



# JANUARY '01 INHALTSVERZEICHNIS

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

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

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Front Cover - The sign says it all! May all your roads be 'winding.' Photo by Jill Daneu at this fall's second fall color tour hosted by Ron Johnson.

Back Cover - Once again, a crew of Nord Sterns gather up along the North Shore for the annual Fall Color Tour hosted by John Dixon. Photo by John Dixon

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Call Susanne Dvorak at 763 559-8098

or email:

sdvorak@tela.com

Leave your name, address and

Both home and work phone numbers.

Your application will be sent out right away!

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The holidays will be over by the time this arrives in your mailbox. Once again, I certainly hope each and everyone had a joyous and meaningful celebration, or celebrations as it may be! While our children are getting older, it still doesn't seem to diminish their enthusiasm—must have something to do with gift-giving!

I was rereading a few of year's *Nord Sterns* and it was with particular note I remarked on the 'mildness' of winter, the almost nonexistence of it! Don't we wish this year. Back to reality after being spoiled for several years. One of our family vehicles is down right awful in the winter and with that note we have been doing some major car shuffling. We are truly amazed at the power of four wheel drive in our climate as we are currently enjoying a new Audi TT Roadster. And yes, convertibles in the winter are wonderful. While we don't put the top down, knowing that we will be able to do that come this spring merely enhances the mystique of this car. What fun it is. George, we are having

a lot of fun even in the dead of winter. In fact, you could say it is helping keep the winter blues at bay!

Just a couple of comments on this issue. It is hard to get out with all the fuss and bustle of the holiday season so I have resorted to using lots of pictures! Please enjoy and remember, each issue is now uploaded to the website by Mike Selner. It is a .pdf file. And I know it may take a while to download depending on your computer and Internet access. New this issue is artwork by member, **Mike Jerkot**. He is truly talented and has indicated his willingness to share with us a bit of humor. Enjoy! You can also find his work on the 356 Registry Website. Take a look also at the yearly calendar. Our driving events are listed: Brainerd, Blackhawk and Road America, along with the Friday Socials. More events will be planned so watch that calendar! Be sure to join us on an event this year!

***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!

### Cliff and Emmi Nelsen

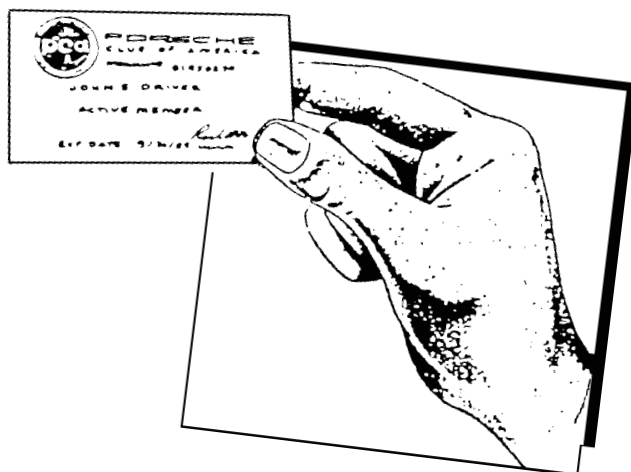
Apple Valley, MN  
1989 Red 944

### William and Marlene Ferguson

Lilydale, MN  
2001 Silver Boxster S

### Paulo Salazar and Cecilia Gomez Portugal

Plymouth, MN  
1977 Red 911S Targa



Calling all RS America owners! I am building a network to link RSA owners and intend to have a webpage up and running early 2001.

I am also putting together an RSA neNewsletter. For information, call Keith Verlaque at 619 265 8377 or email at [keithV@rsamerica.net](mailto:keithV@rsamerica.net)

### 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

**H**appy New Year from up here on the perch. I am humbly honored and extremely proud to serve as your Club President this year!

Before I can really begin on what lies ahead, I think it's important to reflect on the accomplishments of this past year's regime. **Jon Beatty** deserves a great big thanks for running the show of what I'm sure we would all agree was one of the best years of being a member of Nord Stern for all of us. Not only did we have a bunch of fun with regard to Porsche-ing, but we also got in touch with our sensitive sides and actually gave back to our community . . . a great accomplishment! Of course there were many other people involved in the success that we all shared in last year. If I started to mention all of the great club members that added to our fun, I'm sure I'd go from front to back cover. *Let's just say that as always, "It's the people, not the cars" that add such value to Nord Stern.* To those of you that always seem to get involved . . . thank you, you do indeed make a difference.

Just one last bit of credit that is due . . . thank you **Ed Tripet** once again for a job well done bringing us all together for the 2000 Awards Ceremony held at the Black Forest Inn. A great setting for a wonderful gathering. The Awards banquet is important because it gives us the opportunity to recognize members, who have done their part to enhance what our club is all about. Besides the recognition, we also reward the members who excel

in many of the venues the club has to offer. For me, one more plate and I'll be able to have 4 of you over for dinner! For those of you who missed the celebration, Jon Beatty did and outstanding job hosting, and added a very touching moment when he presented Sharon Binek, with an award honoring her late husband Paul. Paul was a lifetime member of the club who lived the Porsche life to the fullest and exemplified what being a great member is all about.

So on to the coming season! We have an action packed year ahead of all of us. Let me make a quick plug for the Holiday bash which is scheduled for this month . . . January 12<sup>th</sup>. Why is this event such a big deal? Because you'll have the opportunity to rub elbows and bench race with none other than **Derrick Bell**, 5 time Le Mans winner. Derrick will be on hand as our featured entertainment for the evening. From the advance scouting reports, word is that Derrick puts on a great show...recounting great moments in his extensive racing career. Don't miss it!

Did I mention that we have an absolute ton of activities on the docket for this year? Check the calendar monthly either on line at our web site, <http://www.nordstern.org/> or in this newsletter. I'll highlight the coming events in detail with my next few communiqués to everyone.

A quick bit of recognition to my officers this year. **My Vice President, Mark Skweres, Secretary Michelle Rothman, and Treasurer Susan**

**Salata.** All go to people with natural talents and great abilities. Thanks to them, my job will undoubtedly run a little more smoothly.

Let me close by talking about something, which is paramount to the success of our club, participation. What's the sense of belonging if you don't get involved? Makes for a lot more fun when you do. We are a multi faceted club with a great diversity of options for everyone. Whether it's social, auto-crossing, rallying, concours, club racing, or driver education, we literally have something, which will turn your crank and put a smile on your face!

The biggest Porsche event of the year will undoubtedly be the **National Parade**, which is being held practically in our own back yard . . . Milwaukee, Wisconsin. It will be my first Parade (but assuredly not my last) and I challenge you, the membership to make Nord Stern the largest club participating! It's over the 4<sup>th</sup> of July and will definitely be more fun than your great aunt Ida's fireworks' display! The registration form was in the November issue of Panorama, and it needs to be submitted precisely on January 15<sup>th</sup> to get one of the only 600+ entries available.

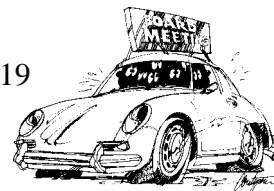
So off we go for a great deal of fun with our favorite toys. I'm looking forward to seeing every one of you at one of our upcoming events!

Til next month, Jim

## 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.
- 6 Tech N'Social - see ad on page 29  
Eventmaster: Mark Kittock 952 934-2556
- 12 Annual Holiday Dinner featuring: Derek Bell - see ad on page 19  
Radisson Plymouth - 7:00 p.m.  
Questions? Ed Tripet 952 471-0065



## 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.
- 9 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Town Hall Brewery, in Minneapolis at 7 Corners

## 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.
- 9 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
The Local in downtown Minneapolis

## 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.
- 6 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Cafe Havana in downtown Minneapolis
- 27 Nord Stern Driver Education Training  
at BIR
- 28,29 Nord Stern Driver Education and Time Trials—First Fling  
at BIR

## May

2001

- 11 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
The Black Forest Inn at 26th Ave. S. and Nicollet Ave.

## June

2001

- 8 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Toby's on the Lake (Oakdale on Hwy. 120 at I-94)
- 15,16,17 Nord Stern Driver Education Training and Time Trials  
at BIR - 'MidWeek' Event

- 23,24      Driver Education at Gingerman  
Information: Ken Little 219 272-6905(w); 219 291-5355(h); kjl911@compuserve.com

## ***July*** **2001**

- 13      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Maynards in Excelsior
- 26, 27      Nord Stern at Blackhawk Farms Driver Education & Time Trial  
Eventmaster: Ron Lewis 952 932-0505

## ***August*** **2001**

- 10      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Maynards in Excelsior
- 10      Nord Stern Driver Education at BIR
- 11,12      Nord Stern Annual Club Race at BIR  
Eventmasters: Roger Johnson, 763 557-9578, rdj@compuserve.com  
and Mike Hoke  
Registrar: Mark Skweres, 651 454-6208, mskweres@tela.com
- 23,24      Nord Stern at Road America (this is a Thursday, Friday)

## ***September*** **2001**

- 14      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
The Black Forest Inn - 26th St. and Nicollet Ave. S.
- 21      Nord Stern Driver Education Training  
at BIR
- 22,23      Nord Stern Driver Education and Time Trials—Last Fling  
at BIR

## ***October*** **2001**

- 12      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Town Hall Brewery - 7 Corners in Minneapolis

## ***November*** **2001**

- 9      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
The Local - downtown Minneapolis

## ***December*** **2001**

- 14      **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098  
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

## PORSCHE PERSONALITY

by Marsha Drake

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

### Susan Lee, Porsche Enthusiast of the Month . . .

**Name:** Susan Lee

**Residence city:** White Bear  
Township

**Member of Nord Stern:**  
Since 1995

**Current Porsches and when  
acquired:** Petrol Blue 1978  
911SC Coupe (purchased in  
1995) and a Black 1988 911  
Targa (purchased in Spring  
2000).

**Porsche events:** Driver  
Education at Brainerd, Road  
America, and Blackhawk;  
Canterbury parking lot  
autocrosses; Dakota County  
autocrosses; and karting  
school in Florida.

I watched Susan carefully step into the driver's racing seat, then put her helmet and gloves on, straighten the mirror, and comment that this was the first time she had driven the car this year. She looked so calm and in control (yet excited), and so strong and capable (yet petite) to handle this car. I was amazed she'd only been doing this four years and knew what she was doing so well.

"This" was Driver Education at Brainerd International Raceway, and she was my instructor for my first Driver Ed event. We were doing the "student rides with instructor in instructor's car" session of the day, and as we got out onto the track I watched her handle the wheel like she was completely in charge. I watched the track, then the tach, then a corner, then her shifting, then the speedometer, then paid attention to her explaining braking and turning in, and pointing out the corner workers. Then I looked at the speedometer, then the next corner, then the speedometer, then the next corner. By the time we were at turn six or seven, I thought, "*I don't think this is for me!*"

And guess what? Susan also thought Driver Ed might not be for her. Her husband, Victor Lee, (who will be the featured Nord Sterner in another "Porsche Personality" article in the future) had talked her into trying the Driver Ed, because he enjoyed it so much his first year. So in 1996, Susan signed up for the women's Driver Education, not at all expecting to like it. They were both in for a great surprise. Not only did she *like* it, but at the end of the day she asked Vic for her own car! Her initial, "*This may not be for me*" turned out to be very much for her. She has continued in Driver Education and is a smooth and accomplished driver as well as an instructor for Driver Education Training.

So why did it appeal to Susan and go beyond her expectations? Not unlike a whole lot of sports car people, she likes **SPEED**. She was also a competitive swimmer in high school and college, and her career involves detailed, analytical problem-solving as a computer programmer. At BIR she liked the challenge of figuring out how to do this and how to keep



Vic and Susan Lee, August 2000,  
photo by Marsha Drake.



Feb 2000 Susan and Ron Lewis  
on the grid (hmm, maybe that's  
why she's leading in the other  
picture). Photo by Vic Lee.





improving her skills and lap times. It all started when neighbors of the Lees who were Nord Stern members got Vic interested in Porsches. After “step one,” the searching process, he found a car in Oregon that looked great and sounded great. He and Susan planned that he would go out, look it over, and if it was the right one, she would fly out there to meet him, and they’d drive it back home to Minnesota. When his “Yes!” phone call came, she arranged for Grandma to come all the way from Illinois to take care of daughters Maddie (almost 1 year old at the time) and Lindsey (3 at the time).

The scenery on the way back was beautiful, and they were having a fun drive in this great Petrol Blue 911SC (Susan loves the color and so do I). As they were driving through hilly Idaho, all of a sudden they came to a road sign that said, “BREAK UP LIMITS AHEAD.” Susan and Vic had never seen a sign like that before, so they stopped, talked about it, and checked their AAA maps. There was

no specific help, so they just decided to proceed.

As they continued on, the paved road became a narrow gravel road, overlooking the side of the incline, straight down to the valley. They kept going, creeping slowly along, and as dusk and then darkness settled in, they were thinking, “*Oh, what have we done?*” The fun feeling was replaced

by thoughts of, “*Just what have we gotten ourselves into?*” However, the small town of Kamiah in the valley just ahead, with a nice little hotel, and a good night’s rest reassured them. The rest of the trip home was uneventful but wonderful and very fun.

Susan grew up in White Bear Township and competed in individual swimming events in high school and college. She majored in mathematics at St. Olaf College, and after showing good aptitude in computers, has had a career in programming. She also likes to water ski and downhill ski in winter. She and Vic, Maddie (now 6) and Lindsey (now 8) live on Bald Eagle Lake in White Bear Township and love being “lake people” in addition to being car people.

Susan teaches swimming, too, and has insightful thoughts about being a good teacher. She feels you have to

*Continued on page 10*



Above, Feb 2000 Susan leading (!) Ron Lewis at Start! Racing Kart School. Photo by Vic Lee. Go, girl, go! Upper Left, on track in the 911 SC, photo by Vic Lee.

## Susan

... continued from page 9  
be adaptable and flexible to work with your students. Everyone learns differently, and she believes it's the teacher's job to help students learn according to their ability. She became a Drivers Education instructor candidate in 1999, with her first season as official instructor in 2000.

Susan says she always drives completely within her ability and has a gradual but steady skill curve. She's learned to trust what the car feels like, she resists the temptation to look down at her lap times, and keeps going. She feels she has a ways to go but has



Taken during the MidWeek event at BIR in 1997 with Susan on the front straight. Photo by Vic Lee.

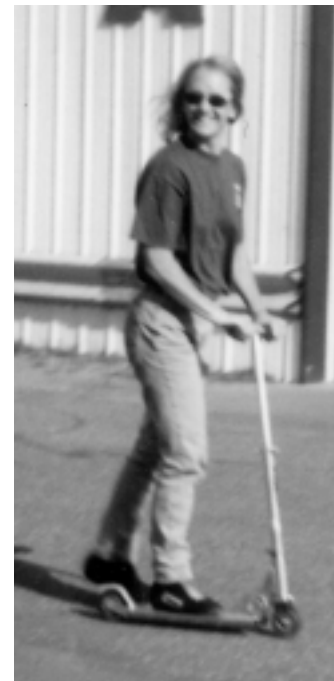


The July 2000 Dinner at Sherwood Forest Restaurant, after the MidWeek event. Note poor attempt at fixing helmet hair! Plus, Vic carefully positioned to hide the spoiler broken by a squirrel in Turn 2! A squirrel??? One can only imagine the shape the squirrel is/was in! Photo courtesy Vic Lee.

come a long way. She hit her best lap time this summer.

When a small group of Nord Stern members attended the Start! Racing School in Florida last year, Susan was

among them. In that event, as in the other Porsche events, she enjoys the friendships, the speed, and the camaraderie. Others say she's a very good driver and is very smooth in her turns



Above, Susan relaxing between hot laps - or just figuring out another way to 'go fast!' Photo by Marsha Drake.

and maneuvers. What a turn-around from her initial anticipation that she didn't expect to like it. In a few words of summary, she says, "***It's just a hoot!***"



## Porsche Psychotherapy

by Marsha Drake

Is it true that sometimes a Porsche can cause conflict in a marriage, or disagreements between a man and a woman? Is it true that when the Porsche becomes part of the family, there are discussions that take place that have never taken place before? Are there attitudes that develop that have never existed in the relationship before? Uh, yes, it's true.

The car, the knowledge of how to drive it expertly, and how to take care of it meticulously are commonly thought to be the guy's turf (by both the guy and the gal). And it's probably also assumed (by both the gal and the guy) that the gal doesn't know how to drive it properly, is careless in taking care of it, and knows little or nothing about how it even works.

*Well, it's time to change all those stereotype thoughts and bad attitudes and quit having disagreements about this subject!* It's time for some mutual understanding, a little more effort on both sides, and hey, a little bit of a break from both sides!

So to help out with this meeting of the minds, we've got a list of promises and pledges for both the men and the women. It might be helpful, even if those little disagreements are small. As you read the promises below, try **not** be sarcastic, **not** to be skeptical, and bite your tongue if necessary as

you say them. It will make for a better Porsche family and a lot more fun with the cars!

### Man's Pledge

(1) I promise to call it "our Porsche" instead of "my Porsche."

(2) I promise not to require her to shift perfectly every time.

(3) I promise not to blame her for a stone chip when she had the car.

(4) I promise to pay more attention to her than I do to the car, especially on her birthday. I will also not plan a track weekend on our wedding anniversary or Mother's Day.

(5) I promise not to be jealous during DE if her run time is better than mine.

(6) I promise not to buy new tires for the Porsche when we need new drapes (that nobody looks at) and a new sofa for the living room (that nobody ever sits in).

(7) I promise not to put a second mortgage on the house the day after I've found an exceptionally good Porsche for sale that's a deal of a lifetime.

(8) I promise not to order every accessory offered every time I get a new Automotion or Performance Products catalog.

---

*Well, it's time to change all those stereotype thoughts and bad attitudes and quit having disagreements about this subject!*

---

(9) I pledge to be patient with her as navigator on the rally and not get mad if she screws up telling me where to turn or calculates wrong.

(10) I will try to understand that her hobbies are important to her too (even if they are silly).

(11) I promise not to be too neurotic about taking care of the Porsche.

(12) I promise not to be obsessive compulsive about door dings and strange sounds in the engine.

(13) I promise I won't recite the Panorama technical articles verbatim every night just before bed.

(14) When I explain something about the engine, I promise not to use a condescending tone of voice

(even though at the moment I think she's a dingbat and won't understand it anyway).

(15) I promise I won't love our Porsche more than I love her.

### **Woman's Pledge**

(1) I promise to call it "the Porsche" instead of "that stupid car."

(2) I will drive the car more often and not be afraid of it because it's "his baby."

(3) I will not shift into second gear at 10 m.p.h. and into third at 15 m.p.h..

(4) I promise not to drive the Porsche down that gravel road when I'm late for my hair appointment.

(5) I promise not to plan the get-togethers with the in-laws on his most favorite track weekends.

(6) I promise to give Drivers Ed a try, so this might become something we both like????

(7) I will try not to think about what I could have bought with the money we spent on new brake pads and tires this summer.

(8) I will view the car as an investment, not as just his toy.

(9) I promise to take the rally seriously and not get wrapped up in site-seeing, looking at the scenery, and wishing I was shopping.

(10) I promise to treat the car as delicately as my best china and

Precious Moments (even though it is just a car).

(11) I promise not to take the Porsche through the Paradise car wash or let the High School Girls Club wash it for their fund-raiser.

(12) I will try to find a parking spot away from other cars and at the end of the parking lot, even if I have to walk a block to the mall. I promise not to swear at the car or him while I am walking.

(13) Once in a while I will read a Porsche magazine (even a technical

article) instead of watching a soap on TV.

(14) When he's explaining something about the transmission or engine, I promise to pay attention and try to grasp the importance of what he's saying (instead of interjecting what's for dinner in the middle of what's bad about not pushing the clutch all the way to the floor).

(15) I promise I won't hate our Porsche more than I love him.



*Mid Week 2000 . . . Photos by Ed Tripet*



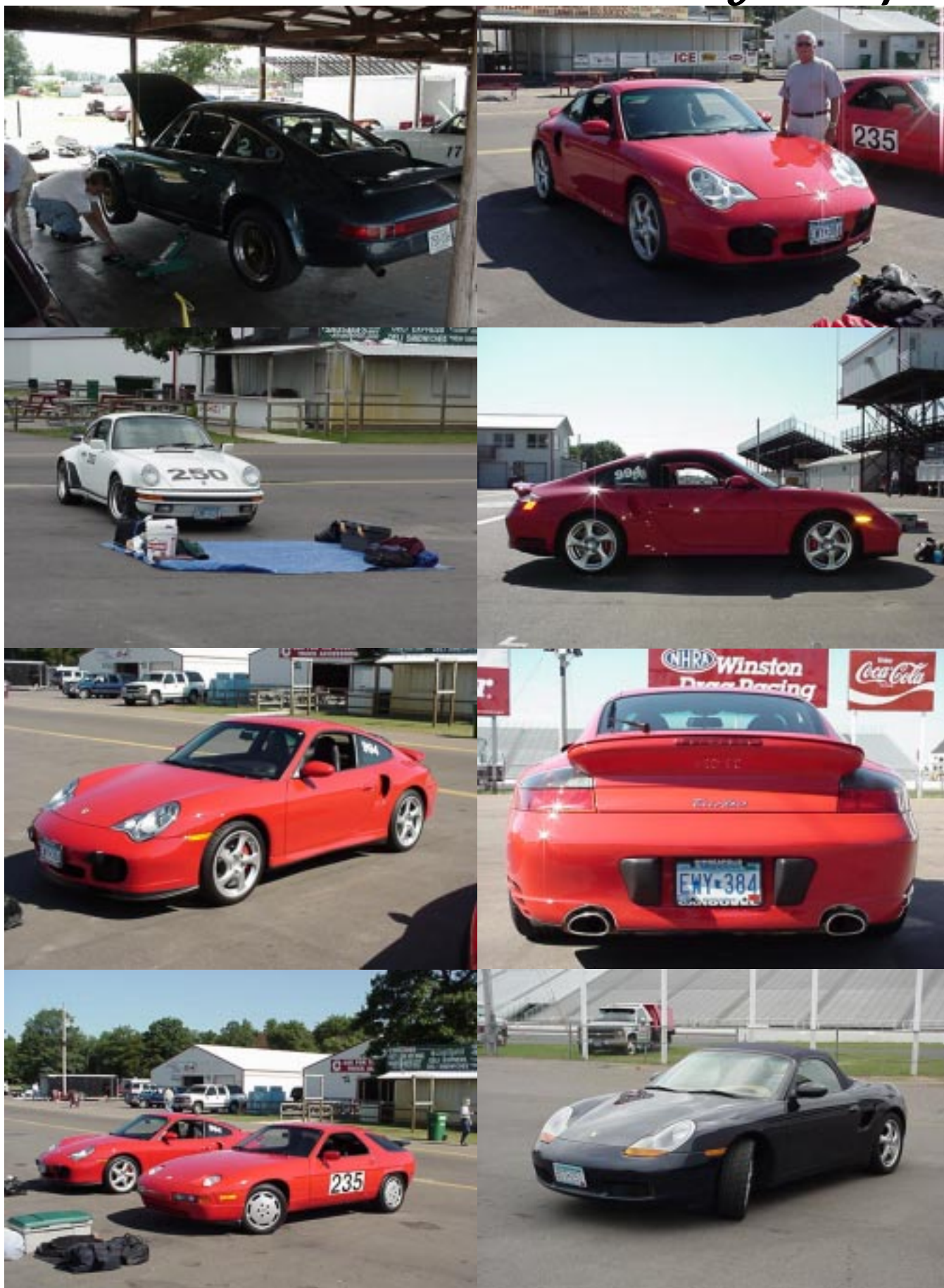


*Mid Week 2000 . . . Photos by Ed Tripet*





# Mid Week 2000 . . . Photos by Ed Tripet





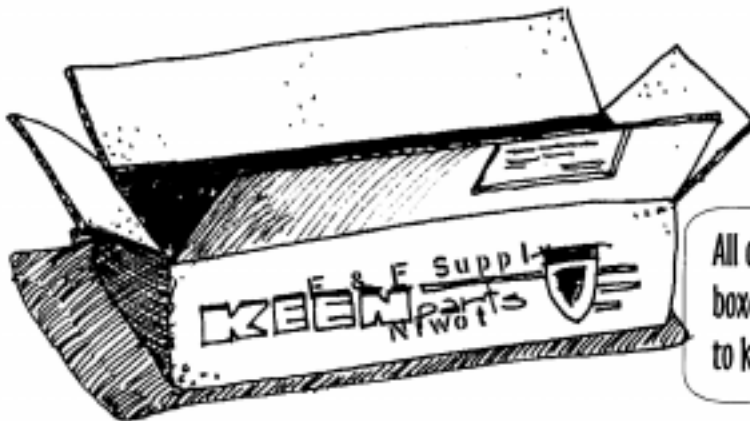
# Speak to the Hand

by Michael Jekot  
© 2000

Hands on Experience  
Volume Number 1

After forming his own racing company (Hands On Racing) Mike ordered the ultimate in winter road gripping race technology...

Not finding what was needed in the usual catalogs Mike found Farm and Field Supply, Niwot Colorado, would have exactly the required equipment.



All of the parts arrived in several small boxes and included everything required to keep the line through any corner.



After one turn in moderate accumulation the grin on Mike's face told the whole story.

*Michael Jekot*

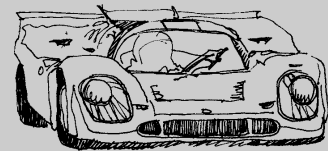


*Nord Stern is excited and pleased to announce*

# 2001 Annual Holiday Dinner

with Special Guest Speaker:

## Derek Bell!



Friday evening  
January 12, 2001  
at  
Radisson Plymouth  
7:00 pm

Join us for an evening with reknowned driver: Derek Bell, 5-time LeMans Champion, Formula 1, Daytona 24-hour and arguably the greatest endurance racecar driver in history.

He will speak on his days as a Porsche Factory race driver and is known for his entertaining wit!

Watch your mail for precise details and don't miss this great opportunity to hear from one of the best.

**Eventmaster:**  
**Ed Tripet**  
**952 471-0065**  
**[tripet@wavefront.com](mailto:tripet@wavefront.com)**

**Cost: \$40 PER PERSON**  
**Evening will include:**  
**Cash bar**  
**Dinner**

*Nord Stern!!*

*Nord Stern!!*

It's that time once again when we test your ability to read! Say what? Yes, it is Nord Stern membership renewal time. Dues are due. This is when you need to check your mailing label for the expiration date of your subscription.

Yr 2000 expires now. Rates are:

**\$20 - one year:** expires 12/2001

**\$55 - three year:** expires 12/2003

**\$90 - five year:** expires 12/2005

Use the envelope that was in the November issue & send your check (payable to Nord Stern) to Susanne Dvorak, Membership Chair, to keep your membership current and your subscription.

Questions?? Call her at 763 559-8098  
or email:  
[sdvorak@tela.com](mailto: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 call her with suggestions for the rotating venue either via email or phone.

*Where would  
you be*

*Without  
Nord Stern!*

# Fall 2000 North Shore Color Tour

By Nancy Cree

The weekend began with fine food and drink at the reception party hosted by the Dixon's Friday evening. Attendance was strong with approximately 20 cars on tour.

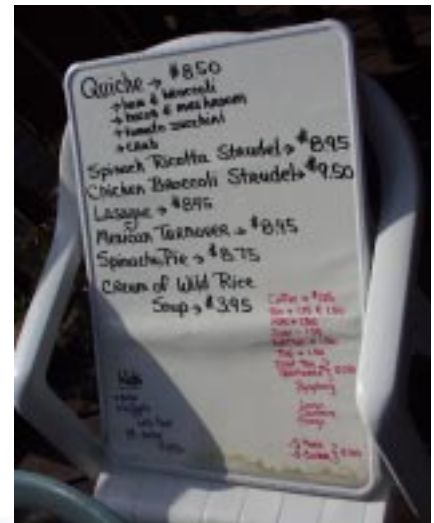
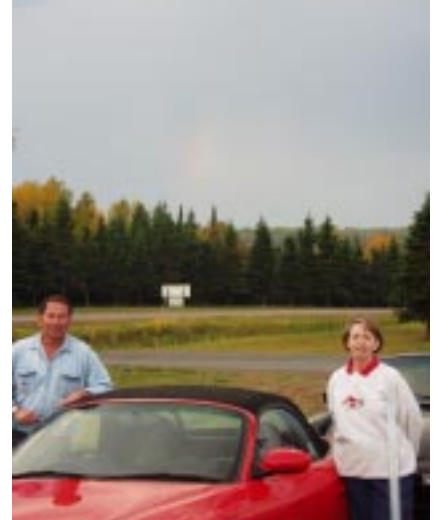
The Lunde's were in fine gear with their new gorgeous yellow 2000 Boxster S; and Mark Cree was in heaven in his rare black 1997 Twin Turbo S. The weather was fantastic for a drive; brisk but sunny throughout most of the weekend. The highlight of the weekend was a drive to Ouimet Canyon, just past Thunder Bay. The Ouimet Canyon is the Canadian version of the Royal Gorge; plunging vertically straight down about 600 ft.

After visiting the Canyon, we had lunch at a wonderfully quaint restaurant overlooking a crystal-clear lake. On the way back some shopped in Grand Marais, and a large group met for a late night dinner at the Blue Fin

that evening. The traditional Sunday morning breakfast at the Coho was wonderful as usual, with most of us departing by noon.

Thanks to John Dixon for once again organizing and hosting a fabulous weekend of touring, dining, shopping and otherwise having a great time up on the North Shore!

**Editor's Note:** all photos are by John Dixon with his digital Olympus camera. There are *many* shots not included here due to space restrictions, but this surely gives a wonderful impression of how much fun this trip was this year, as it is every year. If you have *not* had the opportunity to join John on one of these jaunts, get it on your calendar NOW. It is the first weekend in October. Check all the smiles on the faces, the views, the obvious camaraderie and the cars!



















## Porsche Collectibles: Sales Brochures for Pre-As, 1953-1954

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

In May and June, we reviewed the history and market specifics of the very first Porsche factory- issued sales brochure issued in 1949 and then the very handsome follow-ups printed and distributed in 1950 through 1952. Now, after a time away to talk about tin Distler toys and factory- issued posters, we pick up the sales brochure story.



This French version of the basic 1953 dealer handout gave rise to the piece's name, "Prestige, Power, Perfection." It provides technical data on the inside spread and recaps 1952 competition results on the back cover.

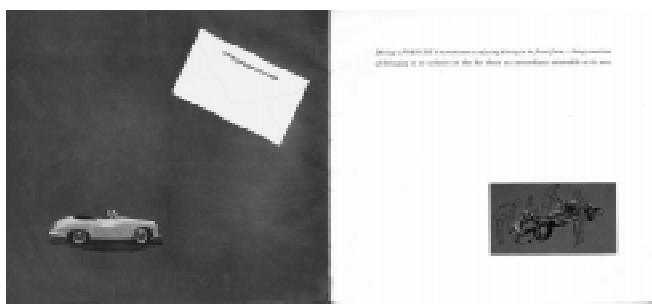
The standard 1953 dealer giveaway piece was a small (about 8 1/2" x 8 1/4") black and white folder. We call it Prestige-Power-Perfection because the French language version (and only that version) has these words, in French (of course) dropped out in white type on the cover. That cover otherwise shows a split windshield coupe, a body type replaced by the one-piece bent-windshield in mid-1952. In the early 1950s Porsche was very loose with the photographs it used in its literature, frequently using photos of year-old, even several years-old, models. Inside, this piece contains a spread of technical data, something of great

interest to the typical car-geek Porsche buyer of this era, but a tad dry for most tastes. The data was complemented by a black and white cutaway side view, a drawing also seen in owner's manuals of the period. The back cover was more interesting: a recap of the marque's competition victories in 1952. Starting in 1953 and continuing through 1964, the factory would actually issue a booklet,



Above and below: "The keys to miles of pleasure . . ." is a terrific catalog. It is 24 pages, eight of them in four-color, and features a center spread of this coupe in blue against a brown and taupe background.





"*Keys to miles of pleasure*" has a little white envelope on the top right of the inside front cover into which a dealership salesman was to place his business card. The dark drawing on the lower right-hand corner is actually seen through a diecut window.

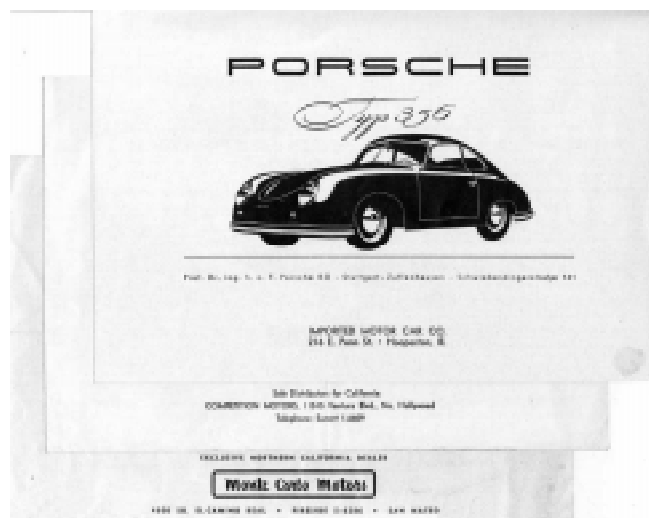
Sporterfolge (sporting results) that recapped the year's racing and rallying wins. In effect, this little sales piece presages the Sportefolges, or maybe it is the very first one depending on your point-of-view.

The deluxe 1953 piece is a fabulous, partially four-color 24 pages. Known by the legend on its cover, *The keys to miles of pleasure* this brochure was expensive to produce because of several little quirks. First, on the inside front cover there is a very small, glued-on envelope, into which the salesman was to put his business card. (I am dying to find one of these brochures with a card actually in it! I've only seen one such in my 25 years of collecting.) Second, the first inside page has a die-cut window through which you can see a very stylized drawing of a bare chassis with four people standing around it. Third, the printer had to collate the four-color cover and two four-color inside folios with three two-color folios. The color-work is very attractive and includes a center spread of a blue coupe against a manufactured brown and taupe background.

This deluxe sales brochure exists in two sizes, something that perplexes collectors. The more common version measures 9 7/16" wide by 8 1/2" tall and was printed in several editions of 5,000 each, starting in March 1953; the rarer alternative is 1/2" taller at 9" and carries a print date of December 1952 in an edition size of 5,000. Measure yours carefully; the 1/2" difference in height increases the value by about 50%.

