



MARCH '01 INHALTSVERZEICHNIS

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

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NORD STERN STAFF

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or editor@nordstern.org

Alberto Magallon, Advertising Mgr.
4230 Basswood Rd.

St. Louis Park, MN 55416

952 925-2560 (home) 952 924-9200 (day)
Jamaga97@aol.com

Dave Arundel, Staff Writer/Photog	952 474-2559
Kim Crumb, Staff Writer/Photog	952 881-0113
Jill Daneu, Staff Writer/Photog	651 432-3486
Scott Mayer, Photographer	952 937-5698
Teresa Vickery, Staff Writer/Photog	952 474-7126

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org

http://www.NordStern.org

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Front Cover - Ah, what can I say! Is this guy fun, or what! I am sharing this 'One in a Series' reproduction of Ken Kamstra's artwork and humor.
Artwork by Ken Kamstra.

Back Cover - Another one of those 'guess what this is?' contests. Photo by Kevin Alexander. Send your guesses to the editor.

President

Jim Holton
 9528 Highview Dr.
 Eden Prairie, MN 55347
 952 937-9530
 jim@holtonsalesgroup.com

Vice-President

Mark Skweres
 4616 Fairway Hills Dr.
 Eagan, MN 55123
 651 454-6208
 mskweres@tela.com

Secretary

Michelle Rothman
 17081 Creek Ridge Trl.
 Minnetonka, MN 55345-6310
 952 949-0873
 mrothma@rfc.com

Treasurer

Susan Salata
 4616 Fairway Hills Dr.
 Eagan, MN 55123
 651 454-6208
 ssalata@tela.com

Advertising

Alberto Magallon
 952-925-0889
 952 924-9200
 Jamaga97@aol.com

Driver Education

Don Erickson 651 291-3401
 done@baywest.com

Driver Education Registrar

John VeLure 612 906-9404

BIR Relations

Roger Johnson 763 557-9578

Board of Directors

Jon Beatty 952 934-6902
 Mike Selner 651 488-9847
 Ron Smith 952 401-8850

Concours

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 Mike Hoke 952 943-2642

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Driver Training

Joe Rothman 952 949-0873
 Susan Lee 651 429-8902

German Car Fest

Nancy/Mark Cree 952 557-1979

Membership

Susanne Dvorak 763 559-8098
 5450 Vinewood Ln.
 Plymouth, MN 55442
 sdvorak@tela.com

Merchandise Manager

Jill Daneu 651 432-3486
 jdaneu@aol.com

Met Council

Bob Kosky 952 938-6887
 4tun8@usfamily.net

Newsletter

Christie Boeder 952 593-5544

Shop Relations

Mark Kittock 952 934-2556
 red951@pclink.com

Rules

Ron Lewis, Chair 952 932-0505
 Jim Seubert 612 788 2663
 Scott Mayer 952 937-5698

Rally

Ron Johnson 763 493-3543
 Dan Tokheim 715 749-3816
 John VeLure 612 906-9404
 Chris Weber 651 714-5128

Social

Ed Tripet 952 471-0065
 tripet@wavefront.com

Safety

Scott Anderst 651 462-0526
 Don Miller 952 474-1261

Tech Inspection

Damian Kostron 651 714-4512

Timing and Scoring

Ed Tripet 952 471-0065
 Dean Podevals 952 934-6038
 Andy Schmid 952 469-3483
 Jon Brauer jonathb@uswest.net
 John Gilbertson 612 533-8206

Trophies

Fred Senn 952 942-9053

Zone 10 Rep

Kurt Gibson 417 869-0374 (h)
 P O Box 4541 417 869-4286 (w)
 Springfield, MO 65808
 k_gibson@mindspring.com

Addresses available upon request for chairperson/s or Board members. Call Christie Boeder 952 593-5544.

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This issue is a first! By that I mean it is the first issue I have ever worked on that is *totally comprised of Nord Stern member written contributions!* Wow, I am so thrilled and what fun to even have more than I could include in this month's edition! There are no articles from other regions. Thank you one and all for the various stories and articles appearing here this month.

Specifically, I need to introduce you readers to a couple of new contributors. First of all, **Jill Daneu** has taken on the task of coordinating a technical effort that will hopefully run monthly (okay, all you technical 'experts' and backyard mechanics out there, get ready to share that knowledge when Jill bugs you for the answers!). After having consulted my own personal expert, **Rudy Mueller**, regarding the proper Germanic translation of what we want to call this column: Tech Tales, and despite his slight concern with the meaning of 'tales' perhaps indicating some degree of fiction—it's a go and so we have 'Technische Maerchen' in the table of

contents. Enjoy! And call in those questions! Welcome, Jill!

Then to my wondering ears came another submission, this from **Joe Rothman** and **Susan Lee** who are combining to work together on a periodical column that will focus on driver education concerns and issues. They aren't promising a monthly article, but it sounds as if we can look forward to a series of articles that will help both new and old drivers alike! This column will be called "Training Wheels" or as Rudy says, "Uebungsraeder!" Boy, do I like that word. Thanks to both Joe and Susan as well as Rudy.

Just a couple quick things to note: a reminder that the 2001 Rules are now online both in .pdf format (took my computer about 5 seconds to download) and as a Word document. And we are posting driver education and driver training registration forms online in .pdf format. The driver education form will be event specific. So, easy to get and no excuses for last minute entries.

Another local shop can be added to the list of approved tech inspection sites: Courtney Truck Services at 14205 W. 62nd St., Eden Prairie. Contact Mike Courtney at 952 934-0931. Welcome, Mike!

**Til next month
—Christie**



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Welcome New Members

We hope to see you
at upcoming
events!



Bret and Becky Bailey
Chanhassen, MN
1986 Red 911 Targa

Hakan Carlsson
Minneapolis, MN
1987 Zermatt Silver 944 Turbo

Mike Creevy
Edina, MN
1995 Polar Silver 993 C2 Coupe

Donald and Missy DeLaria
Deephaven, MN
1987 White 911 Cab

Mark and Kate Fandrey
Edina, MN
1973 Orange 914

Tom and Theresa Fisher
Burnsville, MN
1979 Red 911SC Targa

Richard and Ann Hawkins
Lake Elmo, MN
1979 White 911SC Targa

Jeff Lohaus
Minneapolis, MN
2001 Black Boxster S

Michael Moline
Roseville, MN
1984 Silver 911 Cab

Tim Mortenson
Rogers, MN
1973 Yellow 914

Louis Zachary
Bloomington, MN
1986 Red 944T

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 Newsletter. For information, call Keith Verlaque at 619 265 8377 or email at keithV@rsamerica.net

Greetings fellow Nord Stern club members!

If anyone is keeping track, as of this writing, only 10 weeks until the First Fling. For me, that's just barely enough time to get everything sorted out for the start of our season. Guess I better get started this week if I'm going to make the opener.

We just finished our second Nord Stern monthly business meeting. I'd like to report to all of you that our plans for a great season are looking good and we are squarely in the center of the radar screen as far as our endeavors for spring and summer. I don't think we can say thanks too many times to all of the chairs that are working so hard to make this year so much fun! I would like to encourage you to come to one of our meetings sometime. We have two more business meetings scheduled for spring . . . March 6th and April 3rd. I welcome your participation.

We also have several more events slated for winter. Tech events planned by **Mark Kittock** include:

1. A preview of the new 996 Turbo at Maplewood imports on March 17th
2. A visit to The Complete Garage, **Doug Arndt's** business that guarantees your garage will look better than the F1 paddock at Indy.
3. And finally, we are in the process of nailing down our date for the novice tech session at Carousel Automobiles.

Don't forget our Friday night specials put together by **Susanne Dvorak**. Check the calendar in the

Nord Stern newsletter or our web site for details about when and where these fun events are occurring.

If you are new to our club, mark your calendars now and plan on attending our new member social scheduled for March 28th. We'll answer all

*“If your
membership has
expired,
renew and
pay your dues
now.”*

your questions and welcome you to Nord Stern too!

If you are planning on coming up to the Driver Education events at Brainerd International Speedway, please heed the following . . .

1. Remember to get your car teched. You will not be able to join in the fun if you forget the annual tech inspection. (Editor's note: there is a copy of the inspection form in this issue, feel free to use it or a xeroxed copy - for those of you purists who love saving each and every Nord Stern!!)
2. *If your membership has expired, renew and pay your dues now.*
3. Make your hotel/motel reservations now for all of the out of town events. (EDITOR'S NOTE: IT IS MUCH, MUCH EASIER TO CANCEL A RESERVATION

LATER ON WHEN IT TURNS OUT YOU CAN'T ATTEND THAN IT IS TO TRY TO GET A RESERVATION AT THE LAST MOMENT! REMEMBER, BRAINERD IS A MAJOR SUMMER RESORT AREA THAT CONTINUES TO GROW AND DEFY ALL LOGIC :-).

I want to make a pitch to those of you coming up to BIR at the end of April for the Driver Education event. Sign up for the Driver Training School on Friday. The school offers something for every driving ability. **Joe Rothman** and **Susan Lee**, our Driver Training Co-chairs are designing a curriculum that will appeal to novices as well as advanced drivers. The more seat time I can get with some of our clubs' more skilled drivers can only improve my chances at eventually whuppin' 'em in the future. (EDITOR'S NOTE: GEE, JIM, I COULD THINK OF SOMETHING TO INSERT HERE BUT I WON'T IN THE INTEREST OF PRESERVING MY 'JOB!')

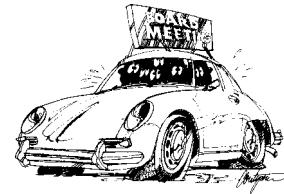
If my last couple of paragraphs seem to focus on the Driver Education events, it's probably because I start to get pretty excited this time of year thinking about all the driving events that are planned for this year. I also got an additional jolt to the adrenal gland at the end of January. I was on hand in Florida to witness the awesome spectacle of endurance racing in the states . . . The 24 hours of Daytona! Much of my time was spent in the pits right next to the wall! I'll save that story for another time . . . Let's just say April 27-29 can't come soon enough!

Til next month!
—Jim

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
- 17** Tech Session: The new 911 Turbo!
Maplewood Imports - 10:00 a.m.
Eventmaster: Mark Kittock 952 934-2556
- 28** New Member Social 6:30 p.m.
Davanni's in Edina (Hwy 100 and 50th Street)
- 31** The Complete Garage Open House & Demo - 10:00 a.m.
Eventmaster: Mark Kittock 952 934-2556



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 First Fling Nord Stern Driver Training
at BIR
- 28,29 Nord Stern Driver Education and Time Trial—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.
- 20 Sunday Auto Fair at Maplewoods Import
10 am to 2 pm. Eventmaster: George Andeweg 651 483-2681

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 Fast Fling Nord Stern Driver Training, Driver Education and Time Trial
at BIR
- 23,24 Driver Education at Gingerman
Information: Ken Little 219 272-6905(w); 219 291-5355(h); kjl911@compuserve.com
- 24 Sun.** Nord Stern Autocross at Minnesota Highway Safety Education facility in St. Cloud
Eventmaster: TBA
Cost: \$30 Nord Stern only event with pre-registration required.

** New Event Listing!

July**2001**

- 13 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9098
Maynards in Excelsior
- 15 Sun.** Nord Stern Autocross at Minnesota Highway Safety Education facility in St. Cloud
Eventmaster: TBA
Cost: \$30; Nord Stern only event with pre-registration required.
- 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
- 23,24 Driver Education 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 Last Fling Nord Stern Driver Training at BIR
- 22,23 Last Fling Nord Stern Driver Education and Time Trial at BIR
- 28,29,30 9th Annual Fall North Shore Color Tour at Blue Fin Bay
Eventmaster: John Dixon 952 939-9071 (see page 33)

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)

**** New Event Listing!**

PORSCHE PERSONALITY

by Marsha Drake

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

Porsche Enthusiast of the Month . . .

Name: Roland Viau

Residence city: Pine Springs, MN

Member of Nord Stern:

Officially since 1998

Current Porsches and when acquired:

Black 1989 944 purchased in 1998

As Rick Viau finished checking out our Porsche on our first trip to Auto Edge Ltd., I asked, “So who’s Roland and Bob?” I had noticed two business cards on the counter inside the shop reception area with their names, and I wanted to know the relationship. He said, “Well, Bob’s my brother and Roland is our Dad.”

Then I figured out who Roland was. While Rick had been doing an inspection on our car inside the shop, another man had been there with us, quietly smiling at these first-time Porsche owners, and knowledgeably joining with Rick in answering our long list of questions. That must have been Roland, I thought. He was so soft-spoken and humble, but we were impressed that he seemed to possess an immense wealth of information and wisdom about cars, Porsches in particular.

Our first impression of Roland turned out to be right on the mark. We have subsequently become more acquainted with him and deeply appreciate his knowledge, insight, and integrity. He’s been involved with cars for a long time, and his wife Betsy has been involved with cars right along with him. So this month’s “Porsche Personality” will introduce or reintroduce you to not only Roland Viau, but Betsy as well. Together they shared stories with us about their lives, so here’s a snapshot of some of those memories and recollections, (which, by the way, they said they wouldn’t change a bit if they had it to do over again).

Roland took a few auto shop courses in high school in Garden Grove, California, and practiced working on his own cars by rebuilding the engine in his ‘49 Ford coupe to drag race. Replacing the transmission became a weekly event. He met Betsy in Newport Beach, CA when he was a high school junior and she was a sophomore. They had a lot in common at that point and it bonded their relationship. They had both been raised in Michigan, both their families moved to California

when they were in grade school, and they ended up in the same high school. (They were two Michigan kids, but



Roland and Betsy at their home in Pine Springs, MN Photo by Marsha Drake.



Left, Betsy and Roland Viau, about a month before they were married, standing in front of Roland’s 1956 Ford. Photo courtesy of Roland & Betsy Viau.

they had to go all the way to California to find each other!) Betsy's dad and brothers had Porsches, and her parents belonged to the 4-Cylinder Car Club, which they easily convinced Roland to join also.

Roland and Betsy were married the next year after they met and rented an apartment close to the high school. Roland continued his job as a drill-press operator for Beckman Instruments, the company that made potentiometers for guided missiles at the time, and Betsy went on to complete her senior year at Garden Grove High. When he had been there just under two years, he started at a Union 76 filling station near Disneyland and picked up the mechanic work easily. Betsy said he had "a natural talent for it."

After a few years there, he became an apprentice at Sports Car Center, a British Motor Car dealer, where the president of the 4-Cylinder club was service manager. He worked on MGs and Austin Healeys. Betsy helped out by coming in on Saturdays and filing warranty claims and service records. An independent shop close by named Foreign Auto Service bought a lot of parts from BMC, and Roland knew the owners. It was a partnership, and when one of the two people bought out the other one, Roland had the opportunity to become a partner. The remaining partner was an excellent teacher for Roland, and the business was a valuable opportunity, working on "everything foreign" including Porsches, Jaguars, Mercedes, and all the British cars. There wasn't anything he couldn't fix. Betsy also worked with him by doing the record keeping and book work.

In the meantime, Betsy and Roland had foreign cars and ran rallies as a hobby in their spare time. The 4-Cylinder club had lots of time-speed-distance rallies, mostly up in the mountains. One rally went out toward the desert, with an average (repeat average) speed of 95 m.p.h. . . . others were "seat-of-the-pants" rallies where the odometers were blocked from their view . . . another, a 24-hour rally that Roland and Betsy's dad won with only an overall error of two minutes . . . and then there was the ladies' "Cave-Man Rally." This one was organized annually by the "girls," who would plan it, person the checkpoints, and dress up in Fred Flintstone costumes for the complete effect. On the Friday-night rallies, when the young couples couldn't afford babysitters, one parent would stay with the kids while his spouse navigated, and another parent would stay with his kids while her spouse drove. That way the kids were always with one of their parents, and (most importantly) "it saved a lot of arguments"

Continued on page 10

May 1966 rally in Big Bear Mountain, CA with some beautiful scenery and beautiful Porsches. Photo courtesy of Roland and Betsy Viau.



Roland Viau, his wife Betsy, and cars. They've all been together for a long time, and it sure seems they belong with each other. Roland has been interested in cars his whole life, and when he and Betsy were married as teenagers, their married life involved cars right from the beginning. Their family life also involved cars. They took all three kids (Bob, Rick, and Dorie) along on car club rallies in California in the '60s, with "diapers, bottles and all." Betsy has memories of reading rally instructions while leaning over the back seat, changing diapers, and taking care of the kids.

So it's no wonder that those grown "kids" are involved with cars now too, including daughter Dorie and her husband Jim, who are Nord Stern members and own a 944; son Bob and his wife Pam, who are owners in Auto Edge Ltd service business, as well as very active Nord Stern members; grandson Bob, Jr. who's an avid club racer; and son Rick and his wife, Gina. Rick works at Auto Edge, is a Porsche Master Technician, and has a lot of knowledge about Porsches. It reminds me of the first time we met Roland, when Rick was checking out our car for us . . .

Personality

... continued from page 9
on the rallies!" The next month they'd switch off and the other parents would be the babysitters.

In 1972 Betsy and Roland moved to Minnesota, with Roland driving the moving truck with Betsy's lime yellow Karman Ghia in tow. She drove the family station wagon, towing the boat. Roland became a service writer for Countryside Volkswagen in Maplewood. He then went into the unit repair room and rebuilt engines and transmissions on VWs. When the organization took on SAAB dealership, Roland set up the parts and service and ran that side of the business. In two years they merged the VW and SAAB service area, and Roland took over as shop foreman for both areas. Later on he became Service Manager.

In June 1977 Roland took the position of Service Manager at Metropolitan Imports, (the dealership

handled Audis and Porsches), which became Johnson Autohaus in 1992 and the Mercedes line was brought in—it then became Maplewood Imports in 1993. During a 10-year period when Audi conducted a "We Care" service award program for its 86 dealerships in the central region, Roland won the top prize of "Grand Award" four times and won the honor place six times. The Grand Award was a week-long trip to places such as Germany, Cancun, Spain, and the Caribbean. Honor prizes were extended weekend trips within the United States. Roland was also the first Audi dealership to have all Master Technicians working in the shop.

From 1978 to 1983 while at this Audi/Porsche dealership, Roland was among 63 US monitoring dealers for Audi. He drove test cars from the factory such as a 5000 Turbo (two years before it became available to the public) and a 4000 Turbo Diesel (that per-

formed like a gasoline car but got 52 miles to the gallon). His responsibility was to analyze the car, fill out weekly reports, make recommendations for changes or upgrades, and then install the upgrades when the factory shipped them. Since Roland and Betsy were living just outside of Osceola, Wisconsin at the time and Roland had 105 miles round-trip to work, he had plenty of time to analyze those cars. For Porsche he was also on the parts and service subcommittee to the dealer counsel. He analyzed the cars, attended annual dealer counsel meetings, and reported on changes the dealership would like to see in parts and in service.

Until the point when ownership of Maplewood changed in 1993, the dealership was doing a lot of track setup and off-road work, (i.e., race cars), and a lot of work on club members' cars. Bob and Rick both worked there at the time, and both were Porsche Master Technicians as well as Audi Master Technicians. With the change in 1993, however, this business focus concluded, and Roland took advantage of another opportunity that arose. When Bob left Maplewood to begin a new business, he asked Roland to come work for him. Bob purchased Greg's Foreign and Domestic shop in Mahtomedi, named it Auto Edge, Ltd., and continued with their expertise in track and race cars, as well as foreign and American cars. Rick then joined them in about 1997.

The business is doing very well, and there are many of us Porsche own-



Roland and Betsy (right side of pic) in Costa del sol, Spain in 1984, on an Audi dealership Grand Award trip. Photo courtesy Roland and Betsy Viau.



Far left, Betsy's works of art: her Barbie Doll collection in the case Roland built for her. Photo by Marsha Drake. Right, Roland in his furniture workshop with one of *his* works of art - a clock-and-shelf glass case. Photo courtesy the Viaus.

ers who are very glad they're there. Roland, Bob, Rick, and all their other staff provide excellent service and really care about their customers. Roland and Betsy reflected that now at Auto Edge Roland is actually working for Bob, since Bob is the owner. A few years ago it was reversed, when Roland was Service Manager and Bob was working for him. Not all families can do that, and it is certainly great that the Viaus can!

Aside from the cars in their business world, Roland and Betsy still keep cars in their fun world. They've done many of the Nord Stern tours, look forward to doing some rallies, and always enjoy visiting the track for club races or Driver Education. Betsy especially loves watching Bob Jr. race his '88 924 S and is his loyal, number one cheerleader.

Viaus have eight other grandchildren, and though they're all not into cars and racing, Roland and Betsy love what they are interested in. They also have their own hobbies that they share with their family. Roland builds

furniture, mostly as gifts, and Betsy needle points, oil paints, cross-stitches, and does ceramics. She's entered her own creative Barbie Doll outfits in the State Fair and has won placings in the competition. They also have two cats and a Samoyed. We suggested the Samoyed could begin a racing career by pulling a wagon of kids around the neighborhood in the winter for fun.

Betsy worked in the Controller's Department, Automotive Division of 3M for 22 years and just retired in the fall of 1999. So even her work involved cars to some degree! Once while working there she had an opportunity to go with Roland to Chicago for a three-day service manager meeting. Having no vacation time left, however, she didn't make plans to go with him until her co-workers urged her to ask for an extra day off. She went to her boss, who granted her the day, and she called Roland at 10 a.m. to tell him she could go with him. The only problem was that his plane left at 1 p.m. the same day, and she had

no ticket and no time to pack. No problem for Betsy! Roland quickly made a reservation for her through his travel agent, picked her up from work at 3M, and they went to the airport. When she arrived in Chicago she only had the clothes on her back, so Roland took her shopping for shoes, an evening dress, casual clothes, and other necessities. For all the future service manager meetings Betsy was a hit, with everyone wanting to know if she brought her "sugar daddy" along with her again on the trip!

Going back to the introduction, is it now clear why the conclusion was correct about Roland being experienced and knowledgeable about cars? After hearing this story and realizing Roland and Betsy didn't actually have a Porsche until 1995, I asked why they waited so long to buy a Porsche. Roland said, "Well, I always had the opportunity to drive them, so I didn't have to buy one!" In 1995 Tousley Ford had a 1983 944 that it had as a trade-in on a minivan, and he got it for a good price. That was his first official Porsche, and he subsequently bought the 1989 944 that they currently own.

As part of the interview I also asked, "So, how long have you been

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Personality

... continued from page 11
a member of Nord Stern?" and he replied, *"since 1998."* Somehow, that just didn't seem right. After all this experience with Porsches from when he was in high school, and all this time spent in his career with Porsches, and all his rallies, and all his involvement - it amazed me that he and Betsy would only be two-year members.

I, for one, vote that somehow these avid Porsche enthusiasts be considered grandfathered in as long-standing members instead of just recent members. All in favor, say, *"Aye!"*



Roland with his beautiful black 1989 944. Photo courtesy the Vias.

Pikes Peak International Hill Climb

by Steve Beddor

At 14,110 feet, Pikes Peak may not be ranked as one of the world's great mountains, but its one of the few where the public can drive the family car all the way to the summit. And the reward at the summit of Pikes Peak is the view that inspired Katherine Lee Bates to write *'America the Beautiful.'* Of the 600,000 people who visit the mountain each year, over 300,000 choose to do just that, drive their own car up to the summit (the rest take the old-time cog train).

But for a few, that's just not fast enough. For seventy-eight years the road is closed on one, and only one day so that motorcycle, race car drivers, and even truck drivers from around the world can race to the summit. It is second only to Indy as the oldest continuous race in America, yet it is, surprisingly, more popular race outside the States than within.

Worldwide, hill climbs were one of the main venues for the very first car races. And Pikes Peak Hill Climb is famous among hill climbs internationally. I have been told that it is more popular in Japan (and is covered by the mainstream media) than it is in its home state of Colorado. This international importance is reflected by mix of top winners in previous years:

Nobuhiro Toshim/Japan
Rod Millen/New Zealand
Walter Rohrl/Germany
Michelle Moulton/France
Ari Vatanen/Finland

Bobby Unser/
U.S.A.

Why the international appeal? Perhaps its the long and uninterrupted history; that its still a race up a gravel road, that it has always been the world's highest hill climb,

or it's the surprises Mother Nature can dish out. The race starts at 9,390 feet, ascends 4,720 feet to the summit and competitors run flat out through 156 corners (with names like Ragged Edge, Devil's Playground, and Bottomless Pit) through wind, rain, hail, snow, ice, white-outs or whatever weather the mountain stirs up. And, unfortunately for the drivers, only one of the 156 corners has a guardrail!

The event is America's equivalent to Spain's "Running of the Bulls", but instead of running from bulls, spectators tempt and dodge raging horsepower. There is little crowd control (unheard of in America's litigious society), so perhaps it is no coincidence that it has traditionally been held on Independence Day as daring spectators are free to become participants when they stand in harms way as the race cars approach only to jump clear at the last second. Yet starting in 2001 the date has shifted off the 4th to the



weekend of June 30 to be more fan-friendly. To minimize the environmental impact on the mountain, the U.S. Forest Service limits the event to 10,000 spectators. The mountain is open to overnight camping for only one night each year, the night before the hill climb. So the day before the race, a steady stream of enthusiasts and colorful characters roll in to stake out their claim to a prized viewing spot for the next day.

