



DECEMBER '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 - Exiting turn 5 at the Labor Day Chicago Region Club Race: Bill Berard (#330), Bruce Boeder (#3) and Bobby Piper (338). Photo by Edmund Lacis (1 800 235-2247 X3)

Back Cover -Out of turn 3 and down the straight to turn 4 at Brainerd International Raceway during the Brian McMahon Memorial BIR Club Race 2000, photo by Ron Faust. To remind us of summer!

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Your application will be sent out right away!

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Since I have been asked by several members about next summer's Porsche Parade this is just a quick heads up on where to get that all-important stuff: Information on the upcoming Parade is in the current *Panorama* (November issue) that all PCA members receive monthly.

If you do not receive *Panorama*, then you are **not** a PCA member and in order to attend a Porsche Parade, you must get be one. Besides, you should be a PCA member.

The dates for the Parade are June 30-July 6, 2001. The headquarters hotel is the Milwaukee Hilton City Center. First day of registration will be Monday, January 15, 2001 (and seriously, no sooner!). The registration form that is included in the November Pano should be completed in full and mailed in with the appropriate registration fee. ***Everything you need to know is on pages 100-105 of the November Panorama!!***

This week long extravaganza is a lot of fun and remember you can at-

tend the whole week, or part of the week or whatever combination of events interest you (dinners, etc. will have separate costs and that will be detailed in your registration packet once you register). See you there!

Not much news otherwise, I hope you enjoy the number of Nord Stern written articles and Nord Stern photography! It has been fun to work with the material that has come in of late and I trust this happy state of affairs will continue. My only complaint is that there are not enough hours in the day to get to everything I would like to do and try regarding the world of desktop publishing! I truly do learn something new with every issue. Just as we need to challenge ourselves on the track, in following a rally, preparing a car for Concours so do I find the joy in experimenting and at times getting outside that little comfort zone we all tend to prefer to remain in!

Ever in the quest of adrenaline rushes, the Boeder household is look-

***The Porsche Parade:
Everything you need to know is on pages 100-105 of the November Panorama!!***

ing forward to the winter ski season! Wishing each and every club member a great holiday season filled with joy, warmth, your personal choice of fun and exciting experiences and hopefully not too many calories!

***Til next month
—Christie***

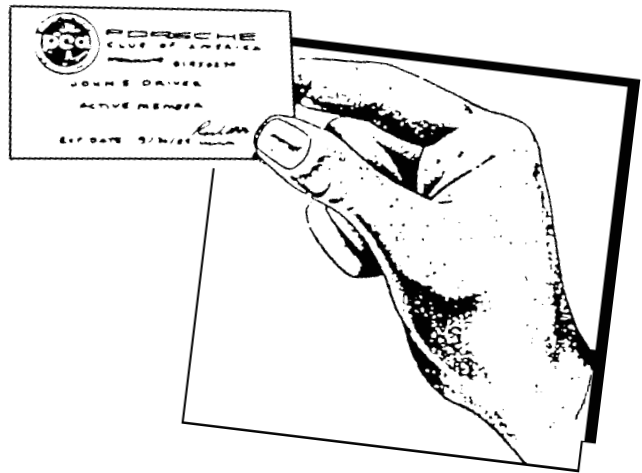
Nord Stern Newsletter - Advertising Rates

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

Ad Sizes:
Full Page: 7" wide x 10" High
1/2 Page: 7" wide x 4-3/4" high
1/4 Page: 7" wide x 2-3/8" high
1/8 Page: 2-1/8" wide x 4-3/4" high
Back Cover: 7" wide x 7" high
Color: All ads appear in black and white
 All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

Welcome New Members

We hope to see you
at upcoming
events!



Randy & Cathy Darcy
Wayzata, MN
2000 Black Boxster S

Robert Zuppke
Chaska, MN
1999 Silver 911

Mita and Blair Klein
St. Croix Falls, WI
1999 Silver Boxster

Jeff Hinck
Tonka Bay, MN
1997 Black 911 Twin Turbo

Lynda Lehrman and Bill Thomas
Golden Valley, MN
2000 Boxster

Steve Lockwood
Shoreview, MN
1979 Brown 924

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

As it gets cooler outside and the small white flakes begin to fall, I pen this last of my official articles for the year 2000. The RS is put away, the winter project season has started and the Awards Banquet is the final swan song of my tenure. The year has gone by fast for me and all I can hope is that it was a good one for all of you.

I'd like to congratulate **Jim Holton** on his landslide victory for the position of President. Unlike Florida, I do have the official ballot count because we always count them by hand. I'm sure he and **Mark Skweres** will serve the club well and I encourage all of you to assist by volunteering for any position or event you might find interesting. There is a plethora of experience within the membership for all of the event types, so you will have excellent council to get you in the know quickly.

I'd also like to congratulate **Ed Tripet** and **Bobby Piper** as the 'Workers of the Year'. Ed, being a rather recent new member, has jumped into the job of social chair and done an outstanding job of organizing and coordinating the Holiday Party for both the year 2000 and 2001 as well as the Awards Banquet. Besides his social duties Ed has been a part of the Timing and Scoring team, giving the autocross and time trialers their results as well as an active participant at the track events. The second winner, Bobby, also a relative newcomer to the region, has been a phenomenal asset to the club for his work with the club race charity, the

Courage Center, and his boundless enthusiasm and drive to raise the dollars needed to make the event our largest charity effort ever. Besides his charity work, he is an active club racer and a multiple contributor of articles for the *Nord Stern* magazine. The next time you run into Ed or Bobby, please let them know that you appreciate their efforts.

As I reviewed the list of members, I was amazed at the number of people I have met and those who have helped me this year. I would like to publicly thank all of the members of the board, the officers, chairs, eventmasters and the background people who have made my year much easier. I also thank the membership at large for giving me this opportunity to represent our region in the larger community of PCA.

Finally, mark your calendar for the Holiday Party (Friday, January 12th), where the famous **Derek Bell** will honor us by being our guest. I understand he is a captivating and humorous speaker and I really look forward to this event. The final note is the Porsche Parade 2001 in Milwaukee. At this point I don't have much information but you would be wise to keep your eyes open for information, make your reservations early and plan on attending this premier national event.

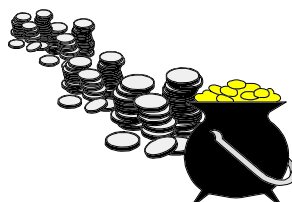
All the best and a Happy Holidays to everyone. See you at the next event.