Another simple dealer handout is fairly rare in this country. The pieces were printed in Germany and sold to deal-

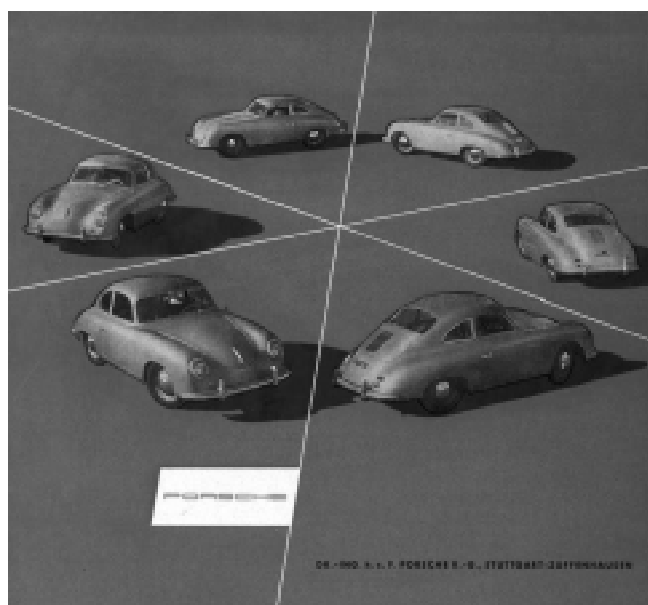
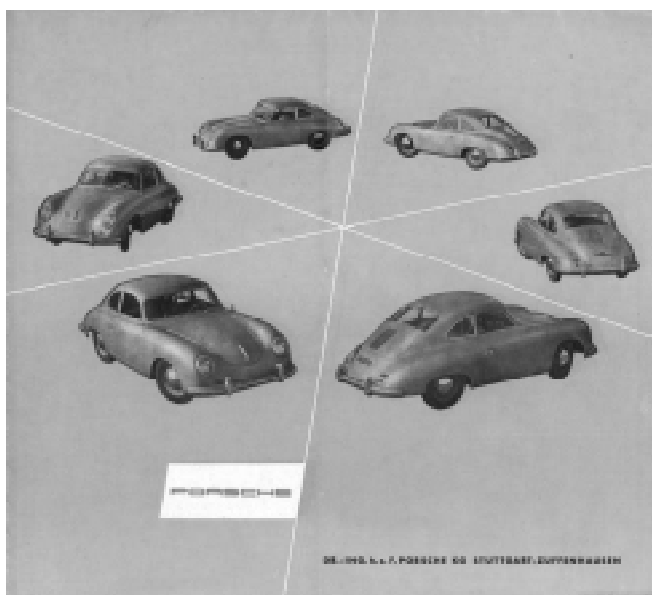
ers. We know of only three dealers that bought them and overprinted them with their names and addresses: Competition Motors, the famous dealer in North Hollywood; Imported Motor Car Company of Hoopeston, IL; and Monte Carlo Motors of San Mateo, CA. No other examples are known. This piece is 100% black ink on matte gloss paper. The cover shows a stylized split-window, body bumper car under the German style *Typ 356*. The copy inside initially leans on the heritage of Professor Porsche (the elder) and the better known exploits of the Volkswagen and Auto Union Grand Prix race cars; then comes the Porsche sales-speak: "... It is a new, perfected form of car, the fulfillment of a dream such as never before conceived by industry and technics [sic]. ... The Porsche 356 need not fear the rigors of rallies and long distance races ... The greatest number of successes achieved by our cars have been won by standard automobiles—not altered in any way."



Pictured are all three known versions of this German-printed US dealer handout. The stateside dealers were to print their names and addresses on the bottom of the cover.

The English may be a bit stilted, but the message resonated. The back page presented technical data, using the name America for the 60-horsepower Normal. Of interest to 356 owners is the reference to an *Instant Heat* heating system. (Of course, what little there is does come up rela-

*Continued on page 28*



"It's Our Hobby to Build Your Hobby" was a dealer handout sales folder for 1953 and 1954. It was printed with light green (left) and blue (right) covers.



The inside spread of "It's Our Hobby" is a real treat for Porsche historians. It shows some of the key automobiles in Professor Porsche's and Ferry Porsche's history. It also pictures and profiles four of the principal men behind the Porsche car's development.

Text continued on page 29.

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## Sales Brochures

. . . continued from page 26

tively quickly, so there are probably no truth in advertising issues here.)

The last 1953 piece is called *It's Our Hobby to Build Your Hobby* after a headline on the inside spread. This brochure exists in two colors: light green and blue for 1953 edition dates and blue only for 1954 edition dates. This brochure highlights the new Porsche synchromesh transmission, as well it should have. It also highlights the Porsche automobile heritage in both copy and graphics. Featured are the 1902 Lohner-Porsche race car, the 1910 Austro-Daimler Prince Henry trials championship car, the Volkswagen, the Cisitalia grand prix car, three Auto Union grand prix and land speed record cars, and then, finally, the Gmund coupe. One panel of the inside spread pictured and profiled the men behind the car, Professor Porsche, Ferry Porsche, Karl Rabe, and Erwin Komenda — one of the few times Rabe and Komenda are seen in sales material of any kind.

A side note: starting in 1953, the factory typically printed a tiny legend at the bottom of the last page, occasionally at the bottom of the inside spread on a folder, which gave the print date and the quantity of the print run. Later a serial number would be added as well. Some collectors try to obtain a copy of every known edition. Wayne Callaway, of Pasadena, was reknown for his zeal in this respect

until he quit collecting paper to concentrate on toys.

Next month: the 1954 brochures. Then, more toys!

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](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.



# 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!

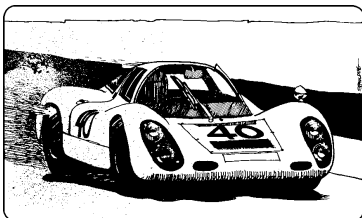
**The Details:** Racing starts at 11:00 am, January 6, 2001. RSVP required. Must sign a waiver before driving, Snell approved helmets required (Prokart provides helmets if you don't have one).

**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](mailto:red951@pclink.com) or 952-934-2556  
Susanne Dvorak— [sdvorak@tela.com](mailto: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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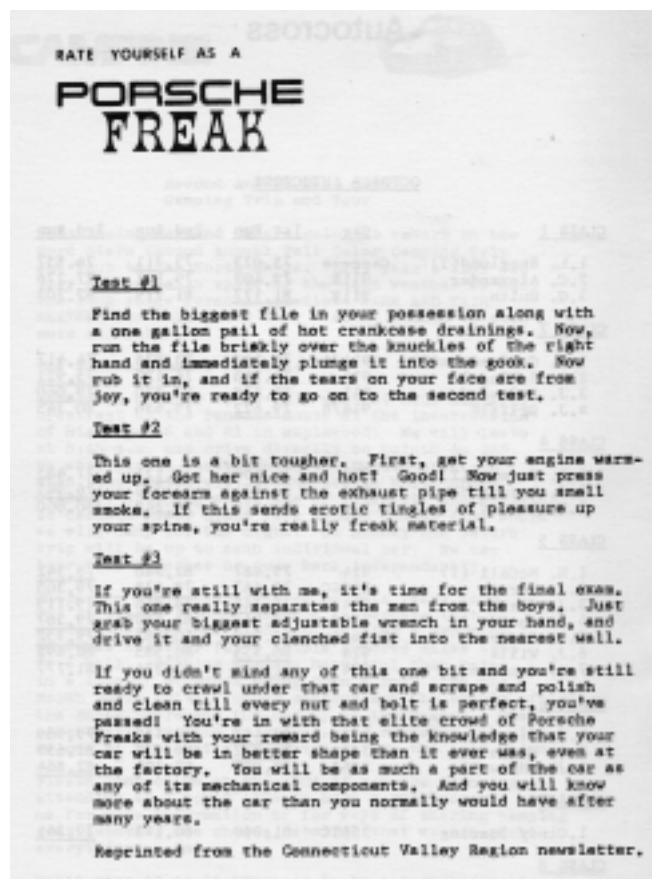
**612  
529-6857**



# Nord Stern Fall Rally Results

*courtesy John VeLure*

Car #	Driver/Co-Driver	Cheat Sheet?	Place	Car #	Driver/Co-Driver	Cheat Sheet?	Place
1	Natalie Hoppe/Joanne Cryer	OK	9	15			13
2	David Anderson/Diane Anderson	OK	1	16	Ray Bentsdahl/Shirley Bentsdahl		14
3	Pat Mattocks/Mitch Maddox		*	17			11
4	Kevin Kelly/Kimberly Shubert		*	18**	Andy Schmid/Linda Olson		5
5	Luis Fraguada, Sr./ilma Fraguada	OK	2	19	Denise Dunne/Roy Hennenberger		15
6				20	Marsha Drake/Mike Drake	OK	12
7	Amy Burnside/Charles	OK	4				
8			16	*	Stopped to help with flat tire.		
9	Roland Viau/Betsy Viau	OK	8	**	See "Rally Teams" Spreadsheet for notes on this team and car # assignmment.		
10	Jim Fease/Dorie Fease	OK	6		Car teams with no names remain unidentified!		
11	Pam Viau/Robin Bryant		7		Editor's Note: There were all the check point times/ variations available from John but space restrictions deemed them to the mercy of my editing tools!		
12							
13	Wim Ibes/John Ibes		3				
14	Dave Thompson/Mike Rohde		10				



## And You Wondered Why They Call It La-La Land?

*courtesy Die Porsche Plauderei, December 2000*

Leave it to California law makers to come up with some of the most interesting regulations involving autos:

The city of Santa Cruz, CA has proposed the maintenance of secure zones where the homeless can safely sleep in their cars.

The Apple Valley, CA City councils has approved regulations limiting residential parking to SIX cars per driveway. (sounds like a Boeder ideal!)

Left, that was then, but you will note that the 'test' has certainly stood the test of time! This is reprinted from the October 1972 Nord Stern, editor Dave Morse.

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# Just the Details: Oil Maintenance

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

David Bynon operates the web site Autopia-Carcare.com. Visit this site for more information about car and as a source for most of the products and tools seen in this column.

Most automotive service professionals would agree that changing your oil is the best preventative maintenance you can perform on your car. But I'm here to tell you that just simply knowing you should change your oil may not be enough. I intellectually know I should change my oil every 3,000 miles, but it wasn't until the day my dad lifted the hood of my car and proceeded to yelled at me because he could barely see any oil on my dipstick that I started to realize just how important changing my oil is to the life of my car!

I did not understand that without oil, my engine's a goner! By neglecting this simple maintenance, you may encounter costly repair bills that could have been prevented. This following information was written to cover the most important maintenance job for your car. Why is oil so important? Just as your body needs blood to deliver oxygen to all of your organs, your car needs oil to properly maintain all of the moving parts in the engine.

Oil serves a few different purposes. Oil lubricates, cleans and cools your engine. The moving parts of your car have to fit tightly together in order to properly function. Without lu-

brication, these tightly fit pieces would quickly wear and bond together (seize) because metal against metal causes friction, which causes heat, which in turn causes wear. By performing it's job as a lubricant, oil is serving another purpose at the very same time. It's separating the parts of your engine; therefore it's keeping your engine cool. Because oil is a relatively good conductor of heat, it attracts some of the excess heat as it flows around the hot combustion chambers and carries that heat to your oil pan below. This special design functions like clockwork if the following things are in check: Your oil is at the proper level Your oil is clean and of the proper weight (viscosity) Your filter and pump are functioning properly Your oil passageways are not restricted in any way

So, how does oil work? Your engine has an oil pump that pushes dirty oil through an oil filter. The oil filter collects small particles of dirt and contaminants and stores them until you change your filter. The oil is pushed through small passageways that are cut into the engine block. From there, the oil moves to the bearings, connecting rods, cylinder walls, pistons, and valves, where it then acts as a lubricant. The oil coats the metal parts with a thin film of lubrication that acts as a slippery cushion. Choosing the right oil Various types of oil are on the

market, each created for a particular purpose. To choose the oil that you need, it's essential to understand the importance of oil additives, viscosity ratings, and codes that you will come across when buying oil. Additives help in the following ways: To pour better in cold weather To prevent corrosion of the metal parts in your engine To reduce friction between the moving parts To prevent foaming at high temps

Oil viscosity (ability to flow) is one of the most important ratings to understand. In order to properly lubricate the internal parts of your engine correctly, oil should flow like regular cooking oil. In order to be sure that your oil is flowing correctly, you must know that the consistency of oil changes as the outside temperature changes. This means that in very cold climates, oil becomes very thick, almost like honey. If the oil is too thick the oil may not reach the moving internal parts in time to separate them and protect them. In very warm temperatures, oil becomes thin, like vinegar. When the oil is too thin, it does not coat, thereby not separating the parts because it doesn't stay on them long enough.

In order to solve this viscosity problem, multigrade oils were created. Special additives allow the oil to broaden its working capability. For instance, these special additives gave

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oil with a weight of 10W-30 the ability to flow freely at more than one temperature. The 10W means that the oil is suitable for winter (that's what the "W" stands for) and the 30 means that it would flow well in the summer. The range of numbers refers to the oil's ability to flow at different temperatures. A range indicates this ability, 5 through 50. The smaller the number, the thinner the oil. No matter what, it's always best to check the owner's manual for your car to see what type of oil is recommended.

How to check your oil Most cars consume (burn) a small amount of oil during normal operation. As a car ages

(in miles, not years), oil consumption increases. New cars may also burn more oil than normal until all of the moving parts settle in. Because your car consumes oil, it is very important to check the oil level on a regular basis. Some experts recommend checking your car's oil level each time you fill your tank with gas. This may be excessive. At a minimum, you should check the oil level in your car every 1,000 miles. Here's how: Park on level ground and wait about 5 minutes after turning your engine off (not 911s, check your manual). Pull out your oil dipstick Wipe it down with a clean cloth Put your dipstick all the

way in at the same angle which you pulled it out Pull it out again and look to see where the level of oil is.

If the level of oil is below the add line, add a quart of the oil that is recommended for your car. If the level of oil is between the add and full lines, be sure to check it regularly and add more oil when needed.

Tips Be sure that your oil level is always high enough, but not too high. If you have too much oil, your engine seals and there is no escape through the joints and they may burst. In order to get the maximum mileage out of your car, you should have your oil

*Continued on page 36*

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## Oil Maintenance

*... continued from page 35*

changed as recommended by the manufacturer. On pre-1990 cars, every 3,500 miles is about right. Cars built after 1990 may go much longer between oil changes.

If you drive a turbocharged or supercharged car, use only turbo-rated oil. This oil is specially designed to handle the extreme heat of a turbo-charger.

So, how do you change your oil? Changing your oil is fairly easy unless your oil filter is impossible to reach. First you'll need to make sure that you have all the supplies that you need. If you have everything you

need, you should be able to change your oil in about an hour.

### Supplies

✓ Oil - Get the right amount. Get one quart extra so you have enough to top-up between oil changes. Check your owner's manual for the correct amount and viscosity.

✓ Oil filter - Make sure you have the right filter for your car. Under your hood, sticking out of the engine is what looks like a can screwed into your engine. This is your oil filter.

✓ Box wrench or allen wrench - This tool helps you loosen and tighten the oil drain plug (Continued on page 52) (Oil Maintenance continued from page 47) Oil drain plug gasket - Some

cars do not have a drain plug gasket, but rely on a tapered metal-to-metal contact to prevent oil leakage.