I am one of the people who started as a spectator dodging hard-charging cars and ended up ten years later as a driver who races Ruf CTRs (aka "yellowbird"). And I curse those fools who play dodge with me as I run to the summit. It is a great driving experience, and I believe fellow Porsche DE drivers and Club Racers owe it to themselves to give it a try at least once.

My first time at Pikes Peak as a driver was in 1994 driving a 1990 Ruf CTR Carrera 4. As a rookie, the big-

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Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

PCA Member # _____ Drivers License # _____
 (Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector.

Shop / Inspector Performing Tech _____ Shop Stamp: _____

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Fire Ext./Full/Mounting	_____
Brake Lights	_____	Brake Lines	_____	Helmet Snell 90/Better	_____

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leaks	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	(Including Boxster)	_____

Condition of:

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required Yes No

Items to be corrected _____

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity.** The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season. In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License.

Driver/Owner's Signature _____ Date _____

The New 911 Turbo!

Where—Maplewood Imports

2780 No. Highway 61, Maplewood
651 483-2681

When—Saturday, March 17

Time—10:00 a.m.

Questions? Mark Kittock
red951@pclink.com or 952 934-2556



Maplewood Imports will give us an inside view into the latest in the 911 turbo series. Technicians will have the cars on a life (we will have two cars on hand!) and show us the technology packed into the ultimate Porsche. Plus, we will play factory videos covering the latest Porsche models (including the Carrera GT).

New Member Social

Where—Davanni's of Edina

Located on the south side of Vernon Ave., one block west of Hwy 100



When—Wednesday, March 28

Time—6:30 p.m.

Cost—\$12 per person (pay at the door)

Pizza and salad buffet, soft drink and dessert (other items ala carte)

A pizza social for both new members and old timers alike, is scheduled for Wednesday, March 28, 2001. Learn about driving, technical, concours, rally and social events in the club. We'll also talk about this summer's Porsche Parade in Milwaukee. This is a great opportunity to meet other members of the club, and talk to 'old timers' about the club and its activities. You must RSVP with Susanne Dvorak at 763.559.8098 by Friday, March 23, 2001. Leave a message with your name and number of guests that will attend.

2001 Nord Stern Winter Tech Sessions

New! The Complete Garage Open House & Demo



Where—The Complete Garage

10921 Excelsior Blvd. #117
952 939-0036

**When—Saturday, March 31, 2001
10:00 a.m.**

Questions? Mark Kittock
red951@pclink.com or 952 934-2556

Doug Arndt will host an open house at his new business, plus a “how-to” session on repairing and epoxy coating garage floors. They also carry garage storage systems, and offer installation on all their products. See www.completegarage.com for more information!

Novice Driver Training Tech

Where—Carousel Automobiles

8989 Wayzata Blvd.
Hwy 394, just east of Hwy 169
952 544-9591

**When—Friday, April 6, 2001
6:30 pm**

Questions? Mark Kittock
red951@pclink.com or 952 934-2556

Interested in attending a Nord Stern Driver Training event? Thinking about finding out what it is like to drive your car on the track, or want to improve your driving skills? This event is intended for first time driving school attendees. You will find out what preparation is required for your car, what the Tech Inspection is all about, and what you can expect at the school! Contact Mark Kittock, Susan Lee or Joe Rothman for more information.

Pikes Peak

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gest challenge is to memorize all 156 corners. Many corners look alike, so it is an important but not an easy task. That year not one but two, competitors mistook the same corner as being a different corner during one of the practice days. Unfortunately, they thought they were entering the 5th gear corner that leads onto the “Picnic Ground” when in fact they were entering a similar looking corner, a second gear hairpin several corners earlier. Both competitors must have been a bit surprised to realize their mistake as they took flight off the ledge and into the pine trees that morning.

By the second year, most drivers know all the corners, so they begin to memorize details about each corner (i.e., gear, off camber vs. banked, decreasing radius vs. increasing, etc.). And by the third year the focus shifts to noting subtleties of the road (i.e., the exact position of any emerging boulders on the surface and other road surface imperfections). But the biggest challenge of the hill climb is Mother Nature. Even though it runs in the middle of the summer, weather can be anything at 14,000 feet. 1994 was a rare year in which each day was sunny and dry, yet at night there would be just enough rain to bond the dust-suppressing chemicals the Forest Service puts on the road. Just this right amount of moisture turned the gravel into a near-asphalt solid by race day. So the condition of the road

showed virtually no resemblance to what we had been practicing on during the previous week. And on race day, as each successive competitor ran, more and more of the loose pebbles were swept off and rubber was laid down making the road very firm. Many records were shattered that day. By the time my division, Open, ran at the end of the day, the road was very, very fast. Fast but not necessarily consistent. I had to be vigilant in scanning the surface of both brake zones and corners for any sign of loose pebbles, yet I was surprised by a few close calls when I committed to a late brake point or a high corner entrance speed only to find that a prior competitor had dropped a wheel, throwing up loose gravel on that corner.

I left Pikes Peak in 1994 thinking that I had misjudged the set up and concluded that it required more of a road race set up vs. an off-road rally set up. So in 1995 I arrived with stiffer suspension, lower ride height, and different compound tires. I was not alone. Several of the top open wheel competitors had purchased Indy/CART cars figuring it would be an unfair advantage over the traditional Wells/Coyote chassis’ that had been the mainstay of the open wheel division. Well the old timers had always said



that it was a race against the mountain, and in 1995 I understood what they meant.

Mother Nature and the mountain reminded all who rules. In 1995, it rained, snowed, and hailed. On top of that, the clouds socked in the top half of the mountain for most of the week creating white out conditions. It was easy to drive off the road (remember – no guardrails) even at 5 m.p.h.. But that was not all: add strong and gusty winds and sub-freezing temperatures to the mix. There was little worthwhile practice that year. On race day, the top third of the mountain was so treacherous and icy that the officials decided to end the race at Devil’s Playground, about four miles short of the summit. This is the first and only time in history that the race did not end at the summit. As a former ice racer, I agreed with the tough decision. I had driven up at 4:30 am on race day to check out the road first hand, and it was nasty. Most of the top third was frozen solid. Frozen gravel can be manageable, but, as an example, one high-speed corner had traction through the

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Pikes Peak

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first half of the corner. Unfortunately as the corner turned around the mountain, there was a rude awakening. The last half, which is blind, was exposed to the wind, so it was windswept and glare-ice. Had the race run to the summit, I think many competitors would have taken flight off and would have had a long period of silent reflection before a very hard landing.

When the road is firm and fast (like 1994), the drive is exhilarating and great fun. Since then, the road has never been as firm and fast, yet I have to admit, the sloppy road of 1995 may have been even more enjoyable. Sure the speeds were slower, but I was almost always in a four-wheel drift. It was very controllable, and it is a wonderful feeling to feel at one with your car; it felt like a ballet. In fact the famous Russian ballet dancer, Mikhail Baryshnikov, said *“To enjoy total freedom, one must first achieve total control”*. On the wet and muddy 1995 qualifying run, I enjoyed seven minutes of total freedom!

If you have ever aspired to race to the clouds, take the time to find out how you can run this hill climb. It is a lot less intimidating than it appears, and much more rewarding than imagined. If you are not up to driving it, consider spectating. Words can not describe and television can not capture the thrilling sensation of standing on the outside of a corner and holding your ground as Rod Millen screams into view and roars past just

a few feet away.

Its is both thrilling and terrifying, like being strafed by a fighter jet. I suggest you don't play dodge with him, but, on the other hand, don't succumb to your survival instincts that scream for you to dive for cover.



Maplewood Imports Auto Fair 2001

10:00 a.m. to 2:00 p.m.
Sunday, May 20, 2001

Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 20th, Maplewood Imports is hosting their first ever Auto Fair! From 10:00 a.m. to 2:00 p.m. the entire lot will be cleared to make room for your beautiful Porsche, Audi, or Mercedes Benz. All years and models are welcome!

Hot dogs and soft drinks will be provided and showrooms will be open to peruse the latest offerings from Germany's finest automakers.

If you would like to show your car and enjoy a great day with other aficionados, please contact the event chairman George Andeweg at 651 483-2681 or by email at gandeweg@hotmail.com. Then get ready to "buff Your Stuff" and show it at the Maplewood Imports Auto Fair.

First Fling Driver Training

Brainerd International Raceway

Friday, April 27, 2001

■ **Eventmaster:** Joe Rothman 952 949-0873 and Susan Lee 651 429-8902

■ **Cost:** \$110 per person (one driver per car)
 Note: this fee does not include First Fling event

■ **Requirements:** Car must have passed Nord Stern Annual Technical Inspection in 2001, including PCA Club Race spec roll bar for pre Boxster/996 open cars. Technical Inspection form must be on file or mailed with your registration. Must have current PCA card, valid driver's license, and be 18 years of age or older. Residents of the PCA Nord Stern region, you must be a Nord Stern member.

Nord Stern reserves the right to cancel DE 2000 if needed to accommodate a large DE 1000/1001 enrollment. Your registration and payment must be received before 4/21/2001, cancellations prior to 4/23/2001 will receive full refund. Course descriptions:

DE 1000: (formerly "novice school") Introduction to track driving, covers safety, procedures, and basics of car control/driving techniques.

DE 1001: *New this year:* Ideal for those with just a few event experiences. Course includes a review of DE 1000 and one-to-one instruction for lapping sessions. Concentration is on mastering "the basics" of on-track driving.

DE 2000: (Our "sophomore level") Students able to consistently drive laps utilizing the proper "line" and desire an opportunity to work on specific turns or techniques with the help of Nord Stern instructors.

Rush this form along with your check payable to Nord Stern to:

Susan Lee
 5683 Orchard Ave.
 White Bear Lake, MN 55110



Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice? _____ Advanced: _____

Class, if known _____ Prior high speed school? _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Signed: _____

First Fling Driver Education & Time Trial at BIR

Saturday & Sunday, April 28 & 29, 2001

*Brainerd International is a superb, three-mile road course,
situated six miles north of Brainerd, Minnesota*

- **Eventmasters:** TBA
- **Cost:** \$110 per person; \$90 second person, same car
- **Requirements:** Snell 90 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) www.nordstern.org
- **Refund Policy:** **Deadline is April 21, 2001.** Late fee: \$20 per driver! However, full refund if you cancel by calling one day before event.



Rush this form along with your check payable to Nord Stern to:

John VeLure - First Fling
5707 Kipling Ave.
Minnetonka, MN 55345

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

Timed Runs Yes/No? _____ NS Car# _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Signed: _____

Co:Driver _____

Car Number Assignments and how to request a change

by Mark Skweres and John Velure

In April of last year we published the procedures the DE Registrar uses to manage car number assignments. It included posting the current driver/numbers list and opening up a time period before each season for drivers to request a different number. Here is a brief recap of procedures:

✓ Drivers who have not registered for a DE event in 3 years will have their number released for reassignment.

✓ The DE Registrar assigns new drivers a 3-digit number when they sign up for their first event. New drivers cannot request a specific number until their second year.

✓ Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.

✓ In case of similar requests, priority is based upon the number of years each member has been in the club.

✓ Drivers are notified of their new numbers by email or phone shortly after all requests have been processed.

If you have any questions about car numbers and their assignments, please contact the DE Registrar:

John Velure

612 936-6060

jcvelure@aol.com

Car # Change Request

Those requesting new numbers for the 2001 season should submit requests no later than April 1st, 2001.

Contact John Velure at in writing or mail to this address:

John Velure

5707 Kipling Ave.

Minnetonka, MN 55345

Eagan, MN 55123

Attn: Nord Stern –

Car Number Request

Each request should contain:

✓ Name of Driver (Remember that co-drivers have separate numbers).

✓ Previous car number

✓ First, Second and Third choice for new number assignment.

✓ Contact information: Phone number or email address (preferred).

✓ Please write legibly, or the request may be delayed.

Last Name	First	Car#
Skweres	Mark	00
Reserved		1
Johnson	Roger	2
Boeder	Bruce	3
Watson	Steve	4
Reeder	Guy	5
Draper	Justin	6
Galey	Dave	7
Fleming	Bob	8
Sojkowski	Rick	9
Tivy	Larry	10
Seubert	Jim	11
Miller	Donald	12
Smith	Chip	13
Solstad	Tom	14
Kittock	Mark	15
Arhart	Jim	16
Beatty	Jon	17
Miller	Jim	18
Anderst	Scott	19
Dvorak	Christopher	20
Pfister	Joel	21
Senn	Fred	22
Smith	Ron	23
Steen	David	24
Rothman	Joe	25
Mayer	Scott	26
Meintsma	Kirk	27
Meintsma	Richard	28
Lee	Victor	29
Johnson	Vaughn	30
Gustafson	Marcus	31
Smith	Nancy	32
Kosky	Robert	33
Cousins	John	34
Cirillo	Nick	35
Barker	Bob	36
Anderson	Cliff	38
Selner	Michael	39
Votel	William	41
Sherf	Steve	42

Rebane	John	43
Ek	Joe	44
Erickson	John	45
Viau	Robert	46
Faust	Ron	47
Benson	Kendall	48
Hoke	Michael	49
Johnson	Terry	50
Jacobsohn	Lee	51
Olson	Paul	52
Kostron	Dwane	53
Johnson	Bob	55
Kostran	Damian	56
Parker	Dave	57
Benson	Jim	58
Crumb	Kim	59
Draper	Ron	62
Luehmann	Jay	63
Viau	Bob, Jr.	64
Finke	Rodger	65
Holton	James	66
Porter	Charles	67
Watson	Jan	68
Campbell	Bruce	69
Wachholz	Michael	71
Weisel	David	72
Polk	Louis 'Bo'	73
Hutton	Richard	75
Kemnitz	Keith	78
Siggelkow	William	79
Clark	Scott	80
Miller	Bobbi	81
Fresh	Gregory	83
Arundel	David	84
Townsend	Cal	85
Ek	David	88
Lewis	Ronald	90
Ingraham	Dave	91
Fortier	Daryl	92
Trumble	David	93
Bryant	James	94
Rogers	Henry	96
Magallon	Alberto	97
Summers	Nick	98
McGlynn	Tom	99

Walker	Tim	100	Osgood	Rodney	169	O'Brien	James	240	Johnson	Ron	295
Ingebrigtsen	Paul	101	Engh	David	170	Lewis	Brian	241	Hamilton	Alan	296
Boeder	Christie	103	Plechash	Alex	172	May	William	242	Groschen	William	300
Anderson	David	104	Hutton	Anne	175	Sauer	Matthew	243	Link	Mark	301
Bowers	Michael	105	Fishbaine	David	177	Michals	Steve	244	Voyles	Joseph	303
Thole	James	107	Clark	Garfield	180	Dusek	John III	245	Beaumont	Curtis	308
Zuch	Kevin	108	Schipani	Ray	183	Sparks	Janet	246	Lunde	Bob	311
Hanson	Brian	110	Fresh	Brad	184	Velure	John	247	Kelly	Kevin	312
Bredle	Don	111	Gruebele	Keith	185	Sparks	John	248	Johnson	Rod	318
Newman	Ray	112	Gette	David	187	Tokheim	Daniel	249	Berard	Bill	330
Fraguada	Luis, Sr.	114	Carideo	Tony	188	Tripet	Edward	250	Lindemer	Steven	371
Dunn	Patrick	115	Meier	John	189	Rothman	Michelle	251	Lindemer	Heidi	377
Jensen	Steven	117	Schmid	Andrew	190	Sawinski	Clint	252	Bertram	Tod	420
Hanson	Andrea	118	Lawrence	Jeffrey	193	Houghton	William	253	Sherf	Jeff	421
Bruce	Jim	119	Konicek	John	194	Searls	Mark	254	Jacobberger	Fred	438
Dvorak	Susanne	120	Shoemake	Curtis	196	Sogge	Phillip	255	Cooley	Paul	440
Joseph	John	121	Anderst	Margo	197	Drake	Marsha	256	Cooley	Robert	448
Upshur	Tom	123	Fease	Jim	200	Schwabel	Mark	257	Erickson	Dana	452
Kuhne	Scott	124	Chelstrom	Jeff	201	Stapleton	Sean	258	Olson	Paul H.	469
Lombardo	Frank	125	Rusk	Tom	202	Dodson	Darryll	259	Johnson	Erik	501
Mayer	Kelly	126	Fleck	Jonathan	203	Schwartz	Jesse	260	Johnson	Rew	507
Hedeem	Brian	128	Schuldheisz	David	205	Hira	Hotu	261	Erickson	Don	621
Lee	Susan	129	Finn	Patrick	206	Weber	Chris	262	Momchilovich	Gayle	627
Courtney	Mike	131	Oakes	Sandra	207	Greene	Jerry	263	Polk	Rick	661
Gjerdingen	Scott	132	Beeman	Gary	209	Evanson	Jeff	264	Beers	Richard	666
Cousins	Launie	134	Brewer	Michael	210	Connor	Phyllis	266	Hazelwood	Frank	671
Cirillo	Susan	135	Vickery	Teresa	211	Johnson	Jeff	267	Swift	Gordon	681
Cunico	John	137	Volkman	Tom	214	Clifford	Bill	268	Bowers	James	705
Henneberger	Roy	138	Richey	Kent	215	Parsons	David	269	Kittock	Pat	706
Nilsson	Anne	139	Maitland	Bill	216	Thompson	Dave	270	Hufnagel	Mark	744
Eigenmann	Pius	140	Mattocks	Patrick	217	Hazelwood	Ed	271	Wohler	Janine	751
Fraguada	Luis, Jr.	141	Hedeem	Jason	218	Breakey	Jim	272	LaVerdiere	Faith	757
Sherf	David	142	Mattocks	Jennifer	219	Plumb, III	Joseph	273	Podevels	Dean	779
Houston	Bob	143	Sawatsky	Mark	220	Garske	Steve	274	Gruebele	Deb	786
Hufnagel	Francis	144	Scovanner	Doug	221	Tripet	Shawn	275	Hobbs	Jon	806
Corson	Richard	145	Swoope	Tom	222	Robideau	Harvey	277	Splinter-Fresh	Audrey	831
Viau	Pam	146	Bahner	James	223	Ready	Chuck	279	Vazquez	Edmund	911
Olson	Linda	149	Tusler	Lon	224	Kadlec	Peggy	281	Argir	Michael	928
Lysaker	Glenn	150	Kostron	Donovan	226	Cryer	Joanne	282	Mueller	John R.	941
Knettel	Todd	151	Scovanner	Mary	227	Gamble	Steve	283	Read	Mark	951
Olson	Michelle	152	Sawatsky	Barry	228	Paulson	Troy	284	Bentdahl	Ray	994
Smillie	Brian	154	Yee	Gary	229	Pladson	Mark	285			
Elsing	Rodney	155	Otteson	Tom	230	Finn	Kathleen	286			
LaVerdiere	Rick	157	Williams	David J.	231	Chadwick	Randall	287			
George	Peter	158	Case	Steve	233	Herron	Roberta	288			
Ewens	Betty	159	Knox	David	234	Twite	Stephen	289			
Hepp	Brad	161	Whelan	Peter	235	Mendel	Stephen	290			
Pilhofer	Wendy	164	Shaver	J. Clinton	236	Wen	Jonathan	291			
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New! Improved! Driver Education, Time Trial And Autocross Rules

By Ron Lewis, Rules Committee Chair

There are two significant changes from last year's rules. The first affects *Boxsters and 996 Cabriolets*, cars that came from the factory with integral rollover protection. Because of favorable national experience with Boxsters and 996 Cabriolets involved in "incidents" at track events, these cars are now treated in identical fashion as most other cars at Nord Stern's high-speed events. That is, they are no longer considered "open cars" and no longer have to meet supplemental rollover and arm restraint requirements. See new rulebook for details!

The second change affects scoring for the Nord Stern Autocross Championship Series. Now, in the case of an event cancellation, points will be awarded based on the number of participants (rather than an arbitrary 1 point). The intent is to make it easier for more folks to participate and be competitive in the series. See the new rulebook for details!

Rulebooks are available now at Nord Stern's website, and hard copies will be available at the New Member Social, Novice Driver Training Tech and at First Fling.

The Nord Stern
Driver Education,
Time Trial and
Autocross
Rules 2001
are now
available!

We hope to see all of you participating in this most exciting of Porsche ownership experiences!

I'm planning to participate in my first Nord Stern track event this spring. What should I do to prepare my car?

by Kim John Crumb, PCA Nat'l Tech Committee and 928 technical consultant:

You'll want to do the required "annual" tech at one of the authorized shops. I recommend paying extra special attention to the brakes, the one system on any production car that is severely tested in track use. Use racing brake fluid 550-600 degree stuff (AP, Wilwood, Performance Friction, etc) and real racing brake pads (Hawk, Performance Friction, maybe Pagid or others.) I personally prefer a medium friction/high temperature kind, such as the Hawk HT-8 or the Performance Friction "90." If you get really high friction, the rotors will really suffer high wearing and cracking.

For the 928s: I also recommend a little more rear brake for the '82 and later models. Moving a small part of

the "work" to the rear distributes the wear more, and reduces overheating in the front. It's an easy change with the '82-'84 (dual diagonal) cars switching to the same dual 55 bar regulators from the '78-'79 cars (they had the same rear brakes anyway.) The '85 through early '86 cars (up to s/n 1000) switching back to a different 55 bar regulator (930 355 305 02) they still had those original rear brakes. I'm using a different part of the same value to make it easy to change. And all the later cars '86 1/2> going from 18 bar to 33 bar for the rear . . . an early '86 part: 928 355 305 01.*

All my recommendations are "plug and play," that is, take out the old part and put in the new one, iden-

tical in size, threads, etc. There are also 45 (964...) and 60 (965...) bar regulators for those who later want to experiment some more. Having your brakes work, and stay working, at the track takes good maintenance . . . don't neglect it and put the fun at risk. Have a great track day, and see you there!

*This part also works well on the '89 944 Turbo S.

EDITOR'S NOTE: FOR THOSE WHO WANT TO KNOW EVEN MORE ABOUT THIS TOPIC, READ KIM'S FEATURE ARTICLE "BRAKING SYSTEMS, TECHNOLOGY AND THE TRACK" IN THE JULY '99 ISSUE OF PORSCHE PANORAMA.

The “P” Car is Ready for the Track—Are You Ready Yet?

By Mark Skweres, VP

I'm sure everyone is getting anxious to pull the Porsche out of storage and get it out in the sunshine. For those of us who like to participate in the Driver Education events at Brainerd, Road America, and other tracks there are some additional steps to getting ready for the season. As the Drivers Education Registrar for the past few years, I thought it would be good to go over some of the items that seem to always get forgotten, perhaps because they are about as exciting as doing your taxes. But remember, **“When the paperwork is done . . . We can all go have fun!”**

Here are just a few reminders of some things to take care of as we get ready for the first DE driving event:

➤ Technical Inspection forms - New forms must be on file with the Registrar each season. The local shops have the form for you to fill out and sign. You may send them in with the registration form or bring them to check-in at the track. Please be sure to fill in ALL the information, including your address and PCA number. For more info on Tech Inspections, see the February issue of this newsletter.

➤ Registration forms and fee - Get these in early, with all pertinent information filled out and the check for the entry fee made out to Nord Stern.

This reserves your place in the event and helps the Eventmasters and Registrar do proper planning. Last minute entries make it very difficult to set up proper run groups and a schedule. If you need to cancel, just let the Registrar know ahead of time and in most cases the check can be returned.

➤ New Driver Training - No one is allowed to participate without first taking the Nord Stern one-day Driver Training course or equivalent. This course is usually only offered on the Fridays before the First and Last Fling events, so sign up early.

➤ Nord Stern and PCA Membership - You must be a member in good standing (all dues paid) with BOTH the PCA and Nord Stern or other region to participate. So bring your current PCA card to track check-in since we will be checking this much more strictly than in the past. If you are an affiliate member, you will also need to present your PCA card at check-in. If a member plans to change their affiliate, it can take weeks or even months for PCA to process, so take care of this well before the first event.

Last minute changes will not be accepted. If you have any questions about your membership please contact Suzanne Dvorak.

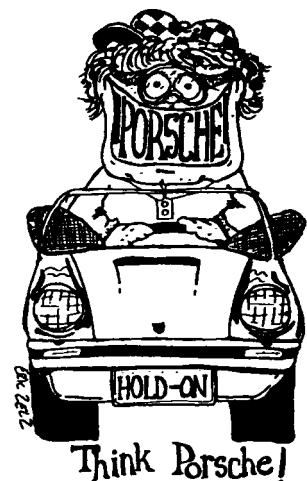
➤ Helmets - Snell 90 or later are required. This is probably the last year before the rules will require Snell 95,

so you may want to start shopping for that updated helmet now.

If you've got all the registration paperwork completed then all that is left is the fun stuff like checking the tires and brakes, loading up

the supplies and heading out to your favorite track. Well, there may be one more bit of paperwork you have to do: Don't forget to make the hotel reservations . . . Or pack the tent.

“When the paperwork is done . . . We can all go have fun!”



Nord Stern Eliminates Novice School for 2001 Season

by Susan Lee and Joe Rothman, Driver Training Co-Chairs

Don't despair, Nord Stern is not abandoning our tradition of outstanding drivers training programs, we are just making a few adjustments.

In an effort to increase the level of safety at Nord Stern's Drivers Education (DE) events, a new set of Driver Training (DT) courses will begin this summer. A primary reason for this change is to emphasize that the process of learning does not end when you are "signed off" to drive solo. Like any learned skill, improvement comes with practice and coaching. We also hope that by adding new courses, we can better tailor the instruction to the needs of each student.

Courses available at the First Fling school are:

DT 1000: (Formerly Novice School) Our introductory course. Required for participation in Nord Stern

DE events. Course content includes: chalk talks, exercises and lapping sessions. There will be a one to one student/instructor ratio for lapping sessions.

DT 1001: Prerequisite DT 1000. Course content includes a review of DT 1000 and utilizes the same exercises. Focus is on driving a consistently safe and proper line. Lapping sessions have one to one student/instructor ratios. Students are encouraged to repeat this course.

DT 2000: Prerequisite DT 1001. An "intermediate" level class. Students are expected to have mastered the concepts taught in the 1000 level courses and be able to drive smooth, consistent laps at a reasonable speed utilizing the proper "line". Course will include classroom sessions, track walks, and lapping sessions. Students

are expected to have specific tasks they would like to work on with the help of Nord Stern instructors. Examples include; fine tuning your line in specific corners, trail braking, and heel and toe technique. Students are encouraged to repeat this course.

Future courses may include instruction schools ("teaching the teachers"), and perhaps a true advanced school.

All drivers who plan to attend or are just *thinking* of attending their first school this year should make every effort to attend the April 6, 2001 tech session at Carousel. This tech session is designed with you in mind and is the perfect opportunity to address any questions you have about Nord Stern's excellent drivers training and drivers education programs.

The Wort That Can Happen: Race Car and Trailer Stolen

by Nick Summers

On Sunday, February 11th, someone out there decided to deprive me of the opportunity to continue the fun I've been having over the last few years racing with PCA. My race car and trailer were stolen from the Auto Edge shop in Mahtomedi, MN, and I'm not at all happy about it! (*EDITOR'S NOTE: NOT HAPPY? I WOULD BE HOPPIN' MAD AND MAJOR LEAGUE PISSED OFF, PARDON THE FRENCH.*)

I'm hoping that by telling the world about this loss, that someone out there will think of me when they're offered a cheap race car.

The car is a highly modified Porsche 914-based single seat racecar. The fiberglass bodywork is brand new and has a fresh coat of bright yellow paint. There are no decals on the car whatsoever. The roll cage is blue and the car is sitting on a set of blue-centered Jongbloed 17" wheels (not shown in the picture) and nearly new Hoosier DOT tires. As you can see from the picture the roof and windshield have been removed and replaced with a Lexan Ginther windscreen.

There is no engine or gearbox in the car, and due to the custom mounting of both it would be a big job to install a new drivetrain. Please keep alert to anyone wanting to buy a 914 engine and gearbox.

The trailer is a black 20' enclosed Haulmark, with a ramp style rear door, a diamond plate stoneguard at the front and a black and white checkered vinyl floor. Inside the trailer were a ton of spare parts (including all the old bodywork), a large set of Craftsman tools, a black racing suit, black Bell helmet etc, etc. The car was in the trailer when it was stolen. The trailer registration is CBT 6829.

I am understandably much more concerned about the return of the car than the trailer and other contents.

Please keep alert to anything suspicious, and call me with any information on 952-984-3086, or send an email to me directly at Nick_Summers@Cargill.com.

Ask Not What Nord Stern Can Do For You, Ask What You Can Do For Nord Stern!

by Don Erickson/Driver Education Chair

We are looking for a few good people to serve as Driver Education Eventmasters. Inexperienced volunteers will be teamed with experienced Eventmasters to learn the craft of event command and control. Call Don Erickson (651-291-3401-wk or 651-456-0080-hm or email at: done@baywest.com) for more information or to volunteer. Following are the needed dates:

Date	Type of Event	Location	Followed by Time Trial Event
Saturday/Sunday April 28 - 29	Driver Education	The Colonel's Brainerd International Raceway (CBIR) - Brainerd	Sunday, April 29
Saturday/Sunday June 16 - 17	Driver Education	The Colonel's Brainerd International Raceway (CBIR) - Brainerd	Sunday, June 17
Friday/Sat/Sunday August 10 - 12	Driver Education & Club Race	The Colonel's Brainerd International Raceway (CBIR) - Brainerd	No
Thursday/Friday August 23 - 24	Driver Education	Road America Elkhart Lake, WI	No
Saturday/Sunday September 22 - 23	Driver Education	The Colonel's Brainerd International Raceway (CBIR) - Brainerd	Sunday, September 23

This is your very last Nord Stern if you have not bothered to renew your subscription by sending in your dues. Dues are \$20 per calendar year, \$55 for a three years and \$90 for five years. Your expiration date is printed on the mailing labels. Checks need to be sent to the Membership Chair, Susanne Dvorak at 5655 Vinewood Lane, Plymouth, MN 55447. Or call her directly at 763 559-8098.

We value your participation in this club whether it be as one who just reads the newsletter all the way to those of you who volunteer to coordinate events, hold an office, or help at an event. Don't miss out on future fun by neglecting to renew Nord Stern!!

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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Eventmaster: John Dixon 952 939-9071

Project 911SC or, No, that's not another car in the garage!

by Bobby Piper

Few would argue that the 911SC is one of the best sports cars ever produced. Fine handling, good power, excellent longevity, and of course the timeless 911 look. But as we all know, a few minor improvements can be made here and there. You know the ones. The ones that come with receipts that must be carefully hidden away. Or burned.

This is the first in a series of short articles detailing a project I am embarking upon. I didn't mean for it to happen. I swear. It was perhaps . . . divine intervention?! Or, more likely, I've been possessed. (*editor's note: I vote for the later!*)

First, some background. In the rain at B.I.R., a friend of mine, lets call him Jeff, made an unfortunate and rather abrupt acquaintance with the wall along the main straight. He was fine, but his trusty steed had to be taken out back and shot. Everything was useable except for the chassis, so I began searching for a roller that he could use as a base to transfer all of his trick race parts over to. I located an early 1978 911SC through a friend in Seattle. The car had a broken head stud, and could be bought for next to nothing. He wanted to keep the engine and transmission for an RSR project he's in the midst of, so we made a deal. I called Jeff to tell him about the roller, and where to send the

check, but he was out of town. My friend in Seattle called me back a few days later to say he was getting lots of inquiries about the roller and he hadn't heard from Jeff. He was going to sell it to someone else, so I told him I'd buy it and just get a check from Jeff when he got back in town.

The car is an early '78, Petrol Blue, chrome trim, cork vinyl interior with plaid inserts. Seriously retro. 120,000 one owner miles. Seats are shot and paint is a bit tired. No rust or accident damage though. There is no sunroof, no A/C, and it has crank windows. Very light car, around 2450 or so. The perfect basis for a race car.

As soon as Jeff returned, I called and told him the news. After a long pause, he said, "You know, I think I may hold off for now . . ." D'oh! So I was the proud owner. I wasn't too worried though. The car hadn't cost much, and there were other people still interested. If I needed to, I could probably even sell it for a profit. Or at least, that's how I justified it.

*"I didn't mean
for it to happen.
I swear.
It was perhaps
. . . divine
intervention?!"*

I secured some short term storage at my friend Henry's race shop outside of Seattle while I figured out what to do about shipping and local storage. I got an email with pics of the car attached (see photos). Then it was the holidays, and I more or less forgot all about it.

. . . Until a couple of weeks ago. That's when Henry called me at work. "I found an engine for your car," he



Above, Interior, car seat condition and far right, exterior shot. Photos by Bobby Piper

said. *“But I’m not looking for an engine for that car,”* I replied. *“Sure you’re not. Listen to this: 1995 993 motor. 3.6 Liter, 272 hp, 254 ft/lbs of torque. It’s out of a wreck with 31,000 miles on it. The ‘95s didn’t have Varioram, so we won’t need to reprogram the computer. The engine is complete, top to bottom, with the computer and even the exhaust. I’ll do the install, and you can drive it home in the Spring.”*

So that got me to thinking. I’ve always liked the idea of an early car with a later motor. You get the lighter weight and more elemental experience of an early car, with the reliability and higher horsepower/ torque of the more

m o d e r n powerplant. At 9.19 lbs/hp, the power to weight ratio would be better than any Porsche Turbo street car up to the 993 Twin Turbo. Not bad. I already have a euro 915 gearbox with external oil

cooler that takes up space in the garage. That trans should be able to handle the extra power and torque. And it should be fairly easy to find a



good suspension setup either locally or on Rennlist.

I can’t drive the race car on the street. Subtlety is not its strong suit.

Continued on page 36

CARNUDEGEON CHRONICLES

By Ken Kamstra



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Project

... continued from page 35

It's orange. And with all the stickers and numbers on it, every minivan and rusty pickup truck tries to race me. Never mind the police. And I've learned the hard way that if I try removing the stickers, the paint comes with them. It has no heat. The seat is not adjustable, so Molly can't drive it. It is loud, stiff, and very low. I can tell when I run over a dime whether it was heads or tails.

Molly has mentioned in the past that we should really have a 911 for the street. Of course, she probably meant *instead of* the race car, not *in addition to*. Semantics.

By now, you can probably guess where this train of thought is going. With this unassailable compilation of logic behind me, I've agreed to buy the motor. After all, by driving the car back here, think of the shipping costs I'll be saving.

So here is my goal: The ultimate 911SC "sleeper." I'm going to keep the external modifications to a minimum, while the mechanicals will all be substantially updated. Outwardly, the car will be lowered, and the only changes will be a pair of H4 headlights with chrome trim, and a set of 16x7&8 Fuchs. The interior will remain largely the same. I'll need to do something about the seats, and put in a new steering wheel. For the mechanicals, the 1995 3.6 paired with a euro 915 gear-box, and an updated suspension.

Stay tuned. Next month, setting up the budget and finding the right parts.



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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1998 BMW 5401 Sport

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shifter. Includes 17-inch Mille Miglia and 17-in Pirelli Pwq0 for winter. Never raced, no smoke, heated garage, 15,000 miles. \$47,860. Eddie Willhite 763 475-3948.

Misc 911 SC Stuff

Stable Energies Harness Bar - \$50. Stable Energies Front Strut Brace (triangulated) - \$150. Factory Recaro Seats from Euro 911 SC, tan cloth/vinyl, heated, pneumatic lumbar supports for \$500/pair. BBS one piece/gold centered wheels, 16' x 7.5/8.5, 911 offset - \$300. Mark (952)474-8621 marksearls@bigfoot.com

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Help, my basement is full

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Miscellaneous

911 and 944 parts, race tires/new, turbos, electronics, chassis, 608-258-5580

What steps do I take to change the oil in my 911?

Answer, by Jon Beatty, past president of Nord Stern and 911 technical consultant

The one sure way to become one with your 911, to truly bond with your car, is to change the oil. My response is in reference to changing oil in a Carrera (3.2L) or a C2 (3.6L), but all earlier 911's are very similar. As a little background, it is important to understand a few things about 911 engines. First, they are actually oil-cooled as opposed to air-cooled, making this bonding an important part of keeping your engine happy. Yes, there is some airflow cooling but nothing compared to what is happening with the oil cooling. And the "dry sump" engine is a rarity in modern cars but a necessity in achieving the performance levels you can get from a 911. There are actually two oil pumps in a 911, the scavenge pump and the pressure pump. The scavenge pump sucks the oil off the bottom of the engine (the sump) and pushes it through the piping to get it filtered, cooled and stored in the oil tank ready for the pressure pump to force it back into the engine. The scavenge pump is what makes the sump "dry". With a dry sump, there is no crankshaft sloshing through a sea of oil on the bottom of the engine to give it any residual resistance, thus you get more power.

Now, on to the oil change itself. First you must have a few items like a case of oil, a 15mm box wrench or

socket, a new filter, an oil filter wrench, some rags and, most importantly, a large drain pan. While all the oil doesn't come out of the system during an oil change, be prepared with at least a 12-quart pan to drain into. Also, don't bother with those "drain pan and waste bottle" combinations as the oil comes out way too fast and the silly little hole they put in the "pan" portion of those can't handle the flow. It is also a good idea to have two new washers for the oil tank drain plug and the engine drain plug. I admit to reusing mine more than once without problems but occasionally replacing them is a good idea.

If you have a good, low profile, 12-quart oil drain pan, you can drain the oil tank oil without raising the car. Mine is about 5 1/2 inches high and it just fits. Locate the 15 mm drain plug on the bottom of the oil tank, resting in the right rear fender. It is behind the right rear wheel in a Carrera but in front of the rear wheel in a C2. Position the drain pan and loosen the drain plug. I usually use plastic gloves or an old washable glove to remove

the drain plug so that when it burns my hand and I drop it in the drain pan, the burn won't be too severe. After fishing out the drain plug and the washer you will note that the plug has

a magnet on the inside. Carefully check this magnet for metal filings. Before you panic, it is fairly normal to see small amounts of metal filings on the drain plug. Anything larger in diameter than a 12-year-old's first whisker hair is worth not-

ing. Clean the drain plug off and replace it in the tank, using a new washer if you have one, and making sure to tighten it but not overly tight (torque spec is 48 ft. lbs./C2, 31 ft. lbs./Carrera). At this point, I usually empty out my drain pan, as I have been known to make a mess while trying to position it below the engine drain plug.

Do you know how much kitty litter it takes to soak up an oil tank's worth of oil? Lucky I have cats! If your car is at factory height you should be able to get the drain pan under the engine. If not, you must raise the rear of the car and secure it



Do you know how much kitty litter it takes to soak up an oil tank's worth of oil?

with a couple of good jack stands. Now you can loosen and remove the engine drain plug, located directly on the bottom of the engine block. With the now empty drain pan in position you can repeat the exercise of dropping the drain plug and washer in the hot oil. Like the oil tank drain plug, the sump drain plug also has a magnet. Same exercise is needed as done with the oil tank drain plug. Replace the now clean drain plug, using a new washer if you have one, and tighten it (torque spec here is 54 ft. lbs/C2, 51 ft. lbs/Carrera). I give you the torque specs for these as a guideline, not expecting everyone to have a torque wrench. If you do have one, it is a good idea to use it until you get the feel of the bolt, then, like everyone I know, you'll never torque them again.

Now you are ready for the filter change. Here is where the rags come in, at least on a Carrera. On the C2 models, you have a small plug in the oil filter mounting assembly, that, when removed, allows the oil to drain from the filter. This small plug is on the inside of the fender and directly behind where the oil filter screws on. If you do not remove this plug, you will fill the right side of your engine compartment with hot oil as you try to remove the filter. Use the oil filter wrench to remove the hot filter and carefully position it vertically as soon as it is completely unscrewed. Of course, with air conditioning, you cannot get the horizontally mounted filter out and upright fast enough to avoid a spill. Make sure and replace

the plug on the C2 after the filter is removed (torque on the plug is 23 ft. lbs.). Over the years, I've become very inventive with the use of newspaper and rags to minimize the mess but there will always be some amount of cleanup necessary here. For your first time, I would put a liberal layer of newspaper under the oil filter and over the right side engine sheet metal and cover that with rags, on the assumption that you will drop some oil.

After you snake the old filter out of the engine compartment and clean up the filter mounting area, you are ready for the new filter. I find it a bit easier, at least on the C2, to remove the air intake filter cover and horn, to give me navigation room for the filter. Take your finger and dab a small amount of the used oil on the new filter's rubber gasket and screw the filter on. Once contact is made with the gasket, turn it at least another 1/2 to 3/4 turn. Do not use a filter wrench. Well, OK, sometimes I do but I never over tighten the filter. With filter in place, you can now start the rather time-consuming part of putting the oil back in the engine and tank.

Open the filler spout and remove the dipstick, if this is a Carrera (the C2's dipstick is not in the oil filler tube). If you don't have a funnel and, if you are as coordinated as me (meaning you will spill it if you try to quickly push it into the oil filler tube) you can always cut an old plastic oil container in two pieces and use the piece with the narrow cap portion as a funnel. Put in 6 quarts of oil. If you raised the car

you can now lower it and visually check for any leaks. Start the car and make sure you see the oil pressure needle jump to attention, guaranteeing you have oil pressure. Next, check the oil filter for any leaking and finally, check under the car again. Let the car warm up until the oil temperature needle is nearing the second mark on the gauge or, for those lucky enough to have numbers, the engine has reached 180 degrees. Check the oil level and add oil until the level is between the add and fill marks on the dipstick. It usually takes 9 (the C2) or 10 (the Carrera) quarts of oil to fill the tank. As I mentioned before, oil expands when it gets hot. If you get the engine up around 220 degrees, not all that uncommon on a hot day, the oil level will noticeably increase. I like to run it right in the middle so if I do some spirited driving and get the oil really hot by running the AC in August, it will not expand further than the top mark. Now, just note your mileage, update your records and go out for a nice long drive.

Congratulations, you are now overqualified to work at Jiffy Lube!

DO YOU HAVE A QUESTION FOR ONE OF OUR NORD STERN TECH CONSULTANTS? SEND TO JILL DANEU, c/o NORD STERN TECH TALES, 12706 FLORIDA LANE, APPLE VALLEY, MN 55124, OR EMAIL IT TO JILL AT JDANEU@AOL.COM.

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