



## NOVEMBER '00 INHALTSVERZEICHNIS

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

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

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

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Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non PCA members are \$24.

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Front Cover -Ron Faust's 1970 (Signal Orange) 911T camping in the California redwoods, 1972.  
Photo by Ron Faust.

Back Cover - Ah, getting into the spirit of things during the recent showing of 'LeMans' at the Centennial Theater, a fundraiser for MDA: Jim Thole and Jon Beatty. Photo by Jim Holton  
Captions, anyone????!!

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Leave your name, address and  
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Your application will be sent out right away!

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I was so bummed out to read Jon's column with the information that the PCA website will be reworked! I actually do know the names of all the individuals who appear (check it out, they flip to allow more faces) but you will have to read his column to know what I mean. Plus, two of those faces happen to belong to this household. No longer can I brag to friends that I am online! I don't know, I think PCA needs to get my permission to remove my picture!

Once again, I need to commend the writers and contributors to this issue. It is just full of local news, local pictures, follow up information on events along with our new feature: Porsche Personalities. It is so much more fun to edit this each month when I get to work on 'homegrown' articles and news. Again, my thanks to everyone in this issue. There are many, many photos and I only hope they somehow convey the spirit, fun and camaraderie for the many activities members can, and do, participate in!

Why not make it a goal next year to add something you haven't done to your list of things to accomplish? Try out the driving school (or what is properly called driver education training) if you have never done that—the skills learned on the track are unbelievably useful in your day-to-day driving. Go on the one of the fall color tours (there were two this year so watch your December issue for follow up on those), or attend a social event. We are a pretty friendly bunch! I remember the first social thing we did. We did not know a soul but had a great time anyway and meet some wonderful new people. It was fun. Or start volunteering, there is just about something for everyone's interest, skill, time available or whatever quotient! It's a new year coming up in Nord Stern. Take advantage of it!

I see we are starting to get questions about the upcoming National Parade for 2001. It is scheduled in our 'backyard' so this is the year to definitely plan on attending. It is an inter-

esting week-long extravaganza of Porsche events and activities that provides something for everyone. As soon as I get more information I will get it into Nord Stern. We are making our plans already and hope you are too! Stayed tuned.

It is with regret and sadness that I include in this month's column the news that long-time club member, Karin Siggelkow has passed away. She and Bill, of Rochester, are Life members. We certainly send our condolences to Bill and I am sure he would appreciate hearing from us. His address is:

Bill Siggelkow  
5815 Sumac Lane NE  
Rochester, MN 55906

***Til next month  
—Christie***

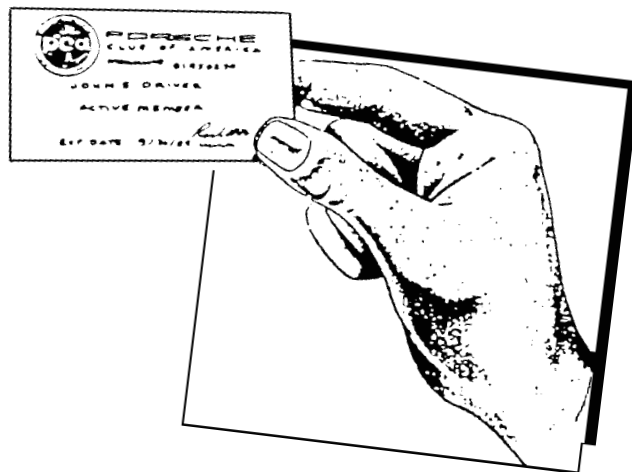
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<b>1/2 pg.</b>	<b>70</b>	<b>63</b>	<b>42</b>
<b>1/4 pg.</b>	<b>42</b>	<b>36</b>	<b>26</b>
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 All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

## Welcome New Members

We hope to see you  
at upcoming  
events!



**Victoria and Herb Duncan**

Plymouth, MN  
1985 Red Targa

**Rhonda and Jeff Johnson**

Minnetrista, MN  
1984 Black 911

**Diane and Kingsley Forness**

Woodbury, MN  
1971 911 T

**Notice:**

A message from our Membership Chair, Susanne Dvorak: any members moving south for the winter months can call me with their winter address and their Nord Stern issues will be sent directly to them. They can leave the address on the answering machine.

### A Perfect Pair . . .

Discriminating club members know that the Nord Stern logo dome leather key fob is an absolute must. The handsome teardrop-shaped key fob features the 4-color Nord Stern logo protected by a clear acrylic dome. And for a limited time, when you purchase the key fob, you will receive the 3" embroidered Nord Stern patch for just an addition \$2.50. That's 40% discount off the regular price of the patch!

The leather key fob and embroidered patch are the perfect pair for gift giving, so order your official Nord Stern key fob and patch today!

Send check or money order for \$12.50 (includes s/h) payable to Nord Stern,

Jill Daneu  
12706 Florida Lane  
Apple Valley, MN 55124



**Only \$8.50**



**Only \$2.50**

It has been a gorgeous autumn and even now I look out my window and see the wonderful fall colors warning me that the driving season for me is coming to an end. Time to drag out the winter beater and make sure it is road worthy enough to survive another snow party.

For those that could not make it to the Last Fling driver training and driver education event, you missed a nearly perfect weekend with warm sun and mild breezes. The Nick and Erik show went off with military precision and those in attendance enjoyed it immensely. By the looks on the faces at the end of Friday's school, there would be much to talk about over the weekend as far as car control, braking points and the finer side of keeping the car in balance. A big thank you goes out to **Nick Cirillo** and **Erik Johnson** and all the instructors who helped make this school run.

The Last Fling Drivers Education days were also treated to fine weather and, until the very end, it remained dry. Due to a last minute wave of people signing up for the event, the run groups were full. A hearty thanks also goes out to **Mark Skweres** for accommodating all those last minute registrations. Seems even a couple students who weren't sure they would stay decided after the school that they also could not miss the weekend. Thanks also goes to our eventmasters, **Dave Anderson** and **Rod Osgood** who stepped up to the task and showed their management potential by making the decisions when the

unexpected happens. While we did have a mishap, it should point out to everyone why we have the SCCA corner workers and the fire rescue people there. With their control of the track, everyone is safer.

On another topic Porsche AG has set up an international Web site where clubs all over the world can publicize their events. This international events calendar allows web surfers to search for events they might be interested in attending by the type of event, its geographical area, a time period or even the event's organizer. I would like to see Nord Stern post our calendar, both for our local and regional members, and also to publicize how active this club is. Volunteers to maintain this information are needed so now is the time to step up and lend a helping hand with this project.

While I am speaking about the Web, do you know who designed and set up the Porsche Club of America Web site? None other than our own **Mike Selner** and **Phyllis Godfredson!** Phyllis, with husband Hank, have since moved to Colorado but still maintain their local membership and get the Nord Stern magazine. I mention the PCA Web site for another reason. Since PCA has decided to rework the web site, this will be your last chance to see the job Mike and Phyllis did. Can you recognize the people on the main web page? Maybe we should hold a contest and see who can name them all.

That's it for this month. I hope to see you at the upcoming Annual Meeting Awards Banquet.

—Jon





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## November

2000

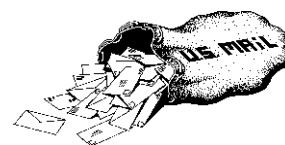
- 10 Friday Night Socials Are Back! 7:00 pm Location: The Local, downtown Minneapolis  
at 931 Nicollet Mall, phone: 612 904-1000  
Questions? Susanne Dvorak 612 306-3533 (cell), or 763 559-8098 evenings

## December

2000

- 8 Friday Night Socials Are Back! 7:00 pm Location: TBA  
Questions? Susanne Dvorak 612 306-3533 (cell) days, or 763 559-8098 evenings

## Letters to the Editor . . .



**J**ust wanted to say thanks again for the great track event you guys ran at Road America. Thanks too for delivering perfect weather! We Michiana Region guys were gushing like little kids over dinner Friday night recollecting the stupendous time we had! If there's room for us next year, you can count us in! Virgil has one of those in-car video systems, and we watched tape to relive the excitement. That's really a cool toy! It's almost like getting another track session in front of the TV.

I'll start bugging you in the spring via email to find out when you guys get a date for Road America 2001. Good luck in the Minnesota winter!

—Thanks again, Ray Price

**T**hanks and congratulations to **John VeLure**, **Dan Tokheim** and **Chris Weber** for their time and efforts in coordinating the 9/10/00 "Run For The River" rally.

We had a great time, particularly after the SNAFU in the first stage (or maybe that was part of the day's fun)! Great cars, roads, people, weather (had the top down) and food. Thanks again guys—I look forward to the next one.

—Jim Peterson

**A** great big thanks to all who did a fantastic job putting on a superb Last Fling! Oh, and a big thank you to Mother Nature, too! Looking forward to next season.

—Ron Johnson

**J**ust wanted to say thanks to **John Dixon** for another incredible Fall Colors Tour. Blue Fin Bay does such a nice job, handling the bunch of us.

It was fun seeing the border guards' expressions as we pulled up with our line of German beauties. Having the 993 Turbo S, 2001 Boxster S, and 1989 944 Turbo S along just added spice. Thanks again for a job well done,

—Keith Jones

EDITOR'S NOTE: WATCH FOR YOUR NEXT NORD STERN FOR COVERAGE OF THE TWO (NOT ONE, BUT TWO!) FALL COLOR TOURS HOSTED THIS YEAR BY NORD STERN. I HAVE LOTS OF PICTURES TO DOCUMENT THESE TWO WONDERFUL EVENTS. STAYED TUNED!



## PORSCHE PERSONALITY —A column about the Nord Stern people and their cars

Ron Faust,  
Porsche  
Enthusiast of  
the Month . . .

*by Marsha Drake*

Name: Ron Faust

Residence city: Rochester, MN

Member of Nord Stern since:  
1973

Current Porsche(s) and when  
acquired: 1980 Platinum 911SC  
Weissach Coupe (purchased in  
1990); and 1964 Irish Green  
356C (purchased in 1984).

Previous Porsche(s): 1970  
Signal Orange 911T Coupe,  
purchased new for \$5,600, then  
sold in 1977 when a new 1977  
Talbot Yellow 911S was  
purchased.

The first Porsche Ron Faust ever saw up close was in his home town, New Orleans when he was a hospital intern. He liked everything about the car—except the sticker price. At that time, with his internship salary, he would have had to save every penny he earned for 11 months to buy it. Wisely, he didn't give it another thought at the time.

Then something changed. Vietnam was still raging, and physicians were getting drafted.

Ron's father and brother had both been in the Navy, so it became his service of choice as well. He had a vision that the Navy might not be so bad . . . out on a nice ship sailing somewhere in a calm blue sea, not getting shot at.

A surprise was in store. Neither his brother, dad, or Navy recruiter told him that the Marine Corps didn't have its own medical staff, and that the Navy supplied the doctors for them. So Ron ended up as a battalion surgeon in a Marine battalion in Vietnam, south of DaNang.

In the spring of 1971, troops were being pulled out of Vietnam, and Ron came home. He had a decent amount of savings, since there had been nothing on which to spend money in. He remembered the Porsche and in April he bought a 911T in New Orleans. He drove it to California where he spent 14 months in the San Francisco Bay area. Think he liked driving it? He put 27,000 miles on the car in the first 14 months he owned it, so that's an affirmative!

That began Ron's history as a Porsche enthusiast. He especially loves three things about the cars. One is just driving, whether on the street or the track. He firmly believes that "getting there is more than half the fun" and he drives his Porsches to work until the snow flies. The second is just keeping the cars up and keeping them in as good condition as possible. As they get older it's more of a challenge and more rewarding. The third thing is the tinker toy, shade tree mechanic aspect. He loves taking them apart, trying to fix what can be fixed, and putting them back together. He says it's a challenge "*figuring out what you don't*



Ron Faust, Porsche Enthusiast. Photo  
by Marsha Drake.



All three members of the Faust family: (l to r) 1964 356C, 1977 911S and 1980 911SC Weissach coupe.  
Photo by Ron Faust. Colors are: green, yellow, silver.



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*know and when you're about to get in trouble!"* Ron came from a family with no socket wrenches in the garage but learned how to do a complete tune-up from a PCA friend in California. That gave him the start and the confidence to try things on his own, and he's become a knowledgeable mechanic as a result.

Porsche has been a part of Ron's family for 29 years. His wife Claire is happy he has the cars as an avocation, because many physicians don't have hobbies, and they get too wrapped up in their work. Although she sometimes has safety concerns, she knows the Porsche was in the family before

she was! Children Jennifer, Lisa and Jon know Porsches since they were born, and they've enjoyed riding in them on early vacations, and even camping at the track at Brainerd Raceway.

In 1976 Ron entered the signal orange 911T family car in the concours at the national Porsche Parade Nord Stern sponsored in Brainerd. Though it wasn't mint, he thought the event



**Ron, Claire, Jennifer Faust at their cabin on Gull Lake, MN. Photo by Marsha Drake**

would force him to get it cleaned up. Driving to Brainerd the day before the event, one of the kids dropped some popcorn in the back. Ron didn't find all of it, but the judge did the next day.

*Continued on page 10*

## Faust

... continued from page 9

He arrogantly asked Ron if he was unable to find a vacuum, but then bumped his head as he was getting out of the back seat. Ron didn't say anything, but he was laughing on the inside, because it seemed like the "Orange Bullet" had the last word!

Ron loves the concours events because it makes him get the car 'right' once a year. After it's all cleaned up, almost all you have to do is wash it the rest of the year.

The Fausts bought a cabin on Gull Lake five years ago, which Ron refers to as the 'ultimate autocross accessory.' Now the cabin and the autocrossing habit complement each other as the perfect getaway, only four hours from home. As an instructor for Driver Education training, he can frequently get the kick he likes—to start a "rookie" at Brainerd and watch them learn to drive fast safely. *"It's like you've taught a teenager how to drive in one weekend."* His autocross advice, as I found out in April this year with my first track event, was to order a steak or burger for dinner instead of chicken or a salad. His reasoning,



Jennifer, Ron, and Claire at their cabin on Gull Lake. Photo by Marsha Drake.

with a smile and his New Orleans accent, was: *"Grease, Mah-sha, ya gotta have grease. It makes you go fas-tah."*

Ron gets his own thrill out of an autocross weekend, too. Maintaining the car so he can drive it up there, thrash it a little for a weekend, the rush of putting together a bunch of turns in the back as well as he thinks he can do them, then being able to drive the car home. He's never won his class at an autocross, but it certainly doesn't bother him. After all, he says, *"If you finish, you win."*

So what are some more surprising things about this quiet, professional, wise and witty Porsche fanatic? He's an avid Jimi Hendrix fan, and used to think his lap times were better with

Jimi in the tape deck! He and a fellow Nord Sterner even had good ole' Jimi cranked up so loud one time when Claire was out of town that a neighbor later whispered to her that her son had come home from college and had a wild party while she was gone!

What else? He advocates simple choices and the economy of old cars when it comes to Porsches. Yet he suggested we could go into a three-way partnership to buy a 917/30 this summer. Get a second job, sell the house—why not? After all, says Ron, *"You can always sleep in your Porsche, but you can't drive your house!"*

So the next time you see him at an autocross, or at Brainerd, or wherever—be sure to get to know Ron and his wit, his wisdom about the cars, and some of the surprising things about him! Ask him for a bit of advice about driving fast or having fun at the track or cleaning up a car. You will probably get an answer that will make you smile!

EDITOR'S NOTE: I DID NOT PLAN THIS ON PURPOSE, BUT THIS ISSUE ALSO FEATURES AN ARTICLE WRITTEN BY RON THAT STARTS ON PAGE 15. ENJOY!



L, the green 356C (affectionately known as The Turtle Car) at Dakota County autocross, 9/17/00. R, the Irish Green 356C. Both photos by Marsha Drake.



## Solo Results Nord Stern Region PCA Dakota County Autocross 9/17/00\*

OA	CP	#	Class	Driver	Car	Best Time		
24	1	137	1M	<b>John Cunico</b>	924	1:16.333		
		R1/1:19.466		R2/1:22.058 P4	R3/1:16.774	R4/1:17.228	R5/1:16.333*	
		R6/1:17.977 P2						
61	2	269	1M	<b>David Parsons</b>	914	<b>1:24.727</b>		
		R1/1:26.886		R2/1:25.352	R3/1:26.384 P2	R4/1:26.008	R5/1:24.727*	
		R6/1:24.931						
14	1	25	2M	<b>Joe Rothman</b>	944	<b>1:15.144</b>		
		R1/1:24.278		R2/1:20.969 P2	R3/1:17.312	R4/1:17.130	R5/1:16.997	
		R6/1:15.144*						
55	2	189	2M	<b>John Meier</b>	944	<b>1:23.400</b>		
		R1/1:31.589		R2/1:27.501	R3/1:26.523	R4/1:26.479	R5/1:24.958	
		R6/1:23.400*						
74	3	93	2M	<b>David Trumble</b>	924	<b>1:28.703</b>		
		R1/1:43.959		R2/1:39.401	R3/1:38.861	R4/1:33.187	R5/1:28.703*	
		R6/1:29.080						
39	1	138	3M	<b>Roy Henneberger</b>	944	<b>1:19.703</b>		
		R1/1:23.398		R2/1:20.196	R3/1:23.976	R4/1:21.629	R5/1:19.703*	
		R6/1:33.424						
5	1	26	5M	<b>Scott Mayer</b>	944TS	<b>1:12.030</b>		
		R1/1:14.693		R2/1:17.505 P4	R3/1:12.863	R4/1:14.411 P2	R5/1:12.865	
		R6/1:12.030*						
11	2	59	5M	<b>Kim Crumb</b>	928 GTS	<b>1:13.765</b>		
		R1/1:15.287		R2/1:15.466	R3/1:15.580	R4/1:14.102	R5/1:13.765*	
		R6/1:15.778 P2						
23	3	39	5M	<b>Mike Selner</b>	944T	<b>1:16.300</b>		
		R1/1:21.140 P2		R2/1:18.880 P2	R3/1:16.300*			
28	4	104	5M	<b>David Anderson</b>	944TS	<b>1:17.557</b>		
		R1/1:20.878		R2/1:20.724	R3/1:19.211	R4/1:20.068 P2	R5/1:18.656	
		R6/1:17.557*						
58	1	159	5W	<b>Betty Ewens</b>	928GTS	<b>1:24.038</b>		
		R1/1:31.783		R2/1:28.964	R3/1:24.156	R4/1:25.664	R5/1:24.038*	
		R6/1:24.247						
6	1	111	7M	<b>David Rowe</b>	911S	<b>1:12.603</b>		
		R1/1:18.441		R2/1:14.525	R3/1:12.603*			
77	2	11	7M	<b>Clint Sawinski</b>	911S	<b>1:34.521</b>		
		R1/1:34.521*						
15	1	277	8M	<b>Harvey Robideau</b>	911SC	<b>1:15.162</b>		
		R1/1:35.758		R2/1:16.715	R3/1:15.162*	R4/1:31.804	R5/1:16.210	
		R6/1:15.808						
76	2	47	8M	<b>Ron Faust</b>	356C(911SC)	<b>1:32.808</b>		
		R1/1:39.097		R2/1:36.974	R3/1:36.602	R4/1:32.808*	R5/1:33.379	
		R6/1:33.535						
18	1	779	9M	<b>Dean Podevels</b>	Boxster	<b>1:15.485</b>		
		R1/1:20.881 P2		R2/1:16.469	R3/1:19.365 P2	R4/1:22.249 P4	R5/1:16.007	
		R6/1:15.485*						

33	2	500 9M R1/1:20.007	<b>John Ross</b> R2/1:19.941	911 R3/1:20.020	<b>1:18.772</b> R4/1:18.772*	
42	3	515 9M R1/1:37.325 R6/1:20.320*	<b>Dale Nelson</b> R2/1:23.374	911 R3/1:22.285	<b>1:20.320</b> R4/1:23.544	R5/1:20.458
62	4	911 9M R1/1:32.046 R6/1:24.898*	<b>Ed Vazquez</b> R2/1:30.186	911 R3/1:27.837	<b>1:24.898</b> R4/1:28.246	R5/1:27.278
65	5	514 9M R1/1:36.096 R6/1:25.781*	<b>Don Werbeck</b> R2/1:31.453	Boxster R3/1:29.458	<b>1:25.781</b> R4/1:26.011	R5/1:42.166
68	6	274 9M R1/1:53.981	<b>Steve Garske</b> R2/1:27.584	911 R3/1:26.619*	<b>1:26.619</b>	
7	1	220 10M R1/1:12.808*	<b>Jerry Greene</b> R2/1:21.233	911Cup DNF R3/1:14.402	<b>1:12.808</b>	
9	2	90 10M R1/1:17.792 R6/1:14.132	<b>Ron Lewis</b> R2/1:15.809	911 R3/1:14.285	<b>1:13.186</b> R4/1:14.079	R5/1:13.186*
12	3	17 10M R1/1:18.614 P2 R6/1:14.836	<b>Jon Beatty</b> R2/1:15.087	RS AM R3/1:14.898	<b>1:14.060</b> R4/1:14.060*	R5/1:16.009 P2
30	4	666 10M R1/1:21.416 R6/1:20.661 P2	<b>Dick Beers</b> R2/1:22.193 P2	911C4S R3/1:19.556	<b>1:18.159</b> R4/1:18.159*	R5/1:21.387 P4
35	5	290 10M R1/1:23.774 R6/1:20.094	<b>Steve Mendel</b> R2/1:19.886	911C2 R3/1:19.031	<b>1:18.931</b> R4/1:18.931*	R5/1:31.155
36	6	35 10M R1/1:20.901 R6/1:21.137	<b>Nick Cirillo</b> R2/1:20.225	911C4 R3/1:19.928	<b>1:19.060</b> R4/1:19.060*	R5/1:19.759
44	7	516 10M R1/1:22.311 R6/1:20.636*	<b>Darryll Dodson</b> R2/1:23.158 P2 R7/1:23.233 P2	911 T R3/1:21.106	1:20.636 R4/1:22.380	R5/1:21.409
57	1	135 10W R1/1:30.759 R6/1:23.791*	<b>Susan Cirillo</b> R2/1:27.665	911C4 R3/1:28.286	<b>1:23.791</b> R4/1:28.036	R5/1:25.582 P2
46	1	555 11M R1/1:21.023*	<b>Marty Kaye</b> R2/1:22.952 P2	911C2	<b>1:21.023</b>	
19	1	24 P3 R1/1:15.560*	<b>David Steen</b> R2/1:17.610 P2	911 T R3/1:15.916	<b>1:15.560</b>	
1	1	330 P4 R1/1:11.835 R6/1:15.661 P2	<b>Bill Berard</b> R2/1:11.739	911SC R3/1:12.093	<b>1:10.843</b> R4/1:10.843*	R5/1:13.779 P2
26	1	271 P5 R1/1:17.967 R6/1:17.033*	<b>Ed Hazelwood</b> R2/1:17.161	944 R3/1:17.147	<b>1:17.033</b> R4/1:17.265	R5/1:17.838
37	1	83 AS R1/1:21.071 R6/1:19.956	<b>Greg Fresh</b> R2/1:22.447 P2	Audi S4 R3/1:20.422	<b>1:19.075</b> R4/1:20.434	R5/1:19.075*

\*Please note these are the results of only the Nord Stern participants, other car clubs were present.



# NHRA at BIR

## Power, Party and Parts !?! . . .

by Ron Faust

**The Power:** You watch as the top fuel dragsters are pushed up to the paint. Their engines fire and they do a short run spinning their tires for five to six seconds to warm them up. Smoking rubber and a strong smell like formaldehyde burn your nose and your eyes. Nitromethane is the top fuel because, at 16 gallons per mile it carries additional oxygen atoms into each cylinder. The dragsters back up to the start as workers sweep the track and clear the debris from this initial warm-up. Crew members rub their tires off

by hand to remove the debris. You check your ear covers.

You know its coming, but the explosion of power is so strong you can't hold your camera still when they start. The sound is painful through your ear protection. You feel it in your chest. Like heavy metal has fallen from the sky, your ears think you could have been buzzed by a 747 at 100 feet. All becomes a blur of heat and fumes and flames behind 7000 hp as the pair of dragsters rocket off the start. Zero to 60 is passed in 0.8 seconds (31 feet). In five seconds (actually 4.51 seconds/326.67 m.p.h.) its over; the cars are a quarter mile down the track, parachutes flying, engines shut down.

The horsepower and 7000 lb.-ft. of torque are just estimates because there are no dynos to measure this kind of power. Road and Track reported that accelerometers and magnetic pickup strain gauges measuring torsional distortion of the drive shafts calculate up to 9300 bhp. Those who distrust these power calculations agree 6000 bhp would be a minimum (conservative?) estimate.

**The Party:** NHRA Nationals at BIR are not just about racing. Thirty thousand campers start pouring in the week before. They populate the infield all the way out to Turn 2. Most are in old, painted school buses and old



Top fuel dragster go down the line. the flames are lost in black and white!

Winnies that look like they've been trying to provide shelter since the 60s. There are tents as well. People rope off their own spaces and put out old upholstered furniture under tarps so they can be comfortable during their parties. The ropes are strung with NHRA flags, NFL flags, beer flags, and some with just the cans themselves, by the hundreds. Ice is available for a price. Firewood can be bought if you run out. Car windows are lettered with lewd messages in hopes of enticing wild, beautiful fantasy visitors into their owners' parties.

Prototypical camper Kevin Belisle of Forest Lake made page 1 of the Brainerd Daily Dispatch this year. For



Party Central on the straightaway!

*Continued on page 16*





I hate it when my Weissach Coupe lifts like that.

his 18th consecutive year at NHRA Nationals at BIR, he got his black, hand painted school bus into a prime spot next to the straightaway, across from what Nord Sterners call 'Pit Out'. American, Confederate, NHRA, and John Force flags fly from his fortress, along with a satellite dish. Expressing a feeling about BIR shared by many Nord Stern Porsche Club members, he is quoted as saying, "We couldn't make it through the year if you couldn't come here."

**The Parts:** The pit area being way too small, the real pits for NHRA weekend are the straight between

down the engines and rebuild them between races. Uniformed mechanics work with intensity. Large custom-built trays full of tools sit on the cars just in front of the engines. No metric wrenches here; its all American and S.A.E.

There are goodies to be had: literature on racing wheels and nitromethane injection systems or big Chevy blocks. Where else can you

pick up a 432 page Mac Tools Catalog and get the number of the distributor nearest you? How about a Craftsman Racing folding chair with cup-holders, on sale today, or an autograph from a pro-stock racer you never heard

of? He looks like a punk rock star. Without a doubt, there's something at NHRA for everybody.

EDITOR'S NOTE:

ALL PHOTOS BY RON FAUST.



Lining up. Definitely not Pine Box Derby cars!



You can bring your family station wagon to NHRA, but minivans and SUVs don't race!



And we think 911s go through rear tires too fast!



## Discoverer Of Auto Erotic Gene!

**I**ntroduced in new book entitled *It's O.K. To Love Your Car!*

You love cars; presidential candidates like Al Gore and Ralph Nader hate them. Why? *"It's in the genes"* according to journalist/car junkie Ken Kamstra, author of *It's O.K. To Love Your Car*. Kamstra scoops the world's press, unveiling previously unknown research of the late Dr. Erhart Von Geernoggin. Dr. Von Geernoggin, the renowned genetic scientist, made it his life's work to isolate the Auto Erotic Gene.

Those endowed with this gene, *"exhibit auto erotic dependency or AED"* according to the doctor. *"They become emotionally involved with their vehicles."*

His research concluded that most people—the "auto immune"—are

missing this gene and, thus, totally indifferent to cars or actually despise them as in the case of Gore and Nader.

*"They may rationalize this car hatred as an environmental cause,"* said Kamstra, *"but it is really a manifestation of gene deficiency."*

Kamstra is definitely in the AED camp. The subtitle of his book, *"living with Auto Erotic Dependency—AED,"* looks back with humor on a life controlled by a single gene. (EDITOR'S NOTE: GEE, I DON'T KNOW ANYONE WHO ISN'T IN THIS CAMP!!!!)

Famous auto journalist, Brock Yates, calls the book *"a fun read; highly original."* The hard-bound book—complete with full color photos and cartoons—can be ordered from Idea Shelf Publishing by calling



**Dr. Erhart Von Geernoggin,  
Discoverer of the Auto Erotic Gene**

toll-free 1-877-283-3370. Price \$29.95 plus shipping.

## Afton Concours Results Corrections!

*by Christie Boeder*

**I**t is with my sincere apologies that I submit the following corrections to last month's Afton Concours results. Unintentionally, I omitted two classes in the list of results. Here are the additions and my apologies to those who were left out! Even though neither Bruce nor I have ever seriously concoured our car, I am most appreciative of the effort and work that goes into the preparation for these events. There is nothing finer than ambling around a Concours event admiring the

various models in all their glory. I have even been known to admire non-P car concours events! It truly is an art, a science and undoubtedly a labor of love. My hats go off to each and every participant in these events. And of course, those who take the time and effort to be involved in the judging and timing, enough can't be said. Here are the omissions.

### **Top Watercooled**

- |                       |            |
|-----------------------|------------|
| 1. Scott/Kelley Mayer | 149.0 pts. |
| 2. John Tetzloff      | 146.5 pts. |

### **Race**

- |                  |            |
|------------------|------------|
| 1. Bob Viau, Sr. | 160.5 pts. |
| 2. Ed Hazelwood  | 149.0 pts. |
| 3. Bob Viau, Jr. | 143.0 pts. |
| 4. Bruce Boeder  |            |

Also, I apologize for misspelling one of the participants names, **Dave Gray**, who was second in the Late 6 Cyl (Full) class and is not Dave Galey.

Hope to see you all at next year's event out at Afton.

## Solo Results Nord Stern Region PCA St. Cloud Autocross 09/02/2000

OA	CP	No.	Class	Driver	Car	Best Time			
19	1	180	1M	<b>Garfield Clark</b>	914	<b>1:32.022</b>	R1/1:37.729	R2/1:35.098	R3/1:37.397
				R4/1:32.189 R5/1:32.870	R6/1:32.022*	R7/1:32.238			
20	2	137	1M	<b>John Cunico</b>	924	<b>1:35.043</b>	R1/1:39.631	R2/1:35.043*	R3/1:35.615
				R4/1:30.755					
25	1	189	2M	<b>John Meier</b>	944	<b>1:42.361</b>	R1/1:49.315	R2/22.379	R3/1:45.200
				R4/1:45.596 R5/1:42.361*	R6/1:42.753	R7/1:42.813	R8/1:43.559		
27	2	93	2M	<b>David Trumble</b>	924T	<b>1:43.610</b>	R1/2:01.405	R2/1:50.689	R3/1:46.759
				R4/1:43.610*					
21	1	138	3M	<b>Roy Henneberger</b>	944	<b>1:35.262</b>	R1/1:54.363	R2/1:46.425	R3/1:44.444
				R4/1:42.491 R5/1:39.412	R6/1:41.268	R7/1:39.119	R8/1:38.165	R9/1:35.752	
				R10/1:35.262*					
4	1	0	4M	<b>Mark Skweres</b>	944S2	<b>1:25.543</b>	R1/1:34.750	R2/1:40.287	R3/1:33.322
				R4/1:30.767 R5/1:30.767	R6/1:27.150	R7/1:28.486	R8/1:27.352	R9/1:26.038	
				R10/1:25.543*					
7	2	194	4M	<b>John Konicek</b>	928S4	<b>1:26.448</b>	R1/1:40.505	R2/1:32.907	R3/1:31.382
				R4/1:31.568 R5/1:29.372	R6/1:30.169	R7/1:27.818	R8/1:27.138	R9/1:27.192	
				R10/1:26.448*					
15	3	300	4M	<b>Bill Groschen</b>	968	<b>1:30.741</b>	R1/1:30.741*		
22	4	110	4M	<b>Brian Hanson</b>	968	<b>1:36.695</b>	R1/1:43.918	R2/12.438	R3/1:38.823
				R4/1:38.406 R5/1:36.695*					
2	1	26	5M	<b>Scott Mayer</b>	944TS	<b>1:23.999</b>	R1/1:27.089	R2/1:27.877	R3/1:26.614
				R4/1:25.937 R5/1:25.000	R6/1:20.196	R7/1:25.344	R8/1:24.980	R9/1:23.999*	
6	2	39	5M	<b>Michael Selner</b>	944T	<b>1:26.025</b>	R1/1:36.544	R2/1:33.136	R3/1:29.962
				R4/1:50.765 R5/1:43.551	R6/1:26.771	R7/1:27.908	R8/1:26.025*		
17	3	104	5M	<b>David Anderson</b>	944TS	<b>1:30.954</b>	R1/1:37.094	R2/1:35.664	R3/1:40.905
				R4/1:33.523 R5/1:32.186	R6/1:31.450 R7/1:30.954*	R8/1:31.324			
18	4	59	5M	<b>Kim Crumb</b>	MBE	<b>1:31.526</b>	R1/1:35.634	R2/1:32.493	R3/1:31.526*
13	1	126	5W	<b>Kelly Mayer</b>	944TS	<b>1:29.183</b>	R1/1:37.009	R2/1:57.516	R3/1:39.439
				R4/1:37.406 R5/1:29.183*					
30	2	159	5W	<b>Betty Ewens</b>	MBE	<b>1:54.137</b>	R1/2:01.818	R2/1:56.298	R3/1:55.059
				R4/1:54.137*					
10	1	277	8M	<b>Harvey Robideau</b>	911SC	<b>1:27.136</b>	R1/1:34.652	R2/1:33.541	R3/1:29.880
				R4/1:29.332 R5/1:39.395P11	R6/1:29.788	R7/1:29.678	R8/1:28.496	R9/1:27.836	
				R10/1:27.136*					

## Solo Results Nord Stern Region PCA St. Cloud Autocross 09/02/2000

11	1	193 9M	<b>Jeffrey Lawrence</b>	911	<b>1:27.703</b>	R1/1:41.248	R2/1:36.002	R3/1:32.333
		R4/1:30.852	R5/1:29.206	R6/1:30.719	R7/1:28.902	R8/1:27.917	R9/1:28.513	
		R10/1:27.703*						
12	2	779 9M	<b>Dean Podevels</b>	Boxster	<b>1:28.309</b>	R1/1:38.967	R2/1:36.017	R3/1:28.421
		R4/1:36.484	R5/1:28.309*	R6/1:59.162	R7/1:31.744	R8/1:28.364	R9/1:42.245	
26	3	911 9M	<b>Ed Vazquez</b>	911	<b>1:42.486</b>	R1/1:56.130	R2/1:48.423	R3/1:45.741
		R4/1:44.769	R5/1:45.092	R6/1:43.321	R7/1:42.486*	R8/1:42.911	R9/1:41.352	
1	1	90 10M	<b>Ron Lewis</b>	993	<b>1:23.337</b>	R1/1:32.240	R2/1:27.980	R3/1:28.221
		R4/1:25.570	R5/1:26.584	R6/1:24.986	R7/1:23.924	R8/1:23.337*	R9/1:23.512	
		R10/1:23.403						
5	2	17 10M	<b>Jon Beatty</b>	911RSA	<b>1:25.800</b>	R1/1:34.661	R2/1:32.341	R3/1:32.946
		R4/1:32.267	R5/1:04.989	R6/1:28.437	R7/1:26.417	R8/1:26.335		
		R9/1:25.800*						
9	3	317 10M	<b>Bob Lunde</b>	BoxsterS	<b>1:27.101</b>	R1/1:31.307	R2/1:30.695	R3/1:29.667
		R4/1:40.526	R5/1:30.427	R6/1:31.551	R7/1:28.539	R8/1:29.426		
		R9/1:27.101*	R10/1:27.715					
14	4	35 10M	<b>Nick Cirillo</b>	911 C4	<b>1:29.683</b>	R1/1:43.074	R2/1:40.201	R3/1:37.150
		R4/1:32.906	R5/1:32.707	R6/1:06.834	R7/1:33.489	R8/1:31.127	R9/1:30.155	
		R10/1:29.832	R11/1:29.683*					
16	5	215 10M	<b>Ken Richey</b>	Boxster S	<b>1:30.830</b>	R1/1:36.537	R2/1:36.320	R3/1:32.646
		R4/1:33.670	R5/1:33.249	R6/1:32.284	R7/1:30.830*	R8/1:31.995	R9/1:31.657	
		R10/1:32.731						
23	6	201 10M	<b>Jeff Chelstrom</b>	911	<b>1:38.246</b>	R1/1:52.611	R2/1:47.867	R3/1:46.197
		R4/1:42.522	R5/1:42.916	R6/1:42.612	R7/1:40.185	R8/1:39.106	R9/1:38.532	
		R10/1:38.246*						
29	7	994 10M	<b>Ray Bentdahl</b>	Boxster S	<b>1:51.096</b>	R1/1:55.916	R2/1:51.066	
		R3/1:51.096*						
24	1	135 10W	<b>Susan Cirillo</b>	911 C4	<b>1:38.805</b>	R1/1:51.674	R2/1:39.308	R3/1:35.597
		R4/1:36.184	R5/23.340	R6/1:43.201	R7/1:44.555	R8/1:41.351	R9/1:42.229	
		R10/1:41.390	R11/1:38.805*					
28	1	438 P2	<b>Fred Jacobberger</b>	911	<b>1:45.241</b>	R1/1:46.979	R2/23.239	R3/1:45.241*
3	1	24 P3	<b>David Steen</b>	911TS2	<b>1:25.303</b>	R1/1:46.010	R2/1:29.340	R3/1:26.716
		R4/1:31.751	R5/1:27.689	R6/1:25.651	R7/1:25.303*	R8/1:28.088	R9/1:31.630	
8	1	271 P5	<b>Ed Hazelwood</b>	944	<b>1:26.811</b>	R1/1:32.092	R2/1:28.183	R3/1:29.144
		R4/1:29.960	R5/1:26.989	R6/1:27.835	R7/1:27.104	R8/1:27.848	R9/1:26.811*	
		R10/1:25.615						



Roger Johnson, on track at Road America, photo courtesy Roger



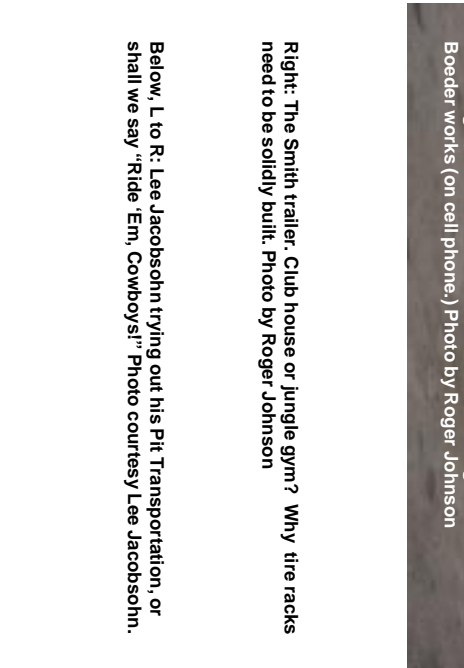
Nord Stern girls invade Road America! L to R: Elizabeth Johnson, Michelle Smith, Emma Smith, Lindsey Lee, Maddy Lee. Photo by Roger Johnson



A rare sight, Bob Johnson and Mike Hoke relaxing while Bruce Boeder works (on cell phone.) Photo by Roger Johnson



Pit transportation - Elizabeth Johnson, photo by Roger Johnson



Right: The Smith trailer. Club house or jungle gym? Why tire racks need to be solidly built. Photo by Roger Johnson



Below, L to R: Lee Jacobsohn trying out his Pit Transportation, or shall we say "Ride 'Em, Cowboy!" Photo courtesy Lee Jacobsohn.



## Scenes of Nord Stern at Road America this past August!

## Fall Rally Review

*... photos by Dave Thompson*



*“Just a few pictures shot with my digital camera of the recent rally held on September 10th. The group shot is of the three eventmasters, hard at work scoring the event. Both outdoor shots are before the event. The lower left shot is the dessert table, perhaps the favorite spot (mine at least!) of the whole rally. The rally went quite well and it seemed like a great time was had by all.”*

— Photos and comments by Dave Thompson. Eventmasters were;  
**Jon VeLure, Dan Tokheim, and Chris Weber.**





# Details On A Detailing Event - Afton Concours d'Elegance 2000

*by Marsha Drake, with help from Mitchell Berry*

Afton, Minnesota, population 2,645, just east of the Twin Cities, is a nice little hamlet along the river with an old-time park in the middle of "town." About ten years ago or so, some Nord Stern members began an event called Concours d'Elegance there. The same type of competition has been held every year at the national Porsche Parade, so why not have one locally? It's been a success ever since.

None of the previous Afton Concours events could have been held on a more beautiful day than this year's, on Sunday, August 13. The sky was a deep, clear blue, the temperature was definitely summery, and the sun made those beautiful cars shine and sparkle like diamonds. The turn-

out was fantastic, with 27 cars competing in the various classes, and many, many other cars in attendance as "Transportation d'Elegance." That could have been a class of its own, since there was an entertaining array of year, model and color on the street and parked along the fringes of the show area.

Many thanks to this year's co-eventmasters Luis Fraguada, Jr. and Mitch Berry, as well as the judges and timers: Jeannie Caldwell, Luis Fraguada, Sr., Ed Hazelwood, Roy Henneberger, Ron and Nikki Lewis, Dick Meintsma, Jim Tourtillotte, Pam Viau, and Dave Weisel. For those who are familiar with the Concours, the classes, and how cars are judged, the rest of this article might be sopho-



**Michael Wachholz and Manfield, who LOVES the yellow Boxster over to his left, photo by Marsha Drake.**

mor. The results were printed in the September 2000 Nord Stern, so feel free to go back and review those again.

For those who would like a little more "detail on the detailing," however, or who may have never participated in a Concours but have wondered how and what is judged, here's a little more information for you. It might turn you into a participant in the future or just make you a more informed and intelligent spectator!

The definition of the event in the official rules of the 45th Porsche Parade in Sacramento, CA from July 2-8, 2000 is as follows: "Concours d'Elegance is a term denoting a gathering together of automobiles in com-



**Row of classics in the Early 6-cyl class, photo by Marsha Drake.**

petition for judging their relative merits in terms of coachwork, design, finish, and appointments.” The rules for the Parade are very specific and this year accommodated about 160 cars. Our rules are a little less explicit but the event is still competitive and quite representative of the same principles of preservation, restoration, and preparation.

First, the cars don’t have to be perfect! They’re cars, and they still do have gasoline and oil in them, not to mention stuff that’s out there on the roads. I’ve heard people say more than once that they entered their car in spite of feeling it was too dirty or not fixed up enough, and they placed or won

their class anyway. At the **very** least they had a lot of fun, and the car was in much better shape just because of the effort put forth!

Second, there are two types of entry for all the classes except the race class. There’s the “Top Only” and then there’s the “Full Concours.” In the Top Only, the appearance of the exterior and interior of the car are judged for cleanliness, tidiness, and condition. Only the face of the wheels are judged – not



Beautiful yellow new-style Targa, photo by Marsha Drake.

behind the spokes and not the wheel wells. Originality is also not judged.

For Full Concours, however, in addition to the exterior and interior of the car, the trunk, wheels, wheel wells, suspension and engine compartment

*Continued on page 24*

## Concours

*... continued from page 23*

are judged for the same qualities. Originality is also judged, so there are deductions for aftermarket items on the car such as rims, air filters, bumpers, etc., that were not original factory equipment. In other words, if you have components that were dealer options for the model and year of your car; that's okay even if you added it to your car. But if the items weren't offered for your model and year, they're essentially aftermarket and not "original."

Then there are several classes of cars. There's the Race category with, no separation of top-side or full (since it's usually pretty obvious they're not completely original!). They are judged on neatness, appearance, interior, exterior, and engine compartment.

Other classes are divided into the Air-Cooled division and the Water-Cooled division. In the Air-Cooled division are: EARLY 4 cyl (356s, 914s, 912s); EARLY 6 cyl (911s up to 1973 and 914-6s); MID 6 cyl (911s from 1974 through 1989); and LATE



President Jon Beatty's RS America. What is it that RS stands for? Real Showy? Radically Shiny? Resting in the Shade? Photo by Marsha Drake.

6 cyl (911s from 1990 through 1998). In the Water-Cooled division are: EARLY (1976 through 1995 924s, 928s, 944s, and 968s); and LATE (1998 to current Boxsters and 996s).

This is how the judging works. In the Full Concours judging, for example, it's possible to earn a total of 300 points. Several scoring sheets are printed, with a general area listed on each of them, such as exterior, wheels, interior, etc. Then each sheet has specific areas listed on it, such as engine, sheet metal, paint and rubber insulation, wiring, etc.

Each judge for a particular class of cars will take enough copies of one type of sheet and will judge all cars in that class on that area. That means your scoring is a consistent com-

parison with other cars in your class. The judge gives you points based on his or her experience, observations, and opinion in that area. Many judges also write comments on the sheets, with suggestions or explanations for the points, and also compliments!

The last step is that someone totals all the points every car earned, and then arranges them in order of first, second, and third place. Copies of your scoring sheets can be provided to you to help in future competitions. Awards are then announced and made according to the placings. No one at all loses, because every entrant receives lots of compliments on their cars, even if they don't get an award.

That all sounds like a lot of work for both car owners and judges, which is true, but it's actually very rewarding. Spectators also get very much of a reward just looking at the beautiful Porsches lined up waiting to show off their heritage and their great looks!



Pam Viau assisting the judges with her 1994 968, photo by Marsha Drake.



Next year the Porsche Parade is going to be held in Milwaukee, Wisconsin, and the Concours d'Elegance there will definitely be worth seeing. So if you've never been **in** a Concours d'Elegance, or even been **to** one, next year is the time for you! Hope to see you there, and in Afton next year for this annual event as well!



"Transportation d'Elegance" cars - not officially showing, but a show of their own, photo by Marsha Drake.



Left, roy Henneberger's 1995 Midnight blue 968. Does the license plate mean "This 968 is a Kick of a Vehicle at Highspeeds"?? Right, Ken Kamstra and his 1985 Rose Brown 928S. Both photos by Marsha Drake.

Check it out, our annual meeting and annual awards banquet is now set! As always this is a fun, informal event where members have the chance to mingle, socialize, catch up and gather those annual awards for driver education, concours and rally activities. Plus we vote in our next year's officers and board of directors.

This year it looks to be particularly fun, being that it will be held at one of our area's favorite German gathering places, The Black Forest Inn! Be sure to get your check and dinner order in today to ensure your reservation. See ya there!

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Reception: 7:00 p.m.  
Dinner: 8:00 p.m.

Cost: \$25 per person

Menu: Beef Stroganoff  
Tenderloin w/  
Mushrooms & Onions  
Spaetzel (egg noodle  
dumplings)  
and Broccoli

Herb Chicken  
Grilled Breasts w/  
Sauteed Vegetables  
Boiled Potato  
w/bit of brown gravy

Roast Pork and Gravy  
German-style Bread  
Dumplings  
Sweet & Sour Red  
Cabbage

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Make checks payable to Nord Stern. Questions? Call at 612 471-0065 or email: [tripet@visi.com](mailto:tripet@visi.com)

# Porsche Rarities: Minilux Accessory Light 1956-1961

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

Did you ever wonder what that little hole located on the dash just under the ignition switch was for?



**Minilux trouble light, its electrical connection and the dash connector, Photo by Chris Stavros**

You know the one, it has a chrome collar and a thick red wire connected to it underneath the dash? Well, it's an electrical socket that provides the

juice for some strange little accessories.

The photo to the right is a factory accessory available for the 356A and early 356B series cars. It's called the Minilux hand held trouble light and is the first of three that were offered by Porsche up through the early 911 series.

This particular light is made of white plastic and is in the shape of a bullet. It also has a thick rubber suction cup used for sticking the light near a troubled area. The black wire lead attached to the light measures nearly 10 feet, making it possible to access the engine and front trunk compartments from the dash plug-in point.



**Minilux trouble light, clear plastic carrying case and single piece of included information, Photo by Chris Stavros**

The light, when new, was packaged in a clear plastic pouch that snapped shut and included a small piece of paper listing voltage and applications.

The accessory catalog dated 12/57 listed the item as number 19, which originally sold for a whopping \$1.65.



## Just the Details It's Those Birds . . .

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

Without a doubt, one of the most dreaded car care problems we face is the bird. Beautiful to watch fly, but vile to our car's finish, a bird's droppings can quickly cause damage to your paint.

Bird droppings are very acidic (pH 3.5 to 4.5). When they fall on paint, the acid begins to burn and etch the surface. The longer the bird droppings remain, the greater the damage.

I've had bird bomb incidents with my Speed Yellow 996 (the seagulls just seem to think it's a target) that have created damage as deep as 2-3 mils. To give you an idea of what that means, notebook paper is approximately 2 mils of thickness. Your car's paint is only 6-8 mils thick.

The result of bird dropping damage is a dimple in the paint's surface, often as large as an inch or more in diameter. This damage is permanent, but can easily be repaired.

**Repairing Damage:** The only way to repair the damage caused by bird droppings is to polish the paint. You must use the polish to blend the surrounding paint, bringing it down to the same level as the damaged area. This may sound drastic, but it works very well. The only concern is that you're making the paint thinner. So you must be careful not to polish all

the way through to the primer. Do so, and you'll have a more noticeable problem than what the bird left behind.

Any good paint polish can be used to fix the damage with a fair amount of rubbing. I have found that it is better to start with a mild compound, as you would find in a scratch remover—Eagle One Scratch Remover is a good example—followed by a good hand polish.

**Preventing Damage:** While it's not really possible to keep birds from bombing your car with their dirty little surprises, you can take steps to limit the damage. The most obvious protection is a car cover (please, not while you're driving). But, even the cover won't help you on the road. To limit the damage when you get hit, you need to remove the offending slim as quickly as possible. Don't wait. Get it off of your car.

I've found the best way to clean up after a bird is with a good detailing spray and a cotton terry cloth towel. As I'm a clean car fanatic anyway, I keep a little detailing kit in my trunk. It holds a spray bottle of quick detailing spray, a couple towels, and my favorite rubber and vinyl dressing. That's all it takes for me to keep the car looking great. When a bird gets me, I spray the bird

droppings with a few shots of detailing spray and wipe it off with the towel, turning the towel as necessary to keep a clean wipe on the car.

Another way to protect your paint from bird damage is to keep your car waxed. While a standard carnauba wax offers limited protection against a juicy attack, it makes cleanup much easier. Acrylic polymer sealants protect a little better against the harsh acids, but it's not enough to create a damage-free barrier if the bird poop sits too long. You still need to remove the mess as quickly as possible.

Ed: Visit David Bynon's website at [www.Autopia-Carcare.com](http://www.Autopia-Carcare.com)

## ***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: Porsche Factory Racing Victory Posters

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

Porsche factory-issued posters that commemorate Porsche's racing victories were among the earliest Porsche collectibles. While car owners kept sales brochures for their cars and sometimes other models, and while toys and models were sometimes placed on desks and shelves, the racing victory posters were gathered from their first issue for their beauty and

significance. Owners of early 356s were proud, perhaps even anxious, to have the affirmation that Porsches were capable of competition successes, both to justify their purchase of such a quirky little car and out of enthusiasm for its superb engineering.

Porsche had little to brag about in the earliest years. Fortunately that changed at about the same time that a

graphic designer named Erich Strenger met a journalist named Richard von Frankenberg. That autosports journalist also happened to be working for the fledgling Porsche firm in public relations, marketing, and racing. In fact, von Frankenberg was a good driver and drove for the factory in many important races, including piloting Spyders at LeMans every year 1953 though



Author, Prescott Kelly, photo by Skip Carter

1958 (with class wins in 1953, 1955, and 1956).

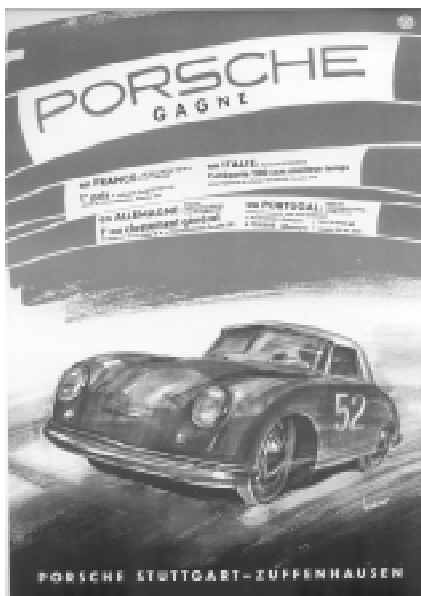
When the factory decided that the 1951 LeMans victory deserved to be commemorated in a poster that could be hung in dealerships around the world, von Frankenberg recruited Strenger to do the art. Thus began Erich Strenger's long relationship with the factory, designing and painting posters (and later taking photographs for them), designing and painting covers for sales brochures (see *Windblown Witness*, June, 2000 issue), and serving as art director for the factory magazine, *Christophorous*.

In the June, 1951 running of LeMans a Gmund-built 356 was driven to the 750-1100cc class victory by the August Veillet (the owner of Sonauto, the new French distributor for Porsche) and Edmond Mouche.



This version of the number one Porsche poster commemorates two victories, one by Briggs Cunningham at the Palm Beach races and one by Francois Picard in Morocco. Got one? It could be worth \$10,000. Photo by Prescott Kelly.

*Continued on page 32*



The number two factory poster references three class wins and one overall victory. It is even more rare than the number one poster, but probably not quite so valuable, although much sought after. Photo by Prescott Kelly.

## Posters

*... continued from page 31*

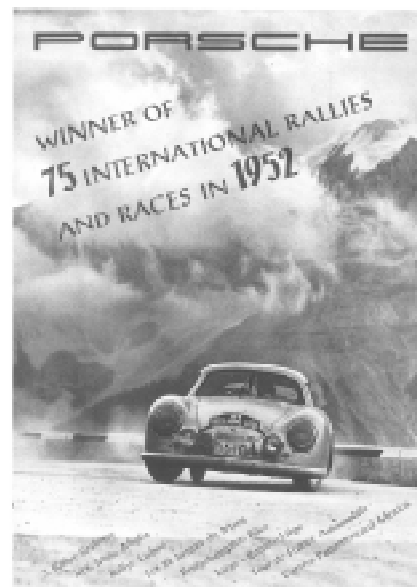
Porsche's first ever victory poster followed soon after. It featured a red 356 coupe on the track in front of a hand holding a stopwatch, all against a blue background. The car depicted carried the Veuillet/Mouche car number from LeMans, #46, but with the coupe looking distinctly more like the current production car than the silver-paint Gmund chassis that ran at LeMans.

This poster also started a procedure that was followed for about six years of printing the four-color posters with only art, and later surprinting in black the race(s) to be commemorated. In fact Strenger later reported that he believed this image was printed in only 500 copies. We know of three versions: (1) Blank—with only the art and no surprint; (2) Porsche's September, 1951, speed records at Monthlery

(in International Class G—100.55 mph for 500 miles, 101.23 mph for 1000kms and 101.17 mph for six hours); and (3) "Porsche meldet neue successes" ("Porsche announces new successes") to commemorate Briggs Cunningham's December, 1951, class victory at the Palm Beach road races and Picard/Nizza's class victory in Morocco. Of interest is the fact that despite Strenger's memory that the 1951 LeMans victory spurred the factory's interest in issuing posters, there is no known LeMans imprint of the first poster.

This writer knows of five number one posters in this country. Three are blanks, one is the Cunningham/Picard surprint, and one owner is being very coy about which depiction he has. The art on this poster is very strong, with sharp contrasts and a very slightly impressionistic version of the automobile, which accentuates the impression of speed.

Value? Don't ask. In about 1987, one of these posters sold for \$5,000 to a Connecticut collector. To the best of my knowledge and those of my collector buddies, no number one poster has sold since in this country. My best guess is that today one priced at \$7,500—\$10,000 would find a home. Above that? Sure, anything is possible, especially with Ebay in full sway. I know of several collectors actively seeking this image in any surprint. Got one rolled up under your bed? Call the insurance company and get it covered!



This poster is available in at least two surprints: the one shown here and another commemorating the Liege-Rome-Liege Rally of 3,250 miles in a Gmund coupe driven by Polensky and Linge, which is where this photograph was taken. Photo by Prescott Kelly.



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The number two poster may be even more of an enigma. It shows an early Porsche cabriolet—very possibly because Cunningham’s victory in the 1951 Palm Beach road races was in a cabriolet. This 1952 poster is also a Strenger painting, of course, and again it is slightly impressionistic, although with less implication of speed than in the number one poster. The only version known commemorates four competition victories: the Cannes Rallye Du Soliel (class win), the Italian Sestriere Rally (class win), the Wiesbaden Rally (overall victory), and the Lisbon Rally (class win). This poster is even more rare than the number one poster, although less valuable just because it is number two.

The other important 1952 poster features a photograph of the Gmund coupe, which ran the Liege-Rome-Liege Rally in mid-August. Porsche won overall with Polensky and Linge driving and Porsche issued commemorative posters in at least German and English. We believe it to be the first English language Porsche poster. So far, we don’t know of a French language version. The same image is better known in a second image (also issued in both German and English), Winner of 75 International Rallies and Races in 1952. Across the bottom, on an angle, are printed eight races and rallies: the Sestriere Rally, the 19th Mille Miglia, the Lisbon Rally, LeMans, Bridgehampton, Liege-Rome-Liege, the Tour de France, and the Carrera Panamericana. These

posters are somewhat more common than the other two reviewed here. An English language Liege-Rome-Liege version, with some important restoration, sold a couple of years ago for over \$3,500. Be careful! There is a reproduction poster in circulation with the 75 Victories surprint, a great many of them having been printed in the 1980s. It is typically found with a white border, but if that border is trimmed off, you might be fooled. Ask someone knowledgeable for help if in doubt.

With these posters Porsche started a tradition which persists to this day. The factory has issued over 300 racing commemorative posters, and probably even more of the less sought after (and much less expensive) showroom posters of street cars. Many of the later ones, of the 917/10 and 917/30 Can-Am victories for example, are very desirable. We’ll review lots more posters in future columns.

Prescott would like to hear from anyone with questions or an interesting Porsche collectible story.

Best is to email him at [pamandprescott@cs.com](mailto:pamandprescott@cs.com) or [PVKelly@TheInstituteInc.com](mailto:PVKelly@TheInstituteInc.com) or phone to 203-227-7770 (home, eastern time!) or even snail mail to 16 Silver Ridge, Weston, CT 06883

# Some Slippery Information

*By Terry Cleland, Upper Canada Region, Reprinted From PROVINZ*

Oil is the blood of an engine and just like the blood in our own bodies it does many things. Oil just doesn't lubricate, it carries away heat, it dissolves contaminants, it carries away debris and provides a working medium for such things as hydraulic lifters.

All oils, whether mineral stock or synthetic have additives mixed into the package. This package is a mélange of chemicals that allow the oil to do its other jobs. It seems to be a popular belief that if high priced synthetic oil is used in an engine that oil changes can be further apart and you will realize a huge increase in power or efficiency . . . well, NOT QUITE! No matter what the main constituent of the oil is (mineral or synthetic) approximately 60% of the container's content are additives. Interestingly the lifetime of the additives (the time it takes to lose its useful properties) varies but it is primarily dependent on the service duty of the engine and to some extent in which kind of oil base stock it is mixed with. It is in fact the "death" of these additives that dictates when your oil should be changed. Not all oils are created equal but all of them "wear out" approximately at the same time as the additive package is depleted. The bottom line is that frequent oil changes are better for an engine (within reason) no matter what the marketing propaganda says. If you

feel better spending BIG \$\$ on the more expensive oil, then GREAT (for the marketing guy!).

Just one word of caution here. Always remember that you get what you pay for, so if you drive a quality product or really care about long engine life, then spend at least enough to get a good quality motor oil with a good name brand to support it, never use the bargain stuff. Remember a cardinal truth; OIL IS CHEAPER THAN STEEL.

**SYNTHETIC vs. MINERAL (battle of the advertisers):** The differences between these types of oils are all in the molecular makeup. Synthetic oil has a very consistent molecule size which gives the oil very good and consistent properties. Mineral oil being a product of nature has lots of different sized molecules in its makeup. The advantage of synthetic is that it potentially has a more stable suite of properties that can be tailored to a wider range of applications. This is why you can now find oils that can cover huge viscosity ranges such as 15W40 and even 0W30! There are definite advantages to this ability but careful consideration of application is necessary.

To review some of the oil jargon let's look at what the numbers and letters mean that I just referred to. Viscosity is determined by measuring the flow properties at a fixed temperature.

A base number is set as standard then relative flow numbers are assigned to describe the relative viscosity of the oil being measured. The lower the number the "lighter" the oil is. That means it flows much easier at the same temperature than one with a higher viscosity rating. There are single viscosity oils so it is simple to understand that 10 weight oil flows easier than a 30 weight oil under that same temperature circumstances. Multigrade oil is what has become possible due to additive packages and has been further enhanced by synthetic oils. A number such as 10 W 30 means that the oil has variable properties between this range of viscosities. The best thing about this is that it can compensate (within its designed capability) for the negative effects of temperature on viscosity. High temperatures drive viscosities down but multigrade oils have the ability, due to their additives, to compensate. So back to our 10 W 30 example. The 10 means that it has the viscosity (flow properties) of a single grade 10 weight oil at LOW temperatures. The "W" following the first number is the convention that verifies this tested ability. The last number is the viscosity rating at HIGH temperatures. The working temperature range is approximately between 0 and 100 degrees Celsius. Things go out of whack above and below. Above 100 degrees C. the viscosity begins to

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lower as it would with single grade oil. The viscosity can be lowered by as much as 50% for higher than 100 deg. C temperatures.

You need “thinner” oils like 10 or multi grade with 5W or 10W when the engine temperature is low particularly here in Canada where we can see quite cold temperatures even in good driving months, never mind winter. This low viscosity allows the engine to receive vital lubrication. Imagine trying to pump grease versus olive oil. A 30, or worse, a 50 weight oil would look, feel and work just like grease at 0 degrees Celsius. Your engine will suffer. Olive oil would in fact work better under these conditions, but certainly not for long!

The need to have good lubricating properties at low temperatures but then have good lubricating properties at high temperatures is what has stimulated the development of multi grade oils. So our 10 W 30 has the easy flowing viscosity of a 10 weight oil when cold and then the lubricating properties of 30 weight oil when it is hot. Just what we need in a country like ours, where the temperatures are widely variable at nearly anytime of the year.

Engine design has a lot to do with which grade and which type of oil you should choose. If the engine was designed to work with a single grade mineral oil with its multi sized molecules and low or high single grade

viscosities then using something “better” may not have any significant benefits. If however your engine is designed to exploit the benefits of multi grade fully synthetic oil then that is exactly what you should be using. Therefore putting new multi viscosity synthetic oil in your old iron horse could present a problem and vice versa.

Advertisers are not engine designers. They publish brochures to make people think that they are getting better value or in some case something for nothing. Go by the manufacturers recommendations. They are the ones who have designed and extensively

*Continued on page 36*

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## Oils

*... continued from page 35*

tested the engine and know what it needs.

**ADDITIVES (snake oil):** It is always easy to design some tests to show how some off the shelf additive will enhance the oil's ability to do ONE thing well. The problem is that the oil has many jobs to do, not just one. Some of these additives could actually hamper the oil's ability to do the rest of the things it needs to do. The oil has to carry away wear particles, control acids that form from combustive residue, it needs to deal with the mixture of combustion by products and condensation from varying temperature cycles, it has to allow heat transfer, it has to deposit anti wear particles like Teflon on the moving surfaces and many other such things such as dealing with hydro carbon dilution from unburned fuel, and on and on. Most oil manufacturers will tell you that their oil already has things in the additive package to help oil do what the snake oil salesman says that his special brand of elixir will do. The difference is that the oil manufacturer has blended their product in the right proportion so that the oil and its additive package can fulfill its entire job function. Snake oil salesman are merely pitching the "more is better" idea.

**SEVERE SERVICE (Who me?):** I spoke of severe service and how it affects your oil change intervals and other matters but just how do you determine the degree of service?

Any operation of the engine beyond the designed operating range breaks down the additive package more quickly. When the additive package is done in, so is the oil. The more frequently that you stress the additives the more quickly it will deplete. Since the additive package is put there to help deal with this less than perfect operating conditions you can assume that you are making a withdrawal from the additive protection bank each time you push the operating envelope. You will have to run to the bank with a fresh oil deposit more often in such cases.

Is this the only definition of severe service? No. Severe service just doesn't mean pushing on the gas pedal harder and more often it also means the way in which the engine is operated even within its normal operating range. Frequent starts and stops, short temperature cycles such as quick trips to the store, low total mileage with long periods between uses are just as hard on the oil as the weekend track session, sometimes even harder! Heavy shoes are not the only causes of severe service. In a situation where someone is a more aggressive driver or even races their car the contamination in the oil is totally different than the case of the Sunday driver. The cool and slow drive is the worse for raising hydrocarbon dilution levels which has a negative effect on oil viscosity and therefore its lubrication properties. This means more wear, less vapor burn off and it is tough on the additives.

So, each type of severity affects different things in the additive package but the net result is the same; the oil change frequency must be increased in order to replenish the additives and to remove the waste material and wear particles held in suspension. The latter reason is why you just can't top up the additives with that snake oils salesman's potion or buy into that longer oil change interval because you spent a fortune on fully synthetic oil. You still need to get rid of the dirt, which is the #1 cause of engine bearing failures!

**ANOTHER LOOK AT THE LABEL (don't look for them at Tim Horton's):** There is a "doughnut" on the oil bottle that bears your attention. Not only is the viscosity stated on the round label that is commonly called the doughnut but also there are symbols that you should understand. When the car manufacturers' design the engine they choose from a variety of oil specifications, more than just the viscosity. You will see symbols like SF, SG, SH or CC, CD. BE CAREFUL! The oil that is prefixed with the letter "S" designates it for Spark Ignition engines. The prefix "C" designates the oil for Compression Ignition engines (Diesel). The all-important additives are very specific to dealing with the by-products of these very different fuels (gasoline vs. diesel).

The suffixes are important too whether for gas or diesel engines. The suffix designates the specific standard to which the oil has been tested and has met. Sometimes those standard are

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set by the engine manufacturer themselves. Note also that recently the labels have been changed. Only a short while ago most motor oils were able to meet the specifications of both gas and diesel and you would see this combination approval on the doughnut in the form of SG, SH/CC, CD. Now they are most often separated but you cannot tell unless you look at the doughnut. Now that you know how important the additive package is to the whole motor oil requirement you will want to be absolutely positive that you are getting the best protection from your oil selection.

**OIL IS CHEAPER THAN STEEL:**

Better believe it! Use the right type of oil and change it more often than recommended. If you know you qualify for severe service than change it more often still.

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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 pager or email at mikelynch@uswest.net

### Wanted

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

### Tires

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

## Tech Tips: 924S, 944, 968 Locking Fuel Caps

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

When replacing a defective locking gas cap, it is desirable to retain the lock cylinder from the original cap. This way the car's ignition key will still unlock the cap and the driver will not need to carry two separate keys. Changing the cylinder is a relatively simple process. First, remove the rubber seal from the metal portion of the old cap; it will slide off easily. Then, by inserting one or two small standard screwdrivers between the red plastic cover and the metal portion of the cap, pry off and remove the plastic cover.

This will reveal the inner portion of the cap. Now insert the key in the lock. On one side of the central portion of the cap, which contains the lock cylinder, you will notice a small wire clip. Using tweezers or your fingers, pull out this clip. Then, using the

key, gently lift the lock cylinder out of the cap. It is important not to remove the key from the cylinder, as this will allow the tumblers and springs to fall out, requiring that you find them and determine where they go. Without removing the red plastic cover from the new cap, insert the old lock cylinder into the corresponding bore in the new cap. Rotate the cylinder until it engages the bolt at the bottom of the cap and then push down on the key until the cylinder snaps into position. Don't force the cylinder til you are sure that it has engaged the bolt.

Prior to inserting the cylinder in the cap, it is possible to look into the new cap and determine the proper orientation for the cylinder. This will avoid the possibility of damaging the new cap. If you wish to have a spare, non-locking gas cap, snap the red plas-

tic cover back onto the old cap. It will function normally, but of course without the locking function.

### **924S, 944, 968 AC Compressor Clutch Bearing - by Paul Lighthill**

A noisy compressor clutch pulley bearing can be a costly proposition. Porsche does not sell the bearing separately and in order to obtain a new bearing an entire compressor clutch assembly must be purchased for approximately twelve hundred dollars. The bearing is available separately, however, from any bearing house and from most general auto parts stores for about forty dollars. The part numbers differ by supplier, but two that will interchange are 40BGS11DS and 5001-KFF.

## Steve's Tech Corner: Carrera Throttle Hesitation Repair

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

As the miles stack up on your 84-89 Carrera you may notice a slight hesitation just off idle. This symptom can be caused from one of several problems from dirty injectors to incorrect fuel mixture. One of the most common failures is the loss of the fuel rail vacuum source.

Vacuum is supplied to the fuel pressure regulator and dampener to help tailor the fuel mixture according to engine load. As load increases and vacuum decreases, fuel pressure and mixture go up.

However, if the lines or connections fail and the vacuum signal is lost, fuel pressure and mixture will remain higher than usual under all conditions. With the addition of unmetered air at idle a lean condition will occur (the air leak is unmetered because it enters the engine after the air flow meter, and is not measured). The air leak at idle is a large percentage of the total volume that the engine sees. Under acceleration the air leak becomes an increasingly smaller percentage of the

total volume. This causes the engine to experience a rapid change in fuel mixture within a very short period of time, and a subsequent flat spot off idle (the idle mixture is lean because of the unmetered air leak and off idle is rich due to the missing vacuum signal).

The cause for this vacuum signal loss is usually the failure of the connector at the vacuum dampener. It simply becomes soaked with oil vapor and expands, losing its seal at the dampener. This connector can be found at the forward right side of the engine above #6 cylinder. Replacement is quite straightforward after the air filter housing has been removed (see rear view of Carrera engine in the figure). The connector at the left side pressure regulator and the throttle body can also fail, but this is much less common. After the appropriate repairs have been made the base idle fuel mixture should be reset and the hesitation should be gone. GOOD LUCK.



The failure point is usually the small black curved hose that connects at the fuel regulator (see arrow), photo by Steve Grosekemper

## Porsche Offers Virtual Factory Tour

courtesy PCA Editors  
News Service

A factory tour at Zuffenhausen is a dream of many, but Porsche has tried to bring you a bit closer to this dream by designing brand-new pages for their website—a virtual tour of the factory. These new pages will guide you through the entire production of a Porsche sportscar. You can browse around all the stations, from body work up to the test block. Additionally, you can get reports on the history of Porsche production.

How do they build a legend? Surprise yourself, it's captivating. Visit the site and see for yourself:

