

**APRIL '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.

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

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Front Cover - Think Summer! 356s on the Lake!
White car is Bob Church's 1964 SC and back car is
Ron Faust's Green 1964 C. Photo by Ron Faust.

Back Cover -Ah, to be in the Grandstands at Daytona in the evening!
Photo by Jim Holton - don't miss his article on page 16.

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HOW TO JOIN NORD STERN AND PCA

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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Boy, two months in a row Nord Stern is composed entirely of locally generated news, information and commentary. What fun it was to put this together!

And great news from **Nick Summers** concerning his recently stolen race car and trailer. They were found, unharmed! He promises a little write up for next month to tell us the whole story, this one with a happy ending! So watch for that in the May issue. We are all so happy for Nick that his car was returned, with no damage either.

I do have a apologize if this comes out a bit late—I managed to corrupt the file when it was almost finished. This necessitated starting over! Yuck, but fortunately I did have a hard copy of what I had put together to that point and it certainly helped. This was definitely a lesson in backing up one's files. I do do that but had not done it within the last couple of days. Needless to say I now plan on having not one, but two working copies of the file!

While **Jim Holton** has been writing his columns in his role as president, I believe this is the first actual article that he has submitted so he gets to be called a first-time contributor. Enjoy his little piece on his trip to the Daytona 500! The pictures are wonderful (I cannot say enough about digital images and how great they are for a publication such as this - the clarity, ease of use and manipulability is fabulous) and their adventures fun. I think this trip is going to get on our agenda in the very near future! Thank you so much, Jim, for taking the plunge as a writer - you did a good job!

Thanks, too, to **Ron Faust**, **Kim Crumb**, **Bobby Piper** and of course **Marsha Drake** for their contributions. And in between there is plenty of information about upcoming events. Do join us sometime this summer.

New date for the calendar includes our Annual Afton Concours. **Mitchell Berry** has set the date for Sunday, August 19th. That will fall between our BIR Club Race and Road America driving events. So get it on the calendar now. That is always a great event, in a great location, with great cars and usually great weather! See 'ya there.

Til next month
—Christie



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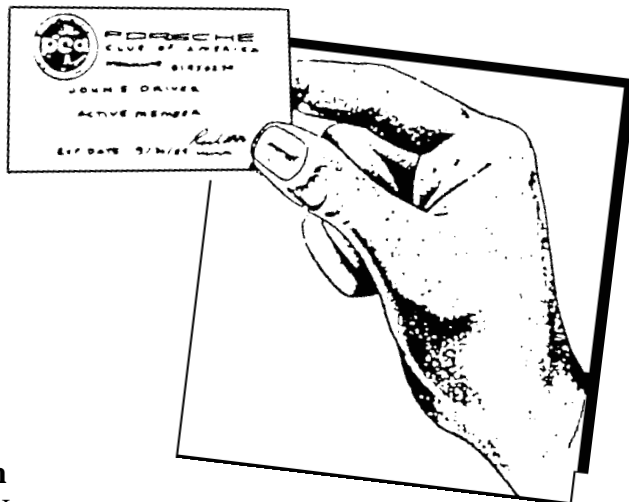
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1/8 pg.	N/A	28	16
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Back Cover	N/A	N/A	84

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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!



Joseph and Nicole Edwards

Shakopee, MN
1970 Red 911 T Coupe

Paul Hammond

Edina, MN
1976 White 912E Coupe

Fred and Joan Olson

Inver Grove Heights, MN
1997 Arena Red Boxster

Michele Perpich

Eden Prairie, MN
2000 Silver Boxster S

Michael and Jennifer Terrill

Janesville, WI
1998 Arctic Silver 986

As members of Nord Stern, we all have a role and a responsibility to help define the club's personality and participate in directing what we stand for. This is evidenced in fact by many of the events we support, such as our involvement with the Courage Center and other community charities. We are extremely fortunate to have a membership that isn't satisfied with just standing by . . . we get involved.

The club race we organized last summer was our 8th consecutive Porsche Club race. It was our 2nd club race to feature an "enduro" format. We raised over \$38,000.00 with the entire proceeds going to the Courage Center. If you read between the lines of those 3 sentences, I hope you'll recognize the leadership role this club takes nationally and the talent our members display in making many of the events we do such a great success.

Lets take a better look at what I mean:

We were one of the first clubs to organize a Porsche Club race. Within the national club racing venue, our club has the reputation of running a safe, friendly, and well run race. Many of our members who were involved in organizing the early club races have now moved up into positions at the National Club Racing level...what does that tell you about the passion we have for this stuff?

We were one of the first clubs to run an enduro as part of a club race weekend. Because of our reputation, Club Racing National allowed us to

stage an enduro. This new endurance format added an exciting new dimension to our event! It's no small feat to run organize and run an enduro (I can personally attest to this). It takes more people, there are more safe guards and precautions to implement, and the timing and scoring aspect is a challenge to say the least.

Maybe the greatest thing we can feel good about is that fact that we "give back" to our community. Courage Center was an easy choice as a charity to support. Each year Courage Center serves nearly 19,000 children and adults with physical disabilities and sensory or neurological impairments. Spinal cord or brain injury, blindness, deafness, cerebral palsy, stroke, and arthritis are dealt with daily. The Courage Center offers many services ranging from medical rehabilitation to education, sports, and recreation.

(I borrowed a little of this text about the Courage Center from an article that **Roger Johnson** wrote for our newsletter and well as Club Racing News . . . thanks much Roger)

We have such a great group of members involved in driving this club...I see my role of President as basically the gas pedal. Thanks in advance for the horsepower!

*Til next month,
Jim*



Quick, Hide Your Bimmer.
Bad Barf is Back in Town.

You knew 'twas wrong
but you had to go.
Just one more fling;
"who has to know?"

A dumb mistake
when Barf's in town.
Where 'ere you drive,
he'll track you down.

He'll spot you there,
in snow or ice.
"I'll spew some salt;
won't that be nice"

Salt melts the snow
and Porsches too.
Just one thing left
for you to do.

Get off the street.
Forget the fling.
Hide in your garage
and pray for spring.

Reprinted from the book,
"It's OK Love Your Car".
For more information, call toll-free
1-877-283-3379

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 Eventmasters: Bruce Boeder 952 593-5544 and Chip Smith 952 942-6686

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

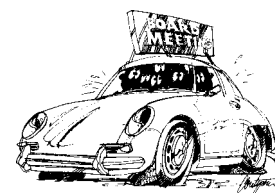
2001

- 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)
- 16,17 Fast Fling Nord Stern Driver Education and Time Trial
at BIR, Eventmasters: Doug and Sue Arndt
- 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: NEED EVENTMASTER
Cost: \$30 Nord Stern only event with pre-registration required.

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: Jim Bahner
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, Eventmaster: Fred Jaccobberger
- 11,12 Nord Stern Annual Club Race at BIR
- 19*** Annual Afton Concours
Eventmaster: Mitchell Berry 952 882-2959
- 23,24 Driver Education at Road America (this is a Thursday, Friday) Eventmaster: Joe Rothman

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, Eventmaster: Jon Beatty
- 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 *Team Erickson* by Marsha Drake

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

Porsche Enthusiast of the Month . . .

Name: Don Erickson, Gayle
Momchilovich, and Leif
(Erickson)

Residence city: Eagan, MN

Member of Nord Stern:
1996

**Current Porsches and when
acquired:**

1984 911 Carrera

Previous Porsche(s):

1997 911 Twin Turbo;

1986 944 Turbo

A family with a two-car garage and two cars. Is that a reachable goal? How about, Have two cars in a two-car garage plus one race car? It might be easily attainable for some people, but not for Team Erickson. It only lasted three months with them, and then they reverted back to a family with a



Team Erickson: Gayle, Don, and Leif
Photo by Marsha Drake

couple of very nice daily driver cars plus one or two track or high-end street cars.

And that's just fine for a team with a whole lot of zeal for cars, driving, and working together to have a lot of fun participating in car events.

Who is Team Erickson? It's Don Erickson, Gayle Momchilovich, and Leif. Don and Gayle met on a blind date after Don's vice president of marketing told him about Gayle. This man was also a business colleague of Gayle's, and he told Don she was great looking and was really smart. He told Gayle that Don was good looking and drove an Acura Legend. It worked. They went on the first date, Don didn't have to say a word because Gayle talked all night, and they were both happy. They went on a second date and they've been together ever since.

The third member of the team is Leif, a handsome 9-month-old Standard Poodle who poses for pictures like a champion ready to receive an American Kennel Club award. The Team hasn't determined his specific duties yet, but in the very least, he's a great looking mascot.

Gayle's official team responsibilities at Nord Stern events are that of Crew Chief. She does the windows, details the car, belts Don (into the seat, of course), checks all doors and the hood, does a final safety check, and times Don's Driver Ed laps with a stopwatch (if she's not chatting with someone). It's a double check for him, but mostly it relieves her own worries about his safety.

Don's responsibility is to drive fast and to drive safely. Simple, but full of challenge.

Team Erickson's first Nord Stern event was the Last Fling of 1996, with their 1984 Champagne 911 coupe that had a "For Sale" sign in it. At the time they had a new 911 Twin Turbo on order and were planning to pick it up in Germany with a factory delivery and tour. They wanted to prepare for the Autobahn by getting a little experience on the track at Brainerd, then planned to sell the 1984 911. To

their surprise, however, they enjoyed the BIR Driver's Ed experience so much that they quickly took the sale sign down, tossed the brochures, and talked to Bob Viau about tuning the car for more of this track experience.

The conversion began with bigger sway bars, different tires, and better brakes. It continued into several renditions of a Driver Ed car with even better brakes, better tires, and the best suspension. Now car number 621 with the "Auto Edge Racing" decal on the windshield and Don at the wheel is a very familiar sight. To think it started as just a preparation for a bigger thing.

Continued on page 10



The Team Erickson 911 "Champ" down at Sebring. Photo by D. Mainzer Photography, Inc., courtesy of Don Erickson

Continued on page 10

Personality

... continued from page 9

The delivery tour for the new 408 hp Twin Turbo was a great trip for Team Erickson (Gayle and Don only). It included an excursion to Weissach, elegant meals, tour of the factory, Porsche champagne, and 166 mph on the Autobahn with 1000 rpm to spare. Sundays in Germany are devoid of trucks, so Don and Gayle got up at 5 am one Sunday and took a high-speed run to Frankfurt. Back in the States, the car was to be a high-end street car and not taken to the track, so it was probably very happy to have the Autobahn experience!

EDITOR'S NOTE: GAYLE WAS SO KIND AS TO SUBMIT AN ARTICLE ABOUT THEIR TRIP WHICH WAS PUBLISHED BACK IN 1997. IF I REMEMBER CORRECTLY, IT WAS A LOT OF FUN AND ACTUALLY THEIR HONEYMOON!

While the '84 911 was going through its Driver Ed conversions over the next few years, Team



1997 911 Twin Turbo; with Don Erickson at the wheel
Photo courtesy of Don Erickson

Erickson also prepared *themselves* for the new fun in their lives. They went to several driving schools, including Skip Barber's in Florida and Bob Bondurant's in Phoenix. Although Gayle asked for an automatic at Bondurant's (and got the typical upward eye-roll) and was the only woman in that high performance course, she did beat Bob Bondurant's time in the autocross that day (Bob was showing off for a female passen-

ger and lost time in the turns). She now can drive other than an automatic, thanks to Don's help and a 1998 Audi A4 that she's taken to BIR.

In the summer of 1999 Team Erickson sold the Twin Turbo and Don ordered a Steel Grey 2000 GTS American Club Racer Dodge Viper. He took delivery of it in March 2000 and is proceeding to "tweak" it for some more horsepower, refined handling, and more great track experiences, in addition to the Champagne 911.

In 1996 when Gayle and Don were new to Nord Stern, many people reached out to them and made them feel very welcome. The friendliness and openness of club members was good to them, as it has been, and continues to be, to all who have come in as new members. At their first event, a Tech event, they met Brad Hepp and at their first track event they rented one of the garage stalls where Jim Potts was also garaged. Since then this group has settled in under the cano-



1986 944 Turbo, photo courtesy of Don Erickson

pies and become good friends, enjoying the social part of the events as well as the driving.

A friendly competition has also developed among the men that's fun to observe and hear about. Jim Potts was in the hospital last winter, and to help inspire a quick recovery for him, Don and Gayle devised a motivational plan. They wanted him to feel pressure to upgrade his car and start planning for it to take his mind off the hospital stay. They marked racing catalogs with all sorts of carbon fiber parts that Don (supposedly) was going to add to his 911 to make it lighter and faster. Gayle sent Jim e-mails also telling him ("confidentially") what Don was 'changing' on the car.

They clued Bob Viau in on what was going on so he could intelligently add to the thrill of the plot. Jim did in fact call Auto Edge, wanting to know what Erickson was up to, and later went up there to see if all those talked-about carbon fiber parts were actually lying around the shop. He eventually



Newest member of the Team Erickson auto division - 2000 GTS American Club Race Dodge Viper. Photo courtesy of Don Erickson

figured out the spoof, and of course, recovered fully. He also sold his 968 and got a 944 Turbo that beat Don's time last summer. (Did the spoof work too well?)

Other things make sense in light of this. Don's comment when asked earlier about the Viper and why he was tweaking it to even more horsepower than it came with, was, "Well, *I can't let Potts beat me.*"

And when we were talking with Team Erickson about how they approach all the events, they said that the objectives of driving the cars fast and putting them through the evolution of changes are to have fun, stay safe, and to beat Potts.

Read again, *Team Erickson's objectives are to have fun, stay safe, and beat Potts.* Watch out, Jim, here comes Team Erickson!!

Continued on page 12

Nord Stern Feb. Business Meeting Minutes

Meeting was called to order at 7:02pm by Jim Holton.

Jim reviewed the January meeting minutes. The minutes were approved. Jim asked for updates from the chairpersons:

Advertising/Alberto Magallon

Alberto will be collecting fees from the NordStern advertisers.

Club Race/Mike Hoke

Scheduled for August 11 and 12, with a DE day on August 10th. Look for an upcoming article in *Nord Stern*. All nationally registered club racers will be receiving a postcard mailing. One goal for this year is to encourage more of our region's members to try club racing. Scheduled events possibly include a single group 90-minute enduro with refueling, with pledges collected to benefit Courage Center. Club Race committee is looking for auction items (donated items to auctioned off for Courage Center.)

It was discussed that the club could benefit from having a "Charity Chair" to coordinate the club's charity efforts. If interested, contact Jim Holton.

DE Registrar/John Velure.

Thanks to John for volunteering.

Driver's Ed/Don Erickson

■ Added two St. Cloud Days (lower speed autocross), June 24th, and July 15th (both Sundays).

■ The Dakota County facility is in Limbo for this year.

■ Don also needs Eventmasters for the St. Cloud, and BIR events. Please

call Don if you're interested in being an eventmaster, or co-eventmaster.

Driver's Training /Joe Rothman

■ The orientation to Driver's Education tech session is scheduled for April 6 at Carousel. Please attend if you're interested in going through one of the schools.

■ School names/purposes have been modified to encourage a training process, rather than a single training event. DE1000 is for first timers. DE1001 is intended for the participant who has attended 2 to 5 events, and is looking for a refresher with 1 to 1 instruction. DE2000 is the advanced school where students should come wanting to work on specific items.

■ Due to the unavailability of Dakota County, there will not be an autocross school.

■ An instructor's clinic is scheduled for the Friday before the BIR Mid-week event.

Membership/Susanne Dvorak

■ March 28th is date for New Member Social at Davanni's Edina

■ 540 Families is the current membership

■ PCA Quest is a trial membership available for individuals looking for a car.

■ Any affiliate member changes must be processed through the national membership office.

■ National PCA Cards are a requirement for DE events.

■ Susanne inquired if NordStern was going to have a coordinated effort at the Parade. Jim Holton to follow up.

Met Council/Bob Kosky

Due to Dakota County limbo, Met Council is looking for a large parking lot to hold autocrosses.

Tech Sessions/Mark Kittock

2/17 10:00 AM- AutoEdge - Safety Items, etc.

3/17 10:00 AM - Maplewood Imports - 996 Twin Turbo.

3/31 - Doug Arndt's Complete Garage open house and tour.

4/6 - PM - Carousel - Novice DE

Rules/Ron Lewis

Current Rules posted on Website. Note change to Boxters, now able to participate in Driver's Ed.

Rally/No Update

Social /Friday Night Socials continue

Safety/Scott Anderst & Don Miller

Meeting with Corner workers. 16 minimum for each event.

Will be crafting a 1 page track etiquette sheet to be handed out at registration.

Timing and Scoring/Dean Podevels

Updated Car Numbers will be published in upcoming NordStern.

Next Meeting—March 6th, Davanni's 50th & 100 7:00 pm.

Meeting adjourned at 8:36 p.m.

*Respectfully Submitted,
Michelle Rothman*

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:** Bruce Boeder 952 593-5544 and Chip Smith 952 942-6686
- **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 _____

NS Assigned Car Number(s) _____

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Signed: _____

Co:Driver _____

Dateline . . . The 24 Hours of Daytona

by Jim Holton, photos by Jim Holton

It was a dark and stormy night . . . honest!

The phone rang. It was Bobby Piper calling. Did I want to go down to Daytona Beach and witness the mother of all endurance races, (at least on this side of the pond) the “24 Hours of Daytona?”

Did I? It took me less than a second to imagine what I would ultimately say yes to . . . incredible racing machines, wheel to wheel action, the smell of 110 octane . . . well, you get the idea.

Yes! Yes! Yes!

Daytona Beach would surely be a shock to my system. After all, we had all endured enough of this winter. All I could picture in my mind was palm trees, white sand beaches, and warm ocean breezes. Packing was simple

. . . just bring t-shirts, shorts, and sandals I told myself.

Little did I know . . .

Bobby and I arrived at Minneapolis International Airport with time to spare. We were meeting two friends of Bobby’s en route from Seattle . . . both confirmed Porsche addicts. Once we all met it seemed we possessed the correct mindsets to tackle the 24 Hours.

The plan was simple. Go to the Speedway. Go to Hooters and eat. Go to the Speedway. Go Kart racing. Go see a movie or two. Go back to the Speedway. Back to Hooters again. Oh yeah, all that was missing was my old college frat house.

On a cool Thursday evening, we stepped off the plane in Orlando, Florida. With the temperature in the



We're available!

low 50’s we rejoiced in the fact that we were finally free of the shackles of another frigid Minnesota winter. Just a short drive and suddenly, there was the “Speedway” looming in front of us. My first look at the Speedway . . . it’s kind of like seeing the Pyramids for the first time!

To make a good time even better, we were meeting two old friends of Nord Stern, Julie and Bill Schneider formerly from Minneapolis and Schneider Motorsports and now residents of Jacksonville where Bill is wrenching away on Porsches for Brumos Motorcars. It was great to have “Jules” and Bill with us . . . they had been part of this motorsports mayhem in the past and would provide the necessary skill set for a successful weekend with us.

It was time to check into the accommodations Bobby had secured for us. One of those sight unseen Internet



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.

super duper deals. On the beach, pool, your own condo . . . I'm sure you've heard it all yourself before. Well, were we ever surprised when we discovered it was actually on the beach, the ocean just a few yards away, the "apartments" were decent, and the price was right. Sleep came easily.

So now it's Friday a.m., and were headed to the Speedway. Let me say that we are not dressed the way my mind had earlier painted its optimistic picture. Polar fleece, rainwear, and long pants. Oh well, its Florida and it'll warm up. I still can't get over the size of the Speedway as we enter the vehicle tunnel that would put us in the infield. As we emerge on the inside, our ears are greeted by the sounds of



howling, screaming, and snarling. The HSR group of cars were out practicing. After what seemed like an eter-

nity to park the car (imagine a space the size of the Mall of America filled

Continued on page 20



The Right Stuff!



How do I swipe this . . .



Our best chance to win



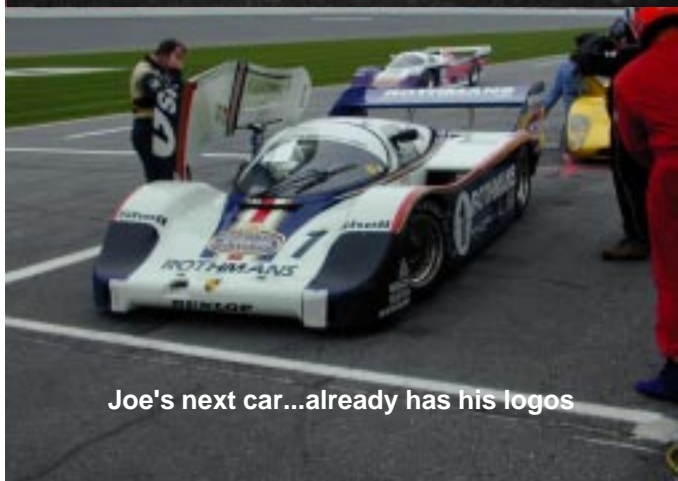
Holton or Holtom!



The 910



Viper



Joe's next car...already has his logos



GT1 coming in to the pits

On view at Daytona 500 . . .

photos by Jim Holton



GT1 in parts



Globalization...Japanese team with their Ferrari



Teamwork at night



It's OK to dream



Team Proton at work



Leaving the infield



Lola Porsche gives up the ghost at midnight



Grandstands

Daytona

... continued from page 17

with cars, RVs, campers and all conceivable types of party goers), we strike out for our first objective, the paddock. Because its Friday, the mood in the paddock and pits is pretty casual . . . it's a practice day for the big guns and none of the teams are ripping apart anything automotive with any pace resembling a frenzy. We had a great day...because this was the day before the big event and we could come and go just about anywhere we wanted. There was also some great racing to watch. In the afternoon, the historic cars got out and put on a great show. Porsche 962's, 910's, 914-6 GT's, Ferraris, all types of vintage racers running together. What a great way to get into the spirit of Daytona.

OK, Saturday AM. No sense going into any detail on what transpired the prior evening...after all we're just four mortal guys, on vacation, in Florida. I poke my head out the door, kind of overcast for this part of the world I thought, and cold too. Better pack my rainwear. After a stop at Crispy Creme for some sustenance (my first and last visit . . . honest) we are back inside the track. Only now we receive parking karma and we are just a short walk from all the action in the paddock. **Hey, this is race day** . . . we all get to walk out on pit row, across that very green grass where they have Daytona painted on it and up on the banked front straight. No,

they won't let you actually walk on the word "Daytona"...one step and at least three security guys were on us. We ogle over all the cars on pit row, finally making our way forward towards the Sports Racer Prototypes, the fasted qualifiers of the bunch. At this point I'm taking digital photos as fast as the camera will allow. Near the front, we suddenly run into a knot of spectators and quite a commotion. It's the Intimidator, Dale Earnhardt and his fans are eating up his presence at this race. As a footnote, I'm writing this article just a couple weeks after his tragic and untimely demise in the Daytona 500. Now, as I look back on the weekend and the fact that he and Dale Jr. ran together (very successfully as it turned out) in the #3 car, I have this empty feeling about his death. I suppose we were lucky to have witnessed up close what he brought to the world of motorsports.

It's 12 noon and we are all being cleared from the track. We climb the steep banking of the front straight, through some small doors in the wall and head up into the stands for the start. It's the right place to be. Soon the whole race group is doing a few warm up laps around the track. Then at exactly 1:00 PM EST, it starts. The sound of 80 cars blasting by us was worth the price of admission alone. Something deep inside urged me to phone home and make sure Cid heard the start just like we did.

24 hours . . . a long time for motors, transmissions, and various other car parts to go the distance. This

would be our mantra too...we knew we needed to pace ourselves! There's a lot to do at the track for motor sport maniacs like us. Take in the Brumos vintage car display, spend money on all the related race stuff . . . apparel, hats, stickers, and posters. Need a driving suit that it's former owner Hans Stuck, broke in for you. Hans and I are about the same height, but that's about where the similarities end.

You know what? The weather stunk...cold and rainy. But that didn't deter us a bit. We even spent some time on top of the Brumos transport where we could gain the elevation advantage and see it all.

And so it went, racecars going round and round, spectators doing the same thing.

Early in the evening, Bobby and I brazenly (well, we got lucky) swept past the pit security and found ourselves right next to the pit wall. There we were, a couple of guys without pit credentials, looking somewhat suspicious, just a couple feet from all the action. Race cars were streaming in and out of the pits...tire changes, driver changes, mechanical problems. At first we were right at the exit to pit out, up close and personal standing right behind the pit marshal. At one point, he turned around, gave us kind of a "what the heck are you doing here" look and asked why we didn't have our driving/fire suits on. We just sort of pointed to my camera and didn't say a thing. Knowing that our days would be numbered if we stayed there, we shrewdly moved to another

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.

spot against pit wall, which proved to be even better for watching all the action. I know for sure that we were both pinching ourselves! Now we are right between the "Team Proton" GT3R Porsche entry and the ByzteK Engineering Porsche GT1 cars. Jeez, there was something happening almost everywhere we looked. I'll never forget that evening next to the pits.

After a few hours of this excitement, we left the track to chill out, see a movie, and recharge our batteries. However, before we decided to call it a night, we were drawn back to the action. At 1:00 AM on Sunday morning, we re-entered the Speedway. A light rain was falling, and all the teams entered were running on rain tires and had settled into the groove of smooth

driving at night. We found a spot to watch where we could see the "glow of the rotors" and spent a little more time watching everybody streak by.

How do those drivers do it? We needed sleep, and we weren't going to deprive ourselves. We arrived back at the ranch, and managed to prove to ourselves that we were still young and dumb enough to stay up another hour or so and party.

Sunday morning did not come easily. No need to arrive at dawn, I guess. We were checking out that morning and the plan was to go watch the finish, and head for Orlando International Airport immediately after the finish of the race. That morning was just plain miserable . . . cold and rainy once again. The only element more

consistent than all of the laps the racecars were logging was the weather.

But there we were there in the stands on the front straight for the finish. Maybe not as exciting as the start, but all in all the right place to be on February 4 if you like endurance motