCA Club Race and Drivers Education practice runs at BIR. COLD!!! Visited

lot is what went toward the car. It's a 1985, with only 35,500 miles on it when we drove it home as ours, and in extremely good condition on top, inside, and in the engine compartment. The owners before us obviously pampered and babied it, and we're carrying on the tradition.

Like today, when we took it to get 'shod' (i.e., new tires.) (We both used to have show horses, so we revert back to the barn talk once in a while . . .). Getting up at 6 a.m. on Saturday is not fun for any other reason than taking the car for an outing.

And then there was the time we were driving through Burnsville last Fall and two guys in a huge SUV yelled at us, "Get a real car!" We laughed and agreed that, of course, we do have a REAL CAR!! Mike is also waiting for the time when someone yells, "What's your car going to be when it grows up?" to which he will happily respond, "Faster than yours!"

And before we put it away in its Car Capsule in the Fall, we had a German dinner celebration, with German sauer kraut, brats, German chocolate cake, and German wine. It was complemented by German symphony music in the background, as we sat and savored how fortunate we are to have the little white machine.

Continued on page 12

25th Anniversary

... continued from page 11
with lots of great people (of course) and Mike rode with Jon Beatty in his RS America (peel Mike off the ceiling). Dinner with Bob and Mary Lunde and Roy Henneberger.

Day 2, 6/17: Left Brainerd and toured by Mille Lacs Lake back to Rogers where we visited Ellingson's Car Museum . . . Continued through Burnsville, Hastings, and Red Wing on Highway 61 to Winona. Took a side trip on Highway 60 so Butzi (car's name is Butzi, subject of another article) could experience the wonderful turns and curves in the road—cool!

Day 3, 6/18: In Winona, MN with some pretty scenery. First time using the new rain/hail cover for the car—worked great . . . got to Hartland, WI and had a fabulous dinner at the Cobblestone Inn. Afterwards drove around reminiscing (this is the town where we met 26 years ago). Paid \$2.29 per gallon for gas to fill up the car. A young kid riding by on his bike complimented the car saying it was 'a nice Porsh.'

Day 4, 6/19: Visited the old Lyndale Raceway outside Hartland, now a subdivision of residential homes. Drove around the streets which comprised the turns and straightaway of the old track. (We'd love to hear from anyone who remembers this old track.) The fun of the turns is there - if only we didn't have to go 25 MPH! Toured Highway 83 on the Kettle Moraine scenic route.

Beautiful trees, scenery, and CURVES (i.e., fast curves). If only all the 'Steeroids' (if you want to know what that means, read Ken Kamstra's book, *It's Okay to Love Your Car*) weren't ahead of us all the time. Arrived in Lake Geneva with sunshine and a beautiful day.

After dinner asked one of the hotel employees to take our picture in front of the Porsche, almost exactly where our picture was taken 25 years ago in front of the Triumph. Then we went for another ride. On the way back a deer jumped in front of us about 10 feet ahead (I think my heart completely stopped beating for a second—and some readers know why). Thank God it missed us.

Day 5, 6/20: RAIN! After brunch went over and watched a CART race on TV at the sports/health club. Weather cleared later and on the way to dinner got a smile and a thumbs up from a fellow Porsche driver. We love the camaraderie.

Day 6, 6/21: All reminiscing—nothing special that was car-related,



The Drakes and the 25th Anniversary Sports Car, June 2000

other than just driving the great little driving machine.

Day 7, 6/22: Visited St. John's Military Academy but we could not get inside the chapel where we were married in 1975. Took a picture of the outside. Then went to visit the 440th Air Force Reserve base in Milwaukee . . . took a picture of the car in front of a fighter jet memorial . . . two works of art.

Day 8, 6/23: Visited Road America (for my first time, but for Mike it was a trip back in time . . . he spent many hours there watching friends and 'heroes' race in the '60s and '70s). Not crowded, perfect weather. Only one Porsche 914 in the practices, but several others that people drove as their transportation there (but, oh, what transportation it



Someone's 'transportation' to Road America for June Sprints, photo by Marsha Drake



Sports car with wings at Experimental Aviation Assoc. Museum in Oshkosh, WI, photo by Marsha Drake



Two fine machines: Porsche and F4 Phantom fighter jet at the 440th Air Force Reserve Base, Milwaukee, WI Photo by Marsha Drake

is). Met a nice couple from the Milwaukee PCA.

Day 9, 6/24: Left Fond du Lac and went to Oshkosh to the EAA (Experimental Aviation Association) Museum (some more works of art . . . sports cars with wings). Then traveled to Marshfield, WI that evening and on the way got a nice compliment from a Harley-Davidson type of guy. He first said, “Nice car!” and when we didn’t hear him he reinforced it, “Hey, I said nice car!” We thanked him and wondered what he would have done if we

didn’t hear him the second time. Then at the Burger King a teenager went out of his way to admire the car, saw me looking at him through the window, and after my thumbs up came in and talked to us for 15 minutes about cars. He needed some encouragement as a fellow ‘AED-er’ (read Ken Kamstra’s book, *It’s Okay to Love Your Car*), and we tried to give him some positive words. Maybe a future Porsche owner.

Day 10, 6/25: Left Marshfield and had RAIN on the way home. But a nice drive nevertheless. Good to get back. A wonderful trip, but both of us and Butzi were ready for a rest.

It was a successful trip, and we’re thankful every day that we found such a neat anniversary car. The best thing, though, is that we don’t just have pictures like we would if we had taken a trip to Europe. And we don’t just have the family retelling stories about the party we could have had. And I don’t have to worry about losing an expensive piece of jewelry. Instead, we took our trip, but we still have the 25th Anniversary Sports Car, parked right



Straightaway on the old Lyndale Raceway near Milwaukee—now a residential street, photo by Marsha Drake

there in the garage. And we can just keep on celebrating.

Author’s note: This is the first publishing of a column for the Nord Stern newsletter which we hope you will like as a consistent feature. The theme will be to write about Nord Stern people and their cars—the Porsche Personality. We’ll be interviewing members and centering on a theme important to them, such as their first Porsche, their life interest in cars, or their passion for the track. So please be open when we call you to schedule an interview! To start us out, here is the author’s own story about the Drake’s first Porsche.

Advertising Here

The PCA Gingerman Club Race

July 3-5, 2000

By Dave Arundel

This is a story that I hesitate to write. I feel like I have found something wonderful and I am not sure I want to share it. I could do a cursory summary of this race, and people would read the story and say ...sounds like a typical PCA club race weekend.” Or I could let you in on the secrets that Gingerman and the surrounding area hold in store . . . and chances are I will see YOU at Gingerman next year!

Well, the club philosophy is to share and help your fellow PCA club members and racers out . . . so I will let you in on the secret, this was an absolutely spectacular weekend. If you like what you read, do NOT miss this event next year!

Gingerman is a 10 turn, 2.2 mile layout located 5 miles east of South Haven, Michigan. South Haven is a gorgeous time capsule of a resort town on the eastern shore of Lake Michigan, a little over a one hour drive north of Gary, Indiana. I had never been there or raced there, but I did spend a week in Kalamazoo, about 35 miles to the east during my celebrated “world’s shortest NHL career.” But that, as they say is another story. In any journey “getting there” is supposed to be half of the fun. I would twist this a little and say that getting to South Haven is about half fun. The

fun part is going down Interstate 94 through Madison and Rockford etc. Say what you want, but that is a beautiful road that you can make tracks on. If you get bored, remember what it is like driving on the interstate through Nebraska. This is prettier. After Chicago, the scenery and ease of travel is wonderful. In the history of theology, there have been many definitions of Hell. One of mine would include pulling a car trailer through the toll booth highways in and around Chicago. You are smiling. You have been to Hell too. Get this . . . they were rebuilding the toll booths on the Illinois Tollway. I cannot describe for you some of the traffic sights I saw. The therapy is helping . . . I am starting to have no memory of the 3 hours it took to go about 50 miles. But let’s not dwell on the negative!

We arrived in South Haven, which you can actually get to in less than 10 hours at normal road speeds around 5 PM on Friday. Checked in for the event, cleaned up and headed for “downtown” South Haven. I felt like I was in the “Summer of ’42” movie set. Right down to the movie house that was probably built in the ‘40s, complete with original marquee. Very high cute factor, fudge shops, antiques, nautical items etc. Dinner was taken at the reigning “great place to

eat” in town, Clementines. Starting with the onion rings and ending with the smoked ribs . . . a true killer. South Haven hugs the shore of Lake Michigan, which in this area is marked by beautiful sand dunes with willowy grass growing out of them. There is a river with a sizable harbor that empties into Lake Michigan . . . hence, another plus. A perfect harbor for some major, big buck motor and sailing yachts. Remember, you are less than 2 hours from 10 million people in Chicago and another 5 million in Detroit. There is a gorgeous and spotless park that runs for about 1/2 mile along the river and out to the lake. It was the scene of a big picnic Sunday night for the Johnson Autosport clan.



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Gingerman

... continued from page 15

In close proximity to South Haven are Saugatauk, another resort town on the lake and Holland, where all things and all people and all last names have something to do with the motherland: the real Holland. Saugatauk is wild ... much more commercial than South Haven. It also sports a huge harbor along its river that also empties into Lake Michigan. It is sort of the Newport Beach, California of the Lake Michigan Coast. Lots and lots of people looking for the perfect embroidered t-shirt, or ethnic meal or slip at the harbor. Dripping with charm, but not as untouched as South Harbor.

I know this is supposed to be about racing at Gingerman, but I am setting the table, if you will. Part of the fun of a race weekend is having a great town to hang out in, and South Haven is one of the greatest! If you are a racer, you know what I mean. Some of the great memories of Elkhart Lake, Sebring, Brainerd, and other great tracks are not at the track, but the sur-



A tight start for Race Group 3

rounding town. The most memorable gastronomical event in South Haven is an ice cream plant named Shermans. They have a “dairy bar” at the front of the plant, which happens to be on the road between the track and the town. This place was packed morning, noon and night. The first night we were there we had to check it out. Everything came in three sizes. Small, medium and large. The kid ahead of me ordered a “medium” banana split. This thing was delivered in a shoe box that would have held a pair of size 13 Nike sneakers. I tempered my choice to a “baby cone” of cookie dough ice cream ... it was still tough to finish.

On to the track! This place was extremely well thought out. How great

would it be to take a blank piece of paper and say, “now this is how I would build a road racing track.” Seemingly there was no stone unturned. Let me give you a few highlights: 10

turns, 2.2 miles, very technical, very demanding. I personally learned more driving here than I have in the past 3 years of club racing combined ... for I learned, that to go fast on a short track you have to “hang the rear end out.” There were at least 4-5 turns that required turning in, and getting on the gas to slide the rear around. Very disconcerting at first, very fun when you get used to it. Of course before sticky tires and F1 suspension on even the lowliest sports cars, this is how ALL racing was done. The art of the drift. This course is the great equalizer. Big horsepower is not rewarded. You raced with many cars from different classes. I got into 5th gear twice on the track for a few seconds maximum. This is a momentum track ... maintain speed or else. The track and its’ support buildings are dedicated to club racing. I truly felt like I had the epitome of the club racing experience. I love Road America, but it can be a little intimidating tearing down its armco canyons. Expect for the pit wall on the main straight, there is not a ;wall or barrier of any kind on the track. If you blow it, you go off into a gravel trap or grass. By the way, just

The JohnsonAutosport clan at the river in South Haven, obviously enjoying a great meal





Group 3 grid

about everybody does go off at least once a weekend!

Off in the middle of the track is a grandstand. Guess what? You can see the entire track from that elevated grandstand. What a concept! It was fabulous to go watch another group's session and be able to watch 2 guys duke it out around the whole track. Best viewing I have ever seen. Compact paddock area, all grass, easy to get on the grid. Clean and hand restrooms, way above average track food. In short, every detail taken care of for a great weekend of club racing. This was like going to play basketball in some guys driveway. Everything about it was easy, except for going fast on the track.

As always, the Nord Stern racers made a good show. My records indicate the following Nord Sterners in attendance: **Bob Johnson. Bob Viau, Lee Jacobsohn. Bill Berard, Rew Johnson, Bob Viau Jr., Nick Summers, Jim Bryant, Henry Rogers,** and making a triumphant return to racing, the dashing **John Rebane!**

The schedule was the usual. Practice on Saturday. Practice and Fun Races (a clever way of saying "practice starts") on Sunday, and practice, qualifying and racing on Monday. As I mentioned before, there are few things as mentally challenging as learning a new race track. There are at least 3,000 things you need to input at once! Where should I be on the track . . . left, right or center? What gear should I be in? When do I start braking? How fast can you go in that carousel? Why won't the car turn in? Is that "I" class car faster than I am?

The only thing that works is doing lap after lap after lap, and of course coming in and getting Bob Johnson to walk you through a course diagram, or better yet, take you on some parade laps at lunch and try to explain the line to you. It's all easy at 40 mph . . . at 100 MPH you never quite do things on time! As all club racers know, the real therapy of our sport is that for three days you



Aaron Hatz from Johnson Autosport contemplates a tough decision: hamburger or Hot dog for lunch!

are so engrossed in this activity, that you completely forget the baggage in the rest of your life you dwelled on so worthlessly on the drive over. I always ask Shari two questions when we pull out of a track from a race weekend. *"What is my name, and where do I work."* This is expensive therapy, but by gosh it really works!

The sessions were nice and long, usually 30 minutes. The race however was 18 laps long, the time on the track wasn't much longer than a standard session, but you weren't used to going all out for 18 laps. Brake fade nothing! Brain fade sets in after about 15 circuits, and it is hard to concentrate. As I have pointed out many times . . . imagine being able to do

Continued on page 18



Nick Summers and significant other at turn one.

Gingerman

... continued from page 17

200 laps of the Indianapolis Motor Speedway at 210 mph!

I am a big fan of the practice starts and the “fun races.” Do a start, go hard to turn 6, line it back up and repeat it 3 times. You really concentrate. I know this sounds bizarre, but it would be fun to do a race that consisted of 10 starts, race to turn 6, and then line back up. Different, but fun, at least for me, in a strange way. While I am bogged down in strange thoughts, I also thought that a “pursuit” race would be a blast. You start the race, and the last car across the finish line each lap is eliminated until there is only one car left. Okay, I know it would bring out the worst in some people, but it would make every position in the race interesting. Please don’t laugh at me . . . it’s just an idea!

How did everyone do? Bob Johnson drove extremely hard, and wore out his competition to win class



The infamous fireworks purchase!

3S in his ex-Bill May, ex-Mark Gustafson, ex-Bob Johnson car (yes he originally built it, and now owns it

again!) that he has re-worked extensively. If you have ever followed Bob around a track (which most of us have) you can see that Bob simply never slows down. You would not want him in your mirrors! Both Bob

Viaus drove very well. Senior finished 3rd in “F” and junior finished 2nd in “H.” I would give my driver of the weekend award to junior (I like it when they talk about the Earnharts like this.) Bobby Viau is developing into a very quick and I might add dependable driver. He is very courteous on the passes, and from what I have seen, takes no unnecessary chances. His drive was impressive. Lee Jacobsohn was 5th in “F.” Man . . .

that is one tough class, because Lee was flying out there. His car is immaculate. Bill Berard was 7th in “F”...also a testament to how tough this class is. Bill was on old tires at first and earned the nickname “Spinner.” He reshod his mount and started hauling you know what. A 20 lb underweight penalty put



Looks fast on the grid! Dave Arundel's car

him at the back of the pack for the start of his race, but he moved up promptly. Bill is very fast. Yours truly was 9th of 12 cars in “F.” I am still learning how to throw the “bowling ball on a stick” around the corners, but my car ran great and pulled hard in the straights. Only some slight driver adjustments needed to be made to improve the lap times! Rew Johnson finished 2nd in “G” to a car that seemed absurdly fast. It is hard to believe anyone can drive a G car 1 second faster per lap than Rew can drive the “Teddy Bear” car. Hmmm! Nick Summers was blazing at Gingerman in his GT5S 914. He was turning 1:37 laps which was faster than many of the much bigger stock classes. He finished 2nd in class to a 911. 4 cylinders can hardly ever beat 6 cylinders. Nick . . . are you thinking of a nice 2.2 6 cylinder motor for next year? Jim Bryant and Henry Rogers had a titanic grudge match going in Class I. They were dic- ing in every practice session in anticipation for the race. If you want to see a man who thoroughly enjoys club

racing, spend some time with Henry Rogers . . . my nomination for club racer of the year! He falls out of his car laughing after every session. . . . with Henry it is all about fun out there and he is having it. In the race Jim Bryant prevailed, with Jim taking 1st in class and Henry taking 3rd. I think that Henry believed some time plowing the fields with his 924S might

speed things up, but alas his off-road excursion actually slowed him down in the race! Last but not least, John Rebane in his faithful 914 "J" class car finished

Continued on page 20



Ladd Arundel and George Balbach share their birthday with Rew Johnson (L to R)



Rew Johnson leads 'em three across in his race!



The Johnson Autosport corral



The Viau paddock, 944 heaven



Lee Jacobsohn and his trusty steed, gold old #51



The Jim Bryant Family (Robin, Michael, Jim) having 4th of July fun!



Bill Berard's "F" class 911



Nick Summer's 914 GT5X (note cool retro minbike and English driver coming out of trailer)

Gingerman

... continued from page 17

2nd in class. However, John's "fun-meter" seemed to be pegged on high and he definitely had a great weekend.

The race was on Monday, July 3rd, and we all drove part way home so that it was an easy drive in on July 4th. Worth noting was the "World's Largest Fireworks Supermarket" that we stopped at in Indiana. This term has been highly overused, especially when you see it on some former gas station on interstate 94 in Wisconsin. This place in Indiana was the real

thing. About the size of a Target Greatland. About 5 armed guards wandering around and enough gunpowder inside to start (or finish) World War 3. I bought a large amount of carefully selected pyrotechnics which were dutifully launched after we arrived home on the 4th. I felt very young again. There is something very fun about buying fireworks... maybe it is the names: Monkey Makes Havoc in Heavenly Palace, Streetfighter, Raging Bull, and Crystal Nights, to name a few.

So there... I have shared the secret pleasures of the PCA club race at

Gingerman. Some people perhaps didn't attend because the race fell on the weekend of the 4th of July. I can't imagine a more All American time with my family. Hooray for Gingerman... everything about this event is done very well... and as an added bonus, you will be a better driver if you drive there. I hope to see you there next year. If not as a racer, dust off that concours level 911 and buzz on over to watch and bomb around the area. Mucho fun!!!

EDITOR'S NOTE: ALL PHOTOS BY
DAVE ARUNDEL WHERE NOT NOTED.

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Nord Stern at Blackhawk Farms Raceway

July 28, 2000

NORD STERN REGION RESULTS

The first time for each driver is the warm up lap. Blackhawk's configuration required timing all laps instead of just the hot laps at BIR.

1	1M	180	Garfield Clark	NS	73	914	1:36:215***	1:43:755	1:36:215	1:36:698
1	2M	440	Paul Cooley	NS	85	944	1:36:283***	1:43:686	1:36:283	1:37:585
2	2M	448	Robert Cooley	NS	85	944	1:39:633***	1:51:202	1:40:624	1:39:633
1	3M	138	Roy Henneberger	NS	89	944	1:32:215***	1:38:442	1:32:923	1:32:215
1	4M	38	Cliff Anderson	NS	92	968	1:28:478***	1:40:964	1:28:827	1:28:478
1	5M	59	Kim Crumb	NS	89	928S4	1:23:541***	1:34:264	1:24:366	1:23:541
2	5M	104	David Anderson	NS	89	944TS	1:28:051***	1:36:115	1:28:051	1:28:405
1	5W	159	BettyAnn Ewens	NS	89	928S4	1:43:141***	1:54:174	1:46:739	1:43:141
1	8M	29	Victor Lee	NS	78	911SC	1:26:361***	1:34:182	1:26:361	1:26:914
1	8W	129	Susan Lee	NS	78	911SC	1:30:207***	1:37:260	1:30:392	1:30:207
2	8W	166	Eleanor Renwick	NS	81	911SC	1:43:934***	1:52:922	1:44:263	1:43:934
1	10M	90	Ron Lewis	NS	97	911	1:22:967***	1:32:268	1:23:645	1:22:967
2	10M	229	Gary Yee	NS	87	911T	1:29:388***	1:38:480	1:29:388	1:29:982

MILWAUKEE REGION RESULTS

1	MW	499	Jim Romanshek	MW	94	911T	1:23:081***	1:36:876	1:23:934	1:23:081
2	MW	10	Randy Hallenbeck	MW	78	911T	1:26:135***	1:36:479	1:26:135	
3	MW	45	Dwight Morrow	MW	96	993C4S	1:27:962***	1:40:901	1:28:494	1:27:962
4	MW	43	Scott Morrison	MW	00	Box.S	1:28:387***	1:34:452	1:28:732	1:28:387
5	MW	46	Dave Morrow	MW	97	M3	1:28:519***	1:41:602	1:29:110	1:28:519
6	MW	175	John Levy	MW	87	911	1:30:670***	1:43:288	1:31:326	1:30:670
7	MW	41	Brian Hughes	MW	84	Rabbit	1:37:143***	1:55:174	1:38:043	1:37:143
								1:38:042		
8	MW	54	Mark Barnes	MW	97	M3	1:38:308***	1:51:205	1:38:499	1:38:308
9	MW	35	Michael Wiviott	MW	88	944TS	1:38:792***	1:48:249	1:38:792	
10	MW	6	Greg Olson	MW	91	M3	1:40:741***	2:03:424	1:40:741	1:41:081
11	MW	13	Trevor Davies	MW	68	911	1:42:169***	1:58:383	1:44:150	1:42:169
12	MW	327	Mike Taulhaber	MW	92	VWGTI	1:42:201***	1:53:377	1:42:993	1:42:201
13	MW	34	Mindi Wiviott	MW	88	911	1:42:270***	2:31:417	2:03:130	6:16:550
								1:55:500	1:45:507	1:42:270
14	MW	318	Richard Indyke	MW	99	Boxster	1:50:702***	1:58:942	1:54:454	1:50:702
15	MW	23	Bob Miller	MW	98	911C2S	1:55:563***	2:08:520	1:57:319	1:55:563



Susan Lee and Dave Anderson on the front straight at Blackhawk Farms



Susan Lee in Turn 1 at Blackhawk



Tits, pop, Boxster!



Panoz in Turn 1 at Blackhawk



Panoz Jenner IMSA on the straight



The paddock at Blackhawk



Gary Yee in Turn One at Blackhawk



Eleanor Renquist in Turn 1 at Blackhawk



Say, Doug, do these creatures look vaguely familiar? Notice they are being kind enough to NOT run across the track!



Dave Anderson in Turn 1 at Blackhawk



Keeping watch over those babies: look before you cross that street!

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The Carrera 4 Truck Revisited

by Bobby Piper

Many of you may remember the trials and tribulations I endured driving the C4 Truck back from Mid Ohio (see *Nord Stern* July 1999): A night spent in the less than ideal neighborhood of Gary, Indiana. That was just one of the many fine character building episodes the truck allowed me to be a part of.

The truck was an '82 Chevy Blazer with a hot rod V8 motor and full Porsche livery, including Carrera 4 badges and a Porsche banner across the tailgate between the brake lights. This spring, after many 'fine' years of service, it became time for us to part ways.

I put an ad in *Truck Trader* to sell it, and received no fewer than one call. Turns out he wanted a Suburban and not a Blazer. Strike one. Then I put an ad in the *Startribune*, and got, yes, one call. It was a young man from Bloomington, who said he'd be at the house to take a look in a half hour. At this point the truck had been sitting for over a month and a half, so I frantically went out to make sure it would start, and of course, no dice. Molly



backed the Volvo out of the garage and we began trying to jump start it. After several tries, the truck started with a huge cloud of blue smoke. With the smoke still dissipating, the guy

Advertising Here

drove up with his father, who after one look at the C4 Truck, began yelling at his son for dragging him up there to look at that, and they left without a word to me. I wasn't sure, but it seemed they were not interested. Strike two.

Finally, I decided to do some market research. After careful observation, it became clear that every truck west of Navarre, new or old, had twin chrome exhaust tips and big tires. Two hallmarks of my target audience, the redneck. Which also happen to be two of the prominent features found on the Carrera Four Truck (you can draw your own conclusions about this strange coincidence).

So, armed with newfound confidence, I placed the truck in the Navarre Rick's SuperValu parking lot that Saturday, bristling with For Sale signs, and with freshly polished twin chrome exhaust tips. Molly picked me up, and as we walked in the front door of our home located less than a mile away, the phone was ringing.

"Probably somebody calling about the truck," I said. With Molly laughing at me, I picked up the phone.

"Yeah, I'm calling about the truck you have for sale."

I couldn't believe it. Sensing a practical joke by one or more of my friends, I went back to Rick's, but was surprised to instead find a kid in grease

smeared overalls climbing over under and around the truck. He loved the test drive and after sifting through the mountain of receipts I had kept, asked to take it to his mechanic for a buyer's inspection. I obliged and agreed to meet him there later in the afternoon.

Fingers crossed, I again returned to Rick's but found the truck back in its parking space with no sign of the kid. I proceeded to put the For Sale signs back in the windows, when across Co. Rd. 15 scampered my potential buyer. Panting, he said the mechanic said it was OK but needed a fan belt (YESSS!), and would I take \$3500 for it? (Of course I would).

Continued on page 28

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Carrera Revisited

"Well, I dunno", the receipts from the last two years alone are more than that." I said, shaking my head. What should have happened at this point is that lightning from on high should have struck me down, leaving nothing but smoldering pavement and a pile of

ashes. Instead, as if by divine providence, a guy drove up in his car, and rolling the window down, said: *"Hey, is that truck for sale?"*

Now, I work in a trading room and know that nothing spurs on buyers like other buyers, so I looked expectantly at the kid. A bead of sweat formed on his brow, and with eyes wide, he said: *"How about \$4,000?"*

"DONE!" I almost shouted. Then turned to the other guy and said, *"Sorry, it's sold."*

I had a check the same day and bid a fond farewell to the Carrera Four Truck. I just hope he never tries driving through Gary, Indiana!



Scenes from both inside the cars, inside the judging arena, to out on the street, there were many an interesting car or detail to be enjoyed at this year's Afton Concours. A perfect day to ogle the cars and enjoy the ambience, photos by Geoff Boeder.



Afton Concours Results

by Mitchell Berry

Another Afton Concours has come and gone. That means only one thing, snow showers are in the near future! This year's event was a great success, thanks to **Luis Fraguada, Jr.** who put forth a lot of time to ensure everything was ready. **George Andeweg** of Maplewood Imports deserves our thanks and appreciation for bringing the beverages,

and for once again sponsoring the event.

Scott Mayer also deserves our deepest thanks for photographing all the cars and that is no easy job working around all those people! Many thanks to **Roy Henneberger** for working as the chief judge. **Stephanie Magnuson** and **Joe Evans** also kudos for giving their time to tally the results. There are lots of points to keep

track of and get totalled. And of course, my sincere thanks to all the judges, timers and runners for their efforts which made the event run so smoothly.

Finally, I would like to thank all the participants and all who came. It was a great turn out and what a great day it was. I hope that you enjoyed the event as much as I did. See you all at the next event!

Early 4 Cyl/Top Only

1	Jack Zimmer	149.0 pts
2	Bill Maitland	129.5 pts
3	Phil Saari	128.5 pts

Early 4 Cyl/Full

1	Ron Faust	274.0 pts
2	Lon Tusler	258.0 pts

Early 6 Cyl/Top Only

1	Robert Schuelke	126.5 pts
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Early 6 Cyl/Full

1	Hank Snyder	275.0 pts
2	Mike Kuipers	261.0 pts

Mid 6 Cyl/Top Only

1	Jim Tennison	136.5 pts
2	Scott Roth	126.0 pts

Mid 6 Cyl/Full

1	Jim Tourtilloute	290.0 pts
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Late 6 Cyl/Top Only

1	Luis Fraguada Sr.	144.5 pts
2	Mike Lynch	142.5 pts
3	Jon Beatty	135.0 pts

Late 6 Cyl/Full

1	Ron Lewis	298.0 pts
2	Dave Galey	290.0 pts

Rear Engine Water (996 and Boxster) Top Only

1	Bob Lunde	148.5 pts
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Rear Engine Water (996 and Boxster) Full

1	Chuck Burnside	285.0 pts
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Front Engine Watercooled/Full

1	Mitchell Berry	293.0 pts
2	Mark Williams	272.5 pts
3	Pam Viau	265.5 pts

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	763 788-2663
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

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Porsche Collectibles: The Distler Tin Porsche Toy, 1952 - 1965, Sidebar to original article

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

Richard Salazar of Fremont, CA was a hobbyist with a strong interest in Distler's toys, just like a lot of us. He and other collectors had toys that were well used, sometimes acquired for piddling sums. As the prices on the toys climbed, the idea of restoring Distlers, using those inexpensive, well-used examples as cores, became more and more interesting. What was missing was a source of trim items which were either formed metal, typically nickel coated, or plastic. Remanufacturing them would be a real project. But, Rich had heard of a Swiss national who reportedly had NOS (new old stock) Distler parts somehow acquired from sources close to the original companies.

After some investigations, Salazar contacted that gentleman, planned a visit, and left for Switzerland with a list of parts required to restore his, collector Bob Boyd's, and others' cores. That was in 1988. When Rich got there, he was amazed. The Swiss hobbyist had two sources, one, an ex-employee of the original Nuremberg factory, and the second a Swiss doctor who had uncovered a cache of parts from the later Belgian operation. From them he had obtained sometimes impressive quantities of most of the trim items and about 150 motor/transmission units. The Swiss contact

needed financing to help reproduce a few items not available as NOS. Quickly, Salazar went into the Distler parts business.

The remanufactured items eventually included new pans with silk-screened artwork, newly molded tires, laser-cut Series Two headlight lenses (done by a French pharmaceutical company), and other plastic parts.

In addition to the above, Richard can provide you with red or gray seats, tires, steering wheels, plastic taillights and the metal nickel-plated rectangular taillights, turn indicator lights, hood handles, nickeled hubcaps for both Series One (baby moons) and Series Two (ringed to resemble Super hubcaps), rubber or plastic white-walls, Series One bumper strips, Series Two plastic bumpers, Distler license plates, rear lid fresh air grills and slide springs, gearshift levers and wires, dashboards, nickeled rear license plate lights, full windscreens, battery cages and contacts for both the 4.5-volt and D-cell batteries, and the aforementioned motors and transmission sets or uncoupled motors. Richard also has repro boxes, instruction sheets, and key fobs.

If you asked very nicely, Richard may also make you a stunning full nickel-plated Distler if you have an excellent body shell to donate.

Dressed up in all new trim, it is a stunning addition to any collection.

For a price list or if you have pertinent questions, it is best to email Richard at ghiamia2k@aol.com. He responds to emails very quickly. You may write to him at P.O. Box 577, Fremont, Ca. 94537-0577, and he promises he'll get back to you, but please be patient.

If you've got something to ask or add, contact Prescott Kelly, 16 Silver Ridge, Weston, CT 06883 or email (always best) pamandprescott@cs.com or PVKelly@TheInstituteInc.com

A Club Race Thank You

by Ray Newman, Chair BIR Club Race 2000

As I am sure you have all heard, our 2000 club race was a big success. We raised over \$38,000 dollars for Courage Center. Not bad for our first large charity fund raiser.

I would like to take this opportunity to thank all those who helped make this a success. First, I would like to thank **Bobby Piper** for bringing **USbank Piper Jaffrey** as the primary Sponsor and getting us off to a running flying start. And Jon Beatty and the Club Race Committee for getting behind this to make it work.

Leading up to, and all through the event, the incredible number of volunteers that turned out, offering up their time and energy really showed what this club is about. This has to be the first time I have ever seen an event such as this with more volunteers than could be put to work. Next year, we will make sure we get a spot for all.

This past weekend at Road America, many racers from other regions who attended our event came up to me and thanked us for the great event we had put on. It really made

me feel good to accept their compliments on behalf of Nord Stern.

There are many reasons why we all participate in Nord Stern. More and more, mine is the people that make this region what I feel has to be one of the best in the nation. Every member of this club should give yourself a well-deserved pat on the back.

Now let's start thinking and planning for next years goal for Courage Center!!!!

Advertising Here

Just the Details: Removing Tar, Sap & Bugs —Stop Buggin’ Me!

by David W. Bynon, San Diego Region (from THE WINDBLOWN WITNESS)

Summer is tar, sap and bug season. In the summer months, bugs are at full population, trees produce more sap, and the heat softens the asphalt, producing tar balls on tires. While tar and tree sap can be difficult to remove, they do not present a threat to your paint’s finish. Bug stains, like bird droppings, are very acidic and represent a significant danger to the beauty of your paint and trim. This article will discuss the proper way to deal with these very common detailing problems.

Road Tar: As you drive, your car is bombarded with small specks of asphalt, tire rubber, grease and oils kicked up by the cars and trucks in front of you. Left on your car’s finish, these petroleum based contaminants will firmly affix themselves to every exterior surface. Soap and water washing will do little to remove these ugly black spots.

To remove road tar you need a solvent. Most commercial tar removers contain kerosene, mineral spirits or another petroleum distillate combined with lubricants to surround and buffer the road tar from your paint. Of the petroleum distillate products I’ve tried, Stoner Tarminator is my favorite. However, I prefer to use natural products where possible. Of

the natural products I’ve found, Stoner XENIT, a strong citrus based cleaner, is king. It removes heel marks from your doorsills, too.

Tree Sap: Removing tree sap from a car’s finish is a bit more difficult than tar, as hardened sap can scratch your paint. I’ve found that by hand-rubbing the sap spots with mineral spirits or denatured alcohol, I’m able to easily remove the sap without damaging the finish. Mineral spirits and denatured alcohol act as a solvent to break up and dissolve the sap.

If there is a large amount of sap on the car, or if the sap has been left on the finish for an extended period of time, it can be a lot of work to remove. For these cases, I discovered that hitting the affected areas with a light-duty buffing compound removes the hardened surface on the sap spots. Then I can hit the sap with the mineral spirits to remove it. The light duty buffing compound softens the sap so the mineral spirits or denatured alcohol can do its job. The goal is to use the least pressure possible to reduce the risk of scratching the paint. After removing heavy sap, I always buff the treated areas with a good polish to clean up any marks created during hand-rubbing with solvent. The treated area must also be re-waxed.

Insects: What’s the last thing that goes through a bug’s head when it hits your windshield? His rear end, of course! All joking aside, the head-on collision of that juicy June Bug on your car’s beautiful paint and trim is far from one-sided. As the bug’s exoskeleton explodes, acidic fluids are firmly imbedded in the surface of your car’s paint.

Did you know that shellac is a bug by-product? Think of it, that beautiful, old antique table you love is covered with dried bug juice (yuck!). Bug splats on your car amount to little more than shellac mixed with nasty bug parts. Any attempt to remove the catalyzed remains without the use of a special cleaning solution could result in scratched paint.

The secret to removing insect remains is to loosen and dissolve them with a solvent that will cut through the shellac. Porsche’s fanatical desire to prevent paint damage resulted in the development of Porsche Tequipment Insect Remover. This citric acid based cleaning solution will gently remove even the most stubborn bug remains. For bugs with a little extra grip, Tequipment Insect Remover includes a special cleaning sponge. P21S Total Auto Wash and a special bug sponge also work exceptionally well.

Bugs

... continued from page 33

If you have a particularly large bug mess, I have discovered a trick that seems to work pretty well. If you use a pre-wax cleaner, such as Pinnacle Paintwork Cleansing Lotion or P21S Cleansing Lotion, apply a small dab to the offending bug splat. Next, cover the spot with a wadded up tissue. Let it sit for a few minutes, then pinch up the mess and give it a soft wipe with the back side of the tissue. Voila! The bug mess is gone.

After Removing Tar, Sap & Bugs

All of the chemicals used to remove the aforementioned road stains also remove your wax or sealants. After removing tar, sap or bugs, plan to spot wax or rewax your vehicle. If you don't have time to wax right away, use a quick detailing spray that contains wax. Eagle One's Wet Spray Wax, a quick spray wax, is great for this kind of spot waxing, too.

David Bynon owns and operates Autopia Car Care, which is located at www.autopia-carcare.com

Want Ads

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Pirelli P-Zero Tires (Boxster)

2 - 205/50ZR17 Direzionale (fronts) about 50% worn.

2 - 205/50ZR17 Asimmetrico (front, or rears on other non-P cars); also about 50% worn.

3 - 255/40ZR17 Asimmetrico (rears) 80% worn.

The 50% tires are bagged, and a good deal at \$60.00 each; or \$250 for all. Make me an offer, I'd like to make room in my garage. Dean Podevels Chanhassen, MN or (612/934-6038 evenings).

Advertising Here



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!

Advertising Here

Sport Exhaust

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this install. The complete installation time is about 7 hours.

Lennie Yee, the Parts Manager at Pioneer Centres, tells me that the Factory Sport Exhaust System is still a relatively rare product since Germany



Does this photo make you want to go out and buy this thing? Photo by Kerry McGuire

only ships 4 to 5 total assemblies to the U.S. at a time to serve over 200 Porsche dealers. Lennie is awaiting the arrival of the

Sport Exhaust System for the 996 models and those units should be at the dealer soon, possibly by the time this article is in print.

Don't be hesitant to consider this Sport Exhaust System. If you are looking for it to growl and wail on start-up, you will be disappointed. However, if we happen to be cruising down the highway side by side, lower your window and you will be treated to the most melodic tone to ever come out of a Boxster. The Sport Exhaust System does not burn your ears with loud noises but, instead gives a nice, subtle but powerful note that one could enjoy for several hours of driving like when one makes a San Diego to Vegas run.

By the way, the Sport Exhaust System is available for all 2.5, 2.7 and 3.2 litre Boxster engines.

Advertising Here



***Happy
Halloween!***

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!



Flaming Fall Weekend Ozark Lakes Region October 27-29, 2000 Springfield, MO

This annual event once again features a Welcoming Party on Friday night, concours on Saturday morning, Autocross on Saturday afternoon, Banquet on Saturday night, Rally on Sunday morning and the door prizes and trophy ceremony on Sunday afternoon. The University Plaza Hotel will be the headquarters

with reserved Porsche Club parking and concours preparation area.

Springfield and Branson are located nearby for the non-Porsche experiences, lots of shopping, fall foliage and scenery.

Registrar: Renee Setina, 3537 W. Beechwood Pl, Springfield, MO 65807.

Or call, Renee Setina 417 881-0925 or holtip@aol.com

Kurt & Angie Gibson 417 869-0374 days 417 881-7973 or agibson@gibsonassociatesinc.com

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

'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 e-mail recent pictures, Asking \$10k, Robert Schuelke, (952)-431-5089 (H) before 9PM, (612)-385-5090 (Cell), or robertsch@charter.net

356A Speedster #82569

Red, tan top and interior. Older restoration, but all there, no rust, and generally in very nice shape. New dual master brake cylinder, breakerless ignition, like new tires, very few miles since electrics and carbs gone through. Send SASE for pix. Drive it home! \$41,500. Charles

Lloyd, 109 W. Minehaha Pkwy., Minneapolis, MN 55419. (612)825-9647. chaslloyd1@prodigy.net

1992 C2

Mint green, 27,000 miles, no paint work or track time, excellent condition, all original. \$32,000. Mike Lynch 763 717-0344, or 612 394-0432 pg or email at mikelynych@uswest.net

Wanted

Low mileage, clean 993: Mike Lynch 763 717-0344, or 612 394-0432 pager or email at mikelynych@uswest.net

Tires

2 Porsche BF Goodrich tires, 21 in. Yero radial. P205/40R16. \$100/pair. 612 861-6400, Linda Pleissner.

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.

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. (Editor's Note: please contact me as I have misplaced who this ad belongs to.)

Continued on page 34

Factory Sport Exhaust

by Kerry Maguire, San Diego Region (from *THE WINDBLOWN WITNESS*)

I recently had the Porsche Factory Sport Exhaust system installed on my 2000 Boxster S. For years I have enjoyed the 993 motor sound package offered by Porsche and have been awaiting a similar offer for the water-cooled cars. Finally, the upgrade sound package arrived and I couldn't wait to have it fitted.

Does it sound like a 993 motor sound package? Not in the least. Does it look like a factory part? No. Does the Sport Exhaust have a nice growl at idle? It doesn't even do that. So why am I so enamored of this new accessory? The Sport Exhaust Package for the Boxster doesn't wail and scream so much as it whooshes under load while accelerating. The sound can be described as a mature sound, not an annoying, tiresome growl everytime the camshaft turns sound.

The sound produced by this exhaust system is best described as what one would have expected a Boxster to sound like the first time you heard it, but were mildly disappointed that it didn't sound as good as the car looked. There is absolutely no boominess nor drone in the cockpit. As a totally unexpected plus, the car sounds marvelous on deceleration, like a jet winding down.

I have learned from personal experience, and by talking with other folks, that people who buy aftermarket exhaust systems for their daily



You boxer lovers can see what the Sport Exhaust looks like from the back of Kerry's car, photo by Kerry Maguire

drivers usually end up doing one of two things. The sound gets to be so tiresome that they either remove the aftermarket exhaust and reinstall factory equipment or some owners even go so far as to just sell the car. I have done both.

Tom Muehl, lead Porsche technician at Pioneer Centres, installed the new exhaust system on my car. When the installation was complete, Tom hooked up the Porsche computer to the Boxster and electronically controlled the exhaust passageways,

opening and closing them by varying the speedometer on the tester. The car opened the passageways at idle, closed them at 6 mph and then reopened the passageways at 27 mph whereupon they stayed open from then on. As Tom controlled the speed of the car via the computer, I looked underneath the vehicle while it was on the lift and could see the passageway flaps opening and closing. I have never before witnessed such a sophisticated exhaust system. On the 993, the technician simply removed the stock exhaust and then bolted on the new motor sound package.

The new Boxster Sport Exhaust Package required the running of extra wiring to the control unit of the vehicle to electronically operate the passageways. The rear bumper was removed, the softop was released at its mounting points, and even the driver's seat was removed to facilitate

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Here is a photo of the old exhaust system (up) and the new Sport Exhaust (bottom).



Steve's Tech Corner - 944 Climate Control Failure

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

You are out running errands in your '86 944. Due to the excessively high outside temperatures, you turn the climate control knob all the way to the left for maximum chill. About 15 seconds later you think you hear a little tink noise from the dash. Three seconds after that, you are bombarded by a blast of hot air which surely must be caused by some sort of thermonuclear melt down.

The good news is that you will probably receive no long term genetic defects from this thermal overload. In fact, the momentary discomfort (see: sweating like a pig) will be the worst part of this whole endeavor. This is, in all likelihood, the cheapest climate control repair on record. The malfunction you have just experienced is caused by the failure of an eighty-five cent plastic clip (no, it is not the lowest cost Porsche part on record). It controls the heater blend door, which as you might expect, directs either hot or cold air to the vents for precise temperature control. In this case, it has broken, most likely due to misadjustment (see figure #1). When this clip breaks, the heater usually defaults to the full hot position.

The repair is fortunately very quick and painless. The first step is to locate the broken linkage. It is on the left side of the center console just for-

ward of the radio. Put your hand just below the driver's knee and go right . . . that's it!

Now that you have located the heater blend door arm, install a new updated clip (944.572.314.00) on the arm where the broken one is located. Set the climate control to its coolest setting. Move the arm down (this is the cool position) and pop the linkage rod onto the blend door arm. Switch the temperature control from hot to cold several times and watch to see that there is no binding. The binding of this arm is what broke the original clip. After you are sure there is no binding install the safety clip to secure your adjustment (944.572.217.00) (see figure #2). This part is even cheaper at only fifty-one cents!

After the installation of this updated part, and perfect adjustment, you should not have to worry about this problem ever again.

P.S. This repair applies to all 944s 1985.5 and later, as well as Turbo's and 968s. If you have never experienced this problem, poke your head under the dash and check for binding of that linkage. It just might save you \$1.34.

GOOD LUCK

Ed: Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego and can be contacted at SteveSX5@home.com

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