—Jon



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December

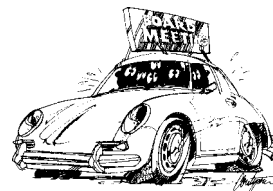
2000

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

January

2001

- 2 Nord Stern Business Meeting (first Tuesday of the month)
Davanni's in Edina (Hwy 100 and 50th Street) - 6:00 p.m.
12 Annual Holiday Dinner featuring: Derek Bell
Radisson Plymouth - 7:00 p.m.
Questions? Ed Tripet



February

2001

- 6 Nord Stern Business Meeting (first Tuesday of the month)
Davanni's in Edina (Hwy 100 and 50th Street) - 6:00 p.m.

March

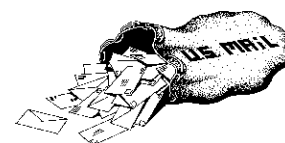
2001

- 6 Nord Stern Business Meeting (first Tuesday of the month)
Davanni's in Edina (Hwy 100 and 50th Street) - 6:00 p.m.

April

2001

- 3 Nord Stern Business Meeting (first Tuesday of the month)
Davanni's in Edina (Hwy 100 and 50th Street) - 6:00 p.m.



Letters to the Editor . . .

I want to thank **Ron Johnson** and everyone who came along on the 2nd color tour. While we were just able to make it a quick Saturday, it was great fun . . . except for testing everyone's ground clearance with the rock, and even that turned out all right. See what next year brings!

But I thought it was nice to have a second weekend (for one reason or another, the North Shore always ends up being bad for our schedule) and a shorter driving distance.

Driving back to Fargo along Hwy 34 that afternoon, I thought I should mention a couple good food stops in the general area around Walker, if anyone is up there and so inclined. Seems the club was just talking about German food not too long ago, and one place we try to hit each summer

is the Brauhaus on Hwy 34 between Nevis and Akeley. The other is a plywood floor roadhouse known for gourmet cooking called Goose Crossing, right in Nevis. Both are open only for dinner. Reservations at Goose Crossing are a must.

And there's a great Mexican restaurant in Dorset. All are well-known by the locals, so perhaps you already know of them. But just in case . . . Again, thanks for putting the tour together. Had a great time.

—Roger Grimm, Fargo, ND '68
Sand Beige 911 Coupe email:
rgrimm@worldnet.att.net

Thanks so much to Nord Stern and **Marsha Drake** for the most flattering article in the last *Nord Stern* issue. I felt truly honored.

I also enjoyed the Afton Concour article; Marsha captured the "feel" of the event perfectly. It would be fun to find out how far back the event goes however. I remember going to my first one about 1975. Corey Johnson and others were organizing them 25 years ago for sure and I don't remember a year since then in which the event wasn't held. The pressure was lower back then and the cars weren't quite so perfect, but the event has always been fun.

—Ron Faust

Editor's note: Mea Culpa, I should have caught that as I am well aware that Concours events have been around a long, long time!

PORSCHE PERSONALITY —It's not just the cars . . . it's the people!

Ken Kamstra, Porsche Enthusiast of the Month . . .

Name: Ken Kamstra

Residence: St. Paul

Member of Nord Stern since:
About 1963

Current Porsche(s): 1985
928S, purchased new

Previous Porsche(s): 1961
356B Cabriolet, 912, 1971 911
Targa, 1982 928

**Nord Stern events, past or
present:** Fall Color Tour, DE,
rallies, Concours. Helped de-
sign the logo for the 1976
National Parade in Brainerd,
MN, and was on the committee
for the event; worked at one of
the checkpoints for the rally.
It's the only Parade that's been
held in Minnesota to date.

Ken Kamstra - Car Lover With a Driving Passion

by Marsha Drake

Ken Kamstra loves cars. When you talk to him it's an obvious passion, pas-
time, and source of knowledge that he willingly shares. He's owned not
only Porsches, but also a Ferrari, BMWs and Mercedes, and in earlier 'poverty'
years other makes—Ford, Chevrolet, Lincoln, Cadillac, and Studebaker. All were
“*previously owned*” and many were “*love starved junkers*,” Ken adds. He is a
Porsche Personality and a car personality because he has a genuine love and ap-
preciation for all types of automobiles, including Porsches.

It's not just the automobiles that Ken likes, though. He likes hearing the rumble
and synchronization of the engines, an interest honed at age 17 while operating
WWII beach landing craft. He likes seeing beautifully restored old vintage cars.
He likes talking about cars with friends. He likes sharing the camaraderie and
flashing the headlights at other drivers. Most of all, he likes driving.

It's putting the pedal to the metal and pushing the car to perform at its very
best. It's enjoying the quality and the unique characteristics of each make and
model he drives. It's participating in the car's performance and being part of a
two-member team of car and driver.

Ken likes driving so much, in fact, that he could be accused of shaping his
whole career path to include driving. He might even admit himself that he con-
sciously or unconsciously connived to make sure he would always have to drive a
car to get where he needed to go to get his job done.

As a young journalist in South Dakota, he had to get to the places where stories
were happening, of course. Then later when he and his wife, Marion, formed their
own advertising agency, Kamstra Com-
munications, naturally there were a lot
of client visits. Out-of-state clients like
Maytag (newton, Iowa) got priority at-
tention from Ken and his 356 Porsche
“company car.” What more perfect job
could there be for someone who loves
a steering wheel in front of him, pedals
under his feet, and a gear shift lever at
his right hand? He drove himself hard
to have a successful advertising busi-
ness, and he drove his cars just as hard.



Angela and Linda Kamstra, Easter 1961 with
new 356 “family car” Photo by Ken Kamstra



Marion 1954. She's an "auto immune" but Ken saw other possibilities. Photo by Ken Kamstra

Ken's favorite Porsche was his red 1961 Porsche 356B Cabriolet, because it was his first, he says. His other Porsches have included a green 912, a 1971 burgundy 911 Targa, and two 928s. One of the 928s is a garnet red 1985 928S and is still holding a place in his heart and in his garage. It's in the company of some other classic beauties, as well, including a 1969 Mercedes, a 1974 3.0 CS BMW, and a 1991 12-cylinder BMW 850i coupe.

When Ken and Marion sold their advertising business in 1990, there were probably lots of emotions they dealt with, as one can imagine. The relief of not having the hard work, grinding hours, and worries of your own business. But there was also the sadness in having something slip away that had been a huge part of your life for many years. The success of the business is a reward and a lasting invisible trophy that Ken and Marion and their family should (and do) cherish and take pride in.

In 1997 the business they sold became Bozell Kamstra, a division of a multi-billion dollar ad agency that has 90 offices all over the world. The beautiful office campus the Kamstras owned in St. Paul as headquarters for the business still bears their name - Kamstra Center. Those are definitely some of the ways you spell success.

When the business was sold, Ken rewarded himself, as he puts it, for driving himself for over 30 years. He bought a 1990 Ferrari Mondial T Cabriolet. Although Marion was not opposed to his purchase, the way it came about surprised her a little. One Saturday as she was leaving to attend a sorority club meeting, she told him whimsically, "Don't put beans up your nose while I'm gone." Ken obeyed willingly, but since she hadn't said, "Don't buy a Ferrari while I'm gone." He decided that was okay and called to order it. Marion says she's never used that admonition again, because she's not sure just what he'll purchase while she's away!



WWII amphibious landing craft. Ken learns mechanics the hard way. Photo courtesy Ken Kamstra



"Roving" South Dakota reporter, Kamstra, meets and interviews Eleanor Roosevelt (1955). Photo courtesy Ken Kamstra.

Marion is a self-proclaimed, Camry-driving non-car-lover, who cares only about transportation. However, the author isn't so convinced that's true. *"She's one helluva good navigator on rallies,"* says Ken. *"Rallies are the true test of marriage stability, especially if you get lost!"* If she truly doesn't care for cars that much, then she's the most gracious dinner partner and listener I've known. She listens to the car-slanted conversations politely, even when they drift towards clutches and cylinders and horsepower. She accompanies Ken and friends to car events. She perceives and tolerates when Ken is breaking her in slowly as he's promoting the next car purchase. And she is very faithfully and interestedly helping Ken in marketing his new book.

Continued on page 10



Ken's '49 Ford "news crewser"; 4-state beat. Photo courtesy Ken Kamstra.

Kamstra

... continued from page 9

The book is called, *It's O.K. to Love Your Car*. In addition to Ken's interest in cars and his creative talent as a journalist and advertising entrepreneur, he's also an author. The book is actually an 'auto-autobiography,' about Ken's life and the part cars have had in his life. He believes completely that people should feel free and guiltless to love and enjoy their cars.

The book is fun to read, witty, colorful, and expressive. It's very cleverly illustrated, and since my husband and I read it, we have constantly talked about the 'Steeroids,' the 'AED' afflicted minority of the population, and the 'Cargoyles' that we want to protect our car from. AED is the Auto Erotic Dependency syndrome, and if you are reading this article, you are

infected with it. Don't try to fight it or cure it, just read Ken's book and understand it! It's a must!

Ken and Marion have two daughters - Angela, who's an illustration artist for children's books, and Linda, who's a psychologist. Linda takes after Mom when it comes to cars. She

drives them primarily for transportation, even though she appreciates seeing her friend's restored '50s vintage Buick. Angela, on the other hand, loves driving five-speed cars, in spite of her friends teasing her because they all have automatics. She came along and enjoyed this year's German Autofest, too. It's interesting that she's creative - like Dad - and likes cars - like Dad. The jury's out, but it's possible she's a car addict in the making.

We hope you've liked this brief introduction to Ken Kamstra, because he's a great example of the Porsche Personality. He's friendly, thoughtful, clever, and a reflective thinker. If you haven't met him personally yet, then hopefully you will soon, on an event with pretty wife Marion and the handsome 928S. Maybe even Angela will be along, developing her automobile interests and carrying on the tradition of the Kamstra driving passion!



"New 1974 3.0 CS BMW at Brainerd. Ken about to 'track test.' Photo courtesy Ken Kamstra



Left, 1990. Ken buys his own retirement gift (Ferrari Mondial) after Marion ignores repeated christmas gift hints! Photo courtesy Ken Kamstra.



Right, Ken's 1985 Porsche 928S. There has been a Porsche in the Kamstra garage since 1961. Photo courtesy Ken Kamstra.

The 'Other Fall Color Tour!'

Rocks, A Fox, Snow and more . . .

by Jill and Fred Daneu

Yes, a special thanks to **Ron and Michele Johnson** for organizing the additional/alternative fall Color Tour! Approximately 16 Nord Sterners braved that Saturday's cold temperatures to enjoy freshly paved and winding roads, flaming reds/oranges (on the trees, not from the exhausts!), and great food. After a full day of driving/touring/shopping/eating, Nord Sterners visited the Johnson's lake cabin in Pine River and

drooled over their 46 x 30 heated garage, complete with hydraulic lift, bathroom/shower, refrigerator, mini living room, and Sony Playstation. Oh yeah, there was an extra Porsche parked there, too. No wonder Ron never wants to come back down to the Cities.

There are so many great places to view fall colors that one or two trips a year doesn't seem quite enough. My Kodak moments could not entirely

capture everyone's reaction to THE rock, fox, snow/frost (!), and a particular political candidate's sign. So, you will just have to take our word for it and sign up for next year's tour!

See you then.

Editor's Note: In the January issue I will include additional photos from both Bob Lunde and Ron Johnson - I ran out of space!

2nd Fall Color Tour

. . . Photos by Jill Daneu



Dan and John hunting for bear?



Kelly Strebig and Dan Tokheim



Are these the cleanest rotors?



Ron (Elmer Fudd) Johnson



John VeLure is all smiles



"We'll have the moose burger!"



Circular drive nestled in trees



Ron Johnson, Ron's dad, Mary and Bob Lunde (R-L)

2nd Fall Color Tour . . . Photos by Jill Daneu



At the Johnson's in Pine River



John VeLure and
Dan Tokheim

Family photo time!



At the Johnson's in Pine River



Porsche parking lot . . .



A Porsche Park . . .



Carol and Roger Grimm, from North Dakota



"Want to grab a
bite to eat?"

Monterey Historics, Revisited

by Ed Tripet (all photos by Ed Tripet)

Ten years ago, I convinced Shawn to elope with me to San Francisco. We spent a week on our honeymoon traveling to Lake Tahoe, the Gold Rush Trail, and finished our trip in the Carmel and Monterey area.

At the time we did not know anything about the Concours at Pebble Beach nor the Monterey Historic Races. I remember sitting on main street in Monterey, sipping on a cold beer and being amazed at all the beautiful cars. We saw Ferrari, Lamborghini, Porsche, all years, all colors. I thought to myself, *“These people really know how to live. You must need a lot of money to live here.”* I had no idea there was a car show going on. I did think it was odd to see eight Lamborghini Countach going down main street.

Since my involvement with Nord Stern and others who are enthusiastic about vintage racing, I’ve become addicted to watching live racing (es-

pecially GT, Vintage, and of course, Club Racing). So when it became time to start planning for our tenth anniversary, I easily gave in to the idea of recreating our honeymoon trip. It wasn’t tough to convince Shawn to go to Laguna Seca.

We drove into Monterey about 4 p.m. on Thursday. Although practice did not begin until Friday (and I planned the trip to make us drive right past the track), we had to go check out the track. We showed up at the paddock gate to the most beautiful sounds of vintage engines a person could ever imagine. When I walked up to the two elderly gentlemen in summer shorts and flowery shirts (and beer on the breath) “guarding” the paddock gate and asked where I could get tickets, they asked if I would tell them as soon I found out. Seeing the excitement on my face, they smiled and let Shawn and I into the paddock area. I was a kid in the candy shop. I

took hours after I left to get that damn grin off my face.

The next day, we stumbled upon the DuPont Registry and RM Auto Auctions. It was incredible to see the car Steve McQueen pur-

chase to film his movie, “Le Mans”. It seems that Steve only purchased one 917 to film the movie. The other cars were all donated or rented from the employees - Vic Elford, Brian Redman, Richard Attwood, Jack Icky and many other famous car drivers at the time (and still today!). The drivers used many of their own cars in their collections to help film the movie. In the famous crash scene of the movie, a Lola with a 917 skin was crashed.

The car, 917-022, was raced for two years after the movie was made and sold to Brian Redman. Brian then sold the car to Richard Attwood who desperately tried to purchase the car he won Le Mans with, 917-23, but the car had been sold to Vasek Polak. Buying 917-022 was a good compromise. Attwood decided to sell the car this year. It sold at \$1.2 million (a steal, if you consider 912-023 is for sale at \$3.5 million right now).

The other cars we saw included a 904 that sold for \$240,000, a 906 that sold for \$270,000, a 936 child’s car that sold for \$9,500. Perhaps the big surprise was to see the ‘only one of four’ 1954 factory race cars in existence (with original engine) NOT sell for \$450,000.

It was a good thing I didn’t bring my checkbook—I would hate to bounce a check that big . . .





Christmas Shopping, Compliments of Butzi Porsche

by Marsha Drake

A recent Frontgate gift catalog I just received has a great picture of a red Cab Carrera 4 on the cover. Santa is driving the car and giving 'thumbs up' (of course to the car) and has the back shelf filled with gifts including golf clubs, suitcases, etc.

The inside cover tells readers that the leather golf bag is on page 19 of the catalog, the Swiss Army luggage is shown on page 22, and the lovely Carrera 4 is available at their local Porsche dealer.

Upon further perusal of the catalog, the Porsche influence becomes clearer. Three intriguing products are offered on page 9 from "F.A. Porsche Design," including a \$300 pen and pencil set, a \$150 palm-size worldband radio, a



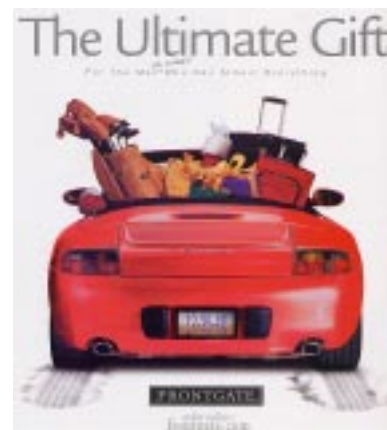
\$795 leather brief case with Porsche Design imprinted, and a matching \$85 keyholder, with a

Porsche key on it in the display picture.



As I've just learned, Porsche Design is a company formed by Ferdinand Alexander

'Butzi' Porsche after 1972 when his father Ferry Porsche took the family out of direct involvement in the car production. So these economical (!!) but beautiful gifts in the Frontgate catalog have the same designer as our beautiful 911s originally did for their body style! Small world!



Although I have decided not to buy the gifts for anyone on my Christmas list this year, I'm delighted to see the Porsche name enduring and connected with quality. The Frontgate catalog can be obtained by calling 1-800 626-6488, or on the Web at Frontgate.com, in case you're interested in that briefcase. Merry Shopping!

Happy New Year and Best Wishes for the Holidays!

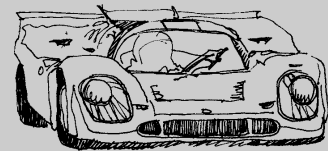


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Questions?? Call her at 763 559-8098

or email:

sdvorak@tela.com

Also, Susanne is looking for location ideas (or any suggestions in general) for 2001 monthly Friday Night socials.

We'll publish the list for the full year in the January issue, so please have people her with suggestions for the rotating venue either via email or phone.

Where would you be

Without Nord Stern!

Porsche Collectibles: More PORSCHE FACTORY RACING VICTORY POSTERS

by Prescott Kelly, Connecticut Valley Region (from *THE WINDBLOWN WITNESS*)
graphics and photo from Skip Carter and Tim Comeau

Last month's installment discussed the first three Porsche racing victory posters. Understandably, they are Porsche's most desirable and expensive posters. In addition to those three posters in their several variants, there were several early posters that did not depict cars and are therefore not especially sought after even though they are very rare. As an example, look at the image that carries the headline Our international victories â•“ first half of 1952.

In 1953-1954 Porsche produced some very beautiful

set at 1,600 cc, which worked to the advantage of manufacturers like Porsche and Borgward. For 1953, Porsche sent two new prototype 550s in the hands of the 1952 winner (in a Mercedes 300SL) Karl Kling and the then very young Hans Herrmann. These cars were



Prescott Kelly

partially sponsored by Fletcher Aviation. Wendell Fletcher was negotiating a license to build and market Porsche industrial engines in America and would later represent Porsche to the American military with the Jagdwagen - aka Hunter, a Jeep- type vehicle with four-wheel drive and adapted 356-like mechanics. Two other 550s, the 1952 LeMans 550 coupe entries, were in the hands of privateers Jose Herrarte and Jaroslav Juhan of Guatemala. Six 356 coupes were also entered with drivers such as Salvador Lopez-Chavez, Fernando Segura, Manfred Lippmann, and Jacqueline Evans de Lopez. In the end, only two of 14 cars entered in the small displacement sports car class finished. They were both Porsches, the winning 550 driven by Herrarte and the 356 driven by Segura.

The Porsche factory's victory poster depicts the Herrarte 550, but in an open form without its unusual LeMans streamlined coupe top. It is predominantly gray with red/pink highlights on the pre-Columbian head and lots of pink and white around the speeding 550. It is a handsome poster.

The 1954 running of the Carrera Panamericana maintained the split classes of 1953. Porsche returned with Hans Herrmann to pilot the now veteran 550-04 from the year before as the factory supported entry, again with sponsorship help from Wendell Fletcher. Privateer Spyders were entered by Jaroslav Juhan (550-12), Fernando Segura (550-



Figure 1: Porsche issued several early posters with no cars depicted. This one is a simple listing of competition successes from the first half of 1952. Photo by Skip Carter

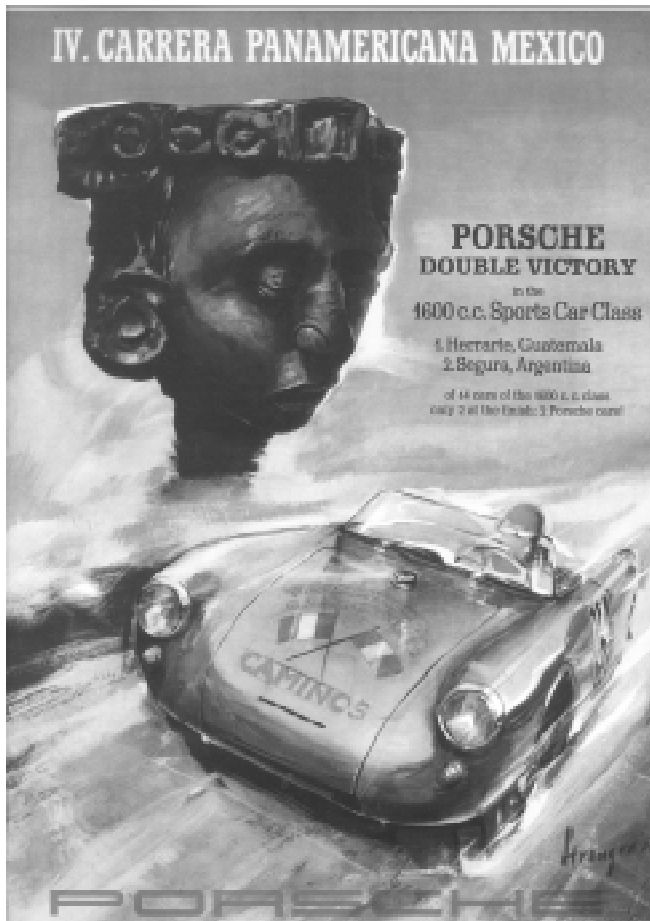


Figure 2: Erich Strenger painted this striking poster to commemorate Porsche's Carrera Panamericana class victory in 1953 depicting the winning Jose Herrarte 550, without its LeMans coupe top. Photo by Skip Carter

06), and Salvador Lopez-Chavez (550-01). Four 356s were also entered. Competition was to be provided by OSCA and Borgward. In the end, Herrmann won the class and finished third overall, while Juhan finished second in class and fourth overall. It was the third and fourth overall finishes that captured the public's imagination and Porsche's giant killer reputation began its 15 year run until the three-liter 908s won the World Championship in 1969. Equally of interest is that Porsche soon began to use the name Carrera on its fastest, high-performance street cars, initially the four-cam 356s and later special model 911s. Starting in 1974, Carreras started to lose their special status, ultimately becoming the standard model name in 1984. To-

day Carrera is probably the second- best known word connected with Porsche after the marque name.

The 1954 commemorative poster has a deep red pre-Columbian head and stripes at the top with Herrmann's 550 illustrated at the bottom. It specifies the class and overall finishing positions of Herrmann's and Juhan's cars. Both of the Carrera Panamericana posters are readily available. They are also sought after by non-Porsche aficionados, including general poster collectors, because of their striking beauty. Prices range from \$1,500 to over \$2,000 for examples in excellent condition. It is true that occasionally examples do sell for less or much more, but those pricing points are outside the experience of knowledgeable buyers and sellers.

Continued on page 30





Last Fling Results

Last Fling Results October 1, 2000 at BIR

Place	Class	Car#	Driver		Car		Best Time***		
1	1M	137	John Cunico	NS	79	924	2:11:170***	2:11:170	2:14:080
1	2M	94	James Bryant	NS	83	944	1:59:432***	1:59:432	2:12:712
2	2M	25	Joe Rothman	NS	85	944	1:59:933***	2:00:365	1:59:933
3	2M	93	David Trumble	NS	81	924T	2:14:805***	2:16:026	2:14:805
1	2W	149	Linda Olson	NS	88	924S	2:16:628***	2:18:871	2:16:628
1	3M	58	Jim Benson	NS	87	944S	2:00:669***	2:00:669	2:02:357
1	4M	101	Paul Ingebrigtsen	NS	86	944T	2:04:019***	2:04:019	2:04:076
2	4M	67	Charles Porter	NS	86	944T	2:04:857***	2:05:618	2:04:857
3	4M	41	William Votel	NS	90	944S2	2:08:104***	2:08:733	2:08:104
4	4M	292	Brent Winter-Holm	NS	86	944T	2:08:842***	2:11:094	2:08:842
5	4M	110	Brian Hanson	NS	94	968	2:09:318***	2:09:318	2:11:058
*	4M	00	Mark Skweres	NS	89	944S2	Timing Malfunction		
1	5M	104	David Anderson	NS	89	944TS	2:06:410***	2:06:410	2:08:061
2	5M	39	Michael Selner	NS	89	944T	2:24:163***	2:24:163	
1	5W	32	Nancy Smith	NS	88	944TS	2:03:163***	2:03:884	2:03:163
1	8M	254	Mark Searls	NS	80	911SC	2:00:016***	2:00:444	2:00:016
2	8M	150	Glenn Lysaker	NS	78	911SC	2:03:823***	2:03:823	2:03:891
3	8M	277	Harvey Robideau	NS	83	911SC	2:04:774***	2:05:629	2:04:774
*	8M	13	Chip Smith	NS	79	911SC	Timing Malfunction		
1	9M	296	Alan Hamilton	NS	84	911	1:59:360***	1:59:360	1:59:694
2	9M	131	Mike Courtney	NS	85	911	2:01:812***	2:02:172	2:01:812
3	9M	420	Tod Bertram	NS	87	911	2:14:099***	2:14:099	2:16:529
4	9M	297	Don Werbeck	NS	97	Boxster	2:23:619***	2:27:917	2:23:619
1	10M	90	Ronald Lewis	NS	97	993	1:55:362***	1:56:051	1:55:362
2	10M	17	Jon Beatty	NS	94	911RSA	1:57:367***	1:57:367	
3	10M	259	Darryll Dodson	NS	88	930	2:04:984***	2:04:984	2:07:091
4	10M	285	Mark Pladson	NS	89	930	2:13:162***	2:13:162	2:13:583
5	10M	268	Bill Clifford	NS	90	911C4	2:15:033***	2:15:033	2:18:660
6	10M	250	Ed Tripet	NS	87	911 T	2:22:426***	2:22:426	2:24:853
1	P2	438	Fred Jacobberger	NS	73	911T	1:57:330***	1:57:330	
1	P5	271	Ed Hazelwood	NS	87	944	2:08:225***	2:09:936	2:08:225



On view at Last Fling

. . . photos by Ed Tripet



January Tech 'N Social

We've joined forces for January and are kicking off the New Year with a combined Tech and Social!

Saturday, January 6, 2001

Tech: What Is It? "Driving Skills Tech" at ProKart Indoors
(aka, we get to polish our rusty performance driving skills in the winter!).

What is Prokart? It is a 1/4 mile indoor kart track, with karts producing average lap speeds around 30 mph, and enough power to require braking. This is a real 'kart' experience, not 'go carts'.

We have reserved the track for 1 hour, so we can drive as a group. We will be putting out 8-10 karts out at a time, so lots of opportunity for wheel to wheel action!

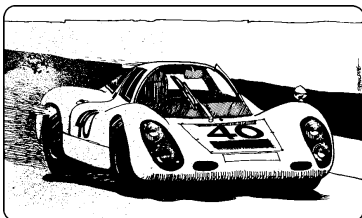
The Details: Racing starts at 11:00 am, January 6, 2001. RSVP required. Must sign a waiver before driving, Snell approved helmets required (Prokart provides helmets if you don't have one).

Cost: Will be about \$20 for 2 eight minute driving sessions. To maximize the driving experience with 2 sessions per driver, attendance is limited to 30 drivers. So get that RSVP in quickly!

Where: ProKart is located at 12500 Chowen Ave., Burnsville, west of 35W a couple of miles on the south side of Hwy 13.

Social: We'll have pizza and pop delivered to the track, cost will be approximately \$5. About 20 minutes of the hour will be spent getting ready and driving, so there will be plenty of time for eating, drinking, and making excuses!

RSVP Required—RSVP to either:



Mark Kittock— red951@pclink.com or 952-934-2556
Susanne Dvorak— sdvorak@tela.com or 763-559-8098

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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Figure 3: This 1954 Carrera Panamericana victory poster again features a pre-Columbian head, perhaps to epitomize the “new worldness” of the race and victory. It launched “Carrera” into the Porsche factory lexicon. Photo by Skip Carter

More Posters

... continued from page 23

Prescott would like to hear from anyone with questions or an interesting Porsche collectible story. The best way to reach him is through email to pamandprescott@cs.com or PVKelly@TheInstituteInc.com or phone to 203-227-7770 (home, eastern time!) or even snail mail to 16 Silver Ridge, Weston, CT 06883.

Just the Details: Paint Chip Repair

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

You'd be hard pressed to find a car on the road that does not have paint chips and parking lot scratches. While good detailing practices can't prevent nicks and scratches, repairing them will restore your car's like new appearance. In this article, I discuss the methods I've used for years to repair chips and minor scratches. What's Possible... What Isn't. Touching up small nicks and scratches is well within the skill of most do-it-yourself car enthusiasts. Some nicks can be quickly repaired with a small dab of touch-up paint, while others will require more time, effort and skill. It's important to know what you should and shouldn't tackle based on your knowledge of paint and tools.

By far the easiest colors to repair are black and white. Black and white are very forgiving on shade variations. Conversely, metallic paints (those with metal flakes) can be quite difficult to match perfectly. Before you get started repairing nicks and scratches, you should know what to expect.

Small nicks are easy to repair by filling the nick with paint, leveling the filled area, and buffing the repair area to blend and restore luster. Repairing small scratches, from a key or shopping cart, is similar, but more time consuming. Fixing a ding (a small dent which may or may not have a

nick out of the paint) is not commonly possible by the do-it-yourselfer.

Here are some other things you should know: If you know your car's factory paint code, you can purchase an exact color match touch-up paint from your local dealer. If you don't know the factory paint code, look in your owner's manual for the location of the code, or ask your dealer. If you have a late model car, chances are you will find a color match at your local auto parts store.

Use a small artist's paint brush (#2 is ideal) or a round, wooden toothpick to apply the touch-up paint, not the fat brush included with the bottle of touch-up paint.

Always test the touch-up paint for color match in an inconspicuous area.

The area to be repaired must be perfectly clean and free of wax, rust and oils.

Don't attempt a touch-up if the temperature is below 60 degrees F. Here's what you need to properly repair nicks and scratches: 1. Color matched touch-up paint 2. Automotive or metal primer 3. Citric acid based cleaner like P21S Total Auto Wash 4. Prep solvent (Prepsol) or denatured alcohol 5. Foam swabs (from electronics supply) or pop swabs containing alcohol 6. Meguiar's Unigrit Sanding Block and 600 grit wet & dry sand paper 7. Medium grit hand rubbing compound 8. #2 Artist's paint

brush and round toothpicks (wood) 9. Cotton terrycloth towels 10. New Pencils with unused erasers 11. Rubber cement 12. Plastic cups 13. Blue masking tape (easy release type) 14. Large diameter paper hole punch (hand type)

Preparation Process: Before applying paint, you must prepare the chip to accept paint. Although paint may adhere for a while to a chip with rust, dirt or oil, eventually the repair will fail. The preparation process begins the day before you repair the paint chips and scratches. The afternoon before starting your chip repairs, wash your car.

After washing with your normal car wash, spray the areas you plan to repair with P21S Total Auto Wash, allow to sit for a minute, then scrub well with your sponge. P21S Total Auto Wash will remove all wax and oil from your paint. Dry your car thoroughly and put it away for the night.

After washing your car, make up several sanding pencils. Use a hole punch to punch out a few dots from the 600 grit wet and dry paper. Apply the sandpaper dots to the end of your pencil eraser with rubber cement. Let them dry overnight. You will use the sanding pencils to scuff-up and clean out nicks.

To make a chip ready for touch-up paint, you must make sure it does not have loose edges. Clean and sand

it. I use a toothpick to check the edges of a chip. If loose or lifted, use the toothpick to knock off the loose paint. To clean, I like to use denatured alcohol or Prepsol and a foam swab. Pour a little into a plastic cup and use a foam swab to clean the chip and surrounding area. Next, use a sanding pencil to clean out the chip and rough-up the edges. Dip the sanding pencil into a cup of clean water, dab a few drops of water on the chip, and gently rotate the sanding pencil over the chip. Keep the area you sand as small as possible. Rotating the sanding pencil back and forth in your fingers 8-10 times should be enough to do the job. If the chip has exposed bare metal, or

if you can see rust forming, use the edge of the pencil eraser to remove the rust. When finish sanding the chip, dry it with a terrycloth towel and clean it again with Prepsol and a foam swab.

The Touch-Up: Once the damaged areas are cleaned and prepared, you can begin the touch-up itself. If a chip exposed bare metal, you must prime the chip before the color touch-up. After mixing thoroughly, pour or spray a small amount of your primer into a plastic cup. Next, use a clean toothpick to apply the primer. I do this by dipping just the tip (2-3 mm) of the toothpick into the primer. If I get a blob, I wipe it back. Next, I touch the tip of the toothpick to the center

of the chip and allow the paint to flow off of the toothpick into the chip. You will be amazed how well the capillary action works. If you prefer, you can use the #2 artist's brush. Do not allow the primer to overflow the sides of the chip. Let the primer dry for 2-3 hours. You can speed dry the primer with a hair dryer after allowing it to air dry for one hour. Simply wave the hair dryer 3-4 inches over the primed chip for 30-40 seconds. Do not touch the chips with your hands, as the oils from your skin will prevent the color coat from adhering.

Now, mix your color-matched paint thoroughly and pour a small

Continued on page 34

Repair

... continued from page 33

amount into a clean plastic cup. As with the primer, use a clean toothpick or #2 artist's brush to apply the color coat. Touch the toothpick or brush to the center of the chip and allow capillary action to pull the paint into the chip. Apply a small dab at a time and allow it to dry for 2-3 hours. You must repeat this process several times, so don't try to fill the chip in one pass. Apply several thin layers, and you will get much better results.

The color touch-up process is complete when you have applied enough coats to slightly overfill the chip onto the roughed up area surrounding the chip. Once you've filled the chip, allow it to dry for another 24 to 48 hours. The longer the better. I'm often asked if it's necessary to apply a clear coat over chip repairs. I don't think it's necessary or adds any noticeable difference. If you get the proper touch-up paint from your dealer, it will match without using a clearcoat. However, if you're a purist in pursuit of perfection, substitute a clearcoat for the last 2-3 coats.

Level and Buff: Until you level or mill the paint repair down to the same plane as the original paint, all you'll have is an ugly looking blob. This is easily done using the Meguiar's Unigrit Sanding Block, which helps remove sags, runs and other isolated defects with surgical precision. Don't forget to soak it over night before use as the directions indicate.

To level your paint chips, use your finger to put a small dab of car shampoo on the chip repair for lubrication. Next, use the Unigrit Sanding Block to mill the high spot off of the chip repair. I always pull the sanding block towards me. Never rub it back and forth or in a circle. When the block dries out, dip it into your bucket of water again. Keep the area well lubricated with water and shampoo. The sanding block will dull the paint. Don't fear, as your polish will easily restore the luster. When the surface looks level, dry it with a clean towel

and inspect with your finger tips. If you can feel a high spot, it needs more work.

The final step is to buff out the repair with a good hand polish. I like to use Eagle One Scratch Remover (a medium grit compound) followed by Meguiar's Hand Polish. Apply the compound or polish to a clean terrycloth towel or applicator pad, rub into the paint area using a short back and forth motion (not in circles), then buff with a clean terrycloth towel. Tada! The blemish is gone.

The Game of Golf, the Game of Racing, *hummmmm* . . .

by Rick Tanler

I play golf and like most, I complain about how poorly I play. I also race in PCA Club Racing events. Although my racing skills are no better than my golfing ability, my only complaint is that race weekends come to an end. My golfing friends don't understand the sport of racing, they even question whether automobile racing is in fact a "sport." The unspoken implication is that golf is a sport. Huh? Golfers don't even understand why we race cars.

The popularity of golf is truly an interesting phenomenon. Participants talk for hours about the subtleties of their equipment and the condition of the "course." There are courses like Pebble Beach that everyone dreams of playing. Participants are always looking for an edge in their equipment or technique to lower their score.

Of course, we also talk about our equipment and the condition of the course for hours. There are courses like Laguna Seca—just up the street from Pebble Beach—that everyone wants to try at least once. And certainly, we are looking for any edge in preparing our equipment or improving our technique in order to lower our lap times. But, racing is exciting! Golf is . . . well . . . its frustrating!

Golf has a lot of rules defining "proper etiquette." For example, you can't talk or move, lest you destroy a

participant's ability to concentrate. Which when you think about it, a golfer only needs to concentrate for a few seconds during each stroke. A good golfer concentrates for maybe five minutes during a four and a half hour round. In driving at speed, a lapse in concentration for a few seconds can result in disaster.

A bad shot in golf should result in causing the player to end up in a sand trap. Similarly, a mistake on the track may result in the driver buried in a gravel trap.

In golf, there is a prescribed order of play defining who hits first. This is nothing like the excitement of racing into turn one on the opening lap of a race. I know that this may sound overly critical of the "game" of golf. It's not, I just think the game can be improved with a few rules changes.

The penalty for a mistake in golf is mild, an extra shot or two may be required. One suggestion for adding challenge to golf would be to require that the player, after a bad shot, destroy the club that is being used.

If, after several bad shots, the player determines that it is impossible to continue playing effectively, the player can elect to return to the clubhouse and purchase new clubs (which could be referred to as a "pit stop" in the new rules of golf). Of course, play must continue, so the player stopping

must attempt to catch up to playing partners by playing faster. This suggests other changes to the rules of golf.

The objective of the new game should change from "the lowest score wins" to "the first to finish wins." The player must play the requisite number of holes (complete the designated number of laps). The winner is the fastest player—the first to finish.

Golfers would be allowed to overtake slower players anywhere at any time, although true to PCA Club Racing rules, no contact will be allowed. The 13/13 rule would be enforced for contact between players. It is suggested that slower players point faster players by.



Continued on page 37



Golf

... continued from page 35

Under the new rules, golfers would no longer be required to use the term “fore” as a warning to players being overtaken. To reduce serious injuries, players would be required to wear an approved helmet (PGA95, of course). And naturally, noise limits would be strictly enforced to a maximum of 105 decibels.

Flag stations would be added on the golf course. The yellow flag would be used to designate a downed player; golfers would not be allowed to pass

other players until they are clear of the incident.

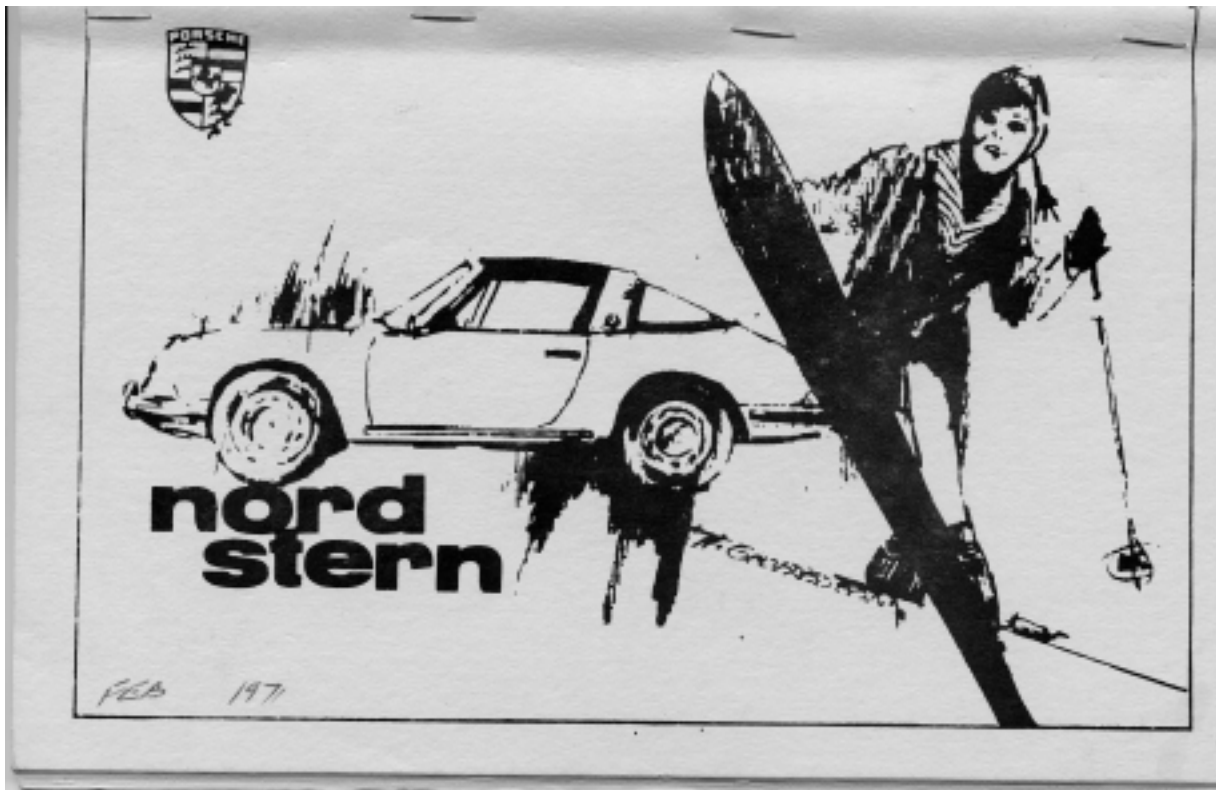
Stock classes (players on foot) would not be expected to compete with GT classes (golfers in carts). The GT classes would be separated by the displacement of the engine that is fitted into the highly modified carts.

On second thought, it's probably best to leave the game of golf alone as a reminder of how much fun the sport of automobile racing is for those of us who are able to compete. I am reminded of a scene at the Chicane

bar in Sebring. There were obviously two groups of people in the bar. A rather loud bunch of racers laughing about how much “fun” they had had that day running in the rain and a group of golfers complaining about the weather. I remind myself after each event how fortunate we are to be able to participate in our sport. I also realize that I never say thank you enough to all those that make this sport possible. So with that in mind, to everyone who volunteered this year, **THANK YOU!**

That was Then . . .

Cover of Nord Stern February 1971



Note the staples - obviously hand done!

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:
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Steve's Tech Corner: Boxster Shifting Mystery

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

After completing a recent service on a '97 Boxster, I took the car out for a test drive. While on that test drive I noticed a notchy feeling in the shifter. As I came to a tight corner and downshifted I heard a crunching metallic noise as the lever resisted the shift. This concerned me, especially because the customer did not mention any unusual noises or other problem with the cars shifting.

Once back in the shop I started the search for the mysterious noise and binding. The easiest access to the shifter mechanism is through the hole where the ashtray lives. I opened the ashtray and although I didn't find any ashes, there was about five dollars in change. I removed both the ashtray and the change only to find another layer of change inside the center console.

Now it all made sense (or is that cents)? The noise and binding must be from change caught in the shifter. But the shifter is still a long way from the ashtray, so out came the center console. After the center console removal it was evident that the shifter itself would have to be removed to get all of the coins out.

After removing enough change to buy a new Boxster S I put everything back in place. The cars' shifting was as smooth as silk. The question still remained as to how all that change could get from the ashtray to the in-

side of the console. So I thought to myself, "If I were a quarter and wanted to escape the confines of an ashtray to jam the shifter, what would I do"? After a few minutes of pondering it became quite clear. With the ashtray in the closed position, one side is about 15mm lower than the other, just the right size for the escape of renegade quarters thrown around under high speed cornering.

The moral of this story . . . It doesn't make sense to use the ashtray to hold your cents !

Ed: There is one graphic that goes along with this article. It should be available from the PCA editor's website within a few days

Steve's Tech Corner: 911 Sway Bar Bracket Upgrade

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

As the evolution of the 911 progressed, the cars got both faster and heavier. This increase in power and weight demanded stiffer suspension systems to maintain the cars unique handling characteristics.

In the beginning, 911 rear sway bars were a mere 15mm in diameter. Soon they increased to 16mm and, by 1974, to 18mm. During these upgrades, the sway bar bushing bracket remained the same size, so as the sway bars got larger the bushing thickness became thinner. In 1978 the bracket and bushing size increased to accommodate the growing sway bars. This new bracket had a notch in the bottom to make room for the larger bushing. Earlier versions were flat on the bottom, as seen in figure #1 (bottom bracket).

While the sway bars and bushings increased in size and strength, the sway bar brackets did not. The prob-

lem with this is the larger sway bars tend to flex the brackets causing them to tear into two pieces (not what any Porsche owner wants to have happen). After many bracket failures, Porsche came out with an upgraded, reinforced bracket, as seen in figure #1 (top bracket).

But what about those of us who have larger sway bars and no updated bracket? Or even worse, an early car with 19mm or 22mm bars? The answer is simple, just install a brace on your existing brackets to keep them from flexing. This will keep them from breaking.

Aftermarket braces used to be available, but are now a thing of the past. What you can do is fabricate your own using the template shown in figure #2. The template is essentially the same brace that Porsche has welded onto their own updated bracket. Cut the brace out of .060" mild steel and

bend a 90 degree angle at the dotted line. Then simply weld into place on the old bracket and you will have your very own factory simulated reinforced sway bar bracket! If you happen to break an unreinforced bracket, replace it with an updated unit and install the brace on the other side of the car. After this is done you should not have any other problems with the bracket failure.

Good Luck!

There are four graphics that go along with this article. They should be available from the PCA Editor's Website within a few days:

Captions: Figure 1: Showing early 911 rear sway bar bracket (bottom) and the upgraded version (top) Figure 2: Template to fabricate your own upgraded sway bar brace. Figure 3: Figure #3 shows the upgraded sway bar bracket in place. Figure 4: Steve Grosekemper