✓ A large pan to catch the oil (drain pan) - Something low enough to fit under your car and large enough to hold the oil

✓ A funnel - Just to help prevent messy spills!

✓ Rags - This is for wiping your oil dipstick

✓ A work light - Good light helps you see better under your car.

### The Process

Warm up your engine for a couple minutes so that the oil gets churned up and flows freely out of your engine (the engine should be slightly warm,

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not hot!). Place drain pan underneath the oil drain plug so that it will catch all of the oil. Use your box or allen wrench to unscrew the oil drain plug until it's almost ready to come out. Grab one of your rags and place it over the plug, give it that last turn by hand and release it. Pull your hand away quickly so that you don't get warm oil all over you. Next, remove the cap from your oil filler hole at the top of your engine. Unscrew the oil filter by using an oil filter wrench if you are unable to do this by hand. Like most things, the oil filter unscrews if you twist it counterclockwise. Your old oil filter will still have oil in it. Be careful not to spill it on anything when you remove it. Empty the oil from the filter into the drain pan. Prep your new oil filter by wiping a dab of fresh oil on the rubber seal. This helps the filter seat against the engine without binding. Screw your new filter where the old one was. Turn it gently until it seats. Then turn it another three-quarter turn. Replace the oil drain plug and use your wrench to tighten until it's snug. Do not overtighten.

After you install the oil filter and replace your drain plug, using your funnel, pour in all but 1 quart of the fresh oil into the filler hole. Replace the oil filler cap and run your engine for about a minute while you check for leaks under your car. Be sure not to rev up your engine at this time. Your oil pressure is low while the filter and oil passages are filling with fresh oil. Running your engine circulates oil into the new filter. Now, shut

off your engine and wait about 10 minutes for the oil to settle back into the pan. Remove the dipstick; wipe it clean with your rag and shove it back in. Pull it out again to check the level. If the oil level is low, add one-half quart and check again. Remove your drain pan from under your car and take a short drive. Let the oil settle down again and check your oil one more time for good measure! :-)

After you've changed your oil, **RECYCLE!** Never throw your oil in

the garbage or flush it down a drain. It is a toxic pollutant that needs to be treated accordingly. Use your funnel to put the old oil in plastic disposable containers with tight-fitting caps. Many auto part stores or even some service stations accept old oil for recycling. If you're not sure where you can dispose of your old oil, look in your phone book for the nearest oil recycling facility.

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:

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Contact Ed Vazquez at edmn911@aol.com or leave message at 952 937 6990.

### 911 Roll Bar

4 point bolt in, Black. Great condition. Was in a 1987 Cabriolet. Will fit any similar 911 model, including 911SC. You are welcome to see if it will fit before purchase. \$125 or B.O. Call Josh, (507) 386-1285 or joschems@aol.com.

### Wanted 944 or 911 street/track car

Must be mechanically sound, body in good to very good shape. Papers, records, references should be current. contact Ed Vazquez @ 952 937-6990.

### 1999 996 C2

Black Metallic/Grey, 18 in wheels, CD player, Traction control, 41k mi, Fresh tires and brakes (pads and rotors), Excellent condition, \$59,000. Rodger Finke 612 939-0321 w) or 612 476-1967 (h).

### 928 S4 wheels

Two sets! One set platinum 7s & 8s perfect, \$800; One set of club sport 9x16 readonized beautiful, great for auto-x and track, \$1600. Both sets for \$2000. Rodger Finke 612 939-0321 w) or 612 476-1967 (h).

## Porsche Rarities: Drager Tire Gauge: the Forgotten Tire Gauge

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

Just after the Porsche 356B T-5 series cars were produced in August of 1961, the factory removed the tire gauge from the tool kit offered in each car. It's predecessor, the *Chrome Messko* tire gauge, was offered up to this point and not replaced until the 356C cars were introduced in September of 1963. During this missing gauge period many dealers purchased aftermarket gauges to fill the thousands of requests placed by seasoned Porsche owners (including the original owner of this gauge).

The most common gauge chosen was the *Drager Tire Gauge*, which at the time was considered the best gauge on the market. It also donned a higher price tag of \$4.95, two dollars higher than the *Messko*.

It's size was considerably larger than both early and late style Messko gauges, and it had an adjustable bezel used to calibrate the dial measurements. Each gauge was packaged in a vinyl pouch along with a multilingual instructions sheet.

The *Drager Tire Gauge* is still produced today and looks very similar to the earlier version. By contrast, a vintage *Messko* gauge is worth nearly ten times as much as a *Drager*, but a *Drager* may be hard to find.

If you have any questions regarding this item or other pieces you might

have that you'd like information on, please don't hesitate to call or email me directly:

Chris Stavros  
4775 Narragansett Avenue  
San Diego, CA 92107  
619.223.8887 or email at:  
356Chris@compuserve.com



The Drager "forgotten" tire gauge, photo by Chris Stavros.



Source:  
MG  
Mitten  
catalog  
circa  
1961,  
photo by  
Chris  
Stavros.



The gauge on the far right is the "Chrome Messko." The center gauge is the "Drager," and the far left is the "Red Bakelite" Messko, photo by Chris Stavros.

## Steve's Tech Corner: 911 Sunroof Rattle

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

Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego, California.

You are driving along enjoying a perfect Southern California day in your 911. You decide to open the sunroof to take in the sights and sounds of the birds singing and the wind whipping by. You gently push the switch and listen as the sunroof rolls back. But, instead of the sounds of nature's symphony, you are overcome with the sound of marbles in a tin can.

Since the perfect drive on the perfect day is not compatible with this wretched noise, you reach up with your hand and push and tug on the sunroof. As you do this the tone and volume of the marbles change but they do not go away. Your thoughts now turn to those rotten neighborhood kids and how on earth they could have gotten all those marbles in your sunroof anyway! Fortunately, the likelihood of your having to fish out a dozen marbles is fairly low.

What has most likely happened is that the sunroof guide felt has deteriorated, resulting in an unwanted metal-to-metal contact. As the sunroof lowers and slides back into the roof, it lays down onto the sunroof rail. If the rail felt is missing (see figure 1) the metal tab lies onto the metal

sunroof rail causing the aforementioned bag-o-marbles clatter.

One would think that the repair would be as easy as ordering a new felt and performing a quick installation. While that is a great idea, there is one catch. In order to get the felt you must purchase a new sunroof! I prefer to make a trip to the hardware store and pick up a few adhesive felt pad strips like the ones used under furniture legs and such. After your quick trip to the hardware store, follow these steps to eliminate the noise.

1. Open the roof about 2 inches.
2. Gently pull down on the leading edge of the sunroof headliner and separate it from the sunroof.
3. Slide

the headliner back all the way and locate the missing felt pads towards the rear of the sunroof. 4. Flatten the existing tabs and attach an adhesive pad in its place (see figure 2). 5. Reinstall the sunroof headliner and drive the car to verify that all rattles are gone.

Good Luck

Ed: There are two small graphic files that go along with this article. The PCA editor's website should have them posted within a few days (11/24/00)

Captions: Figure 1: Here is the sunroof panel with the felt missing  
Figure 2: Here is the sunroof panel with the furniture feet felt pads installed. Figure 3: Steve Grosekemper

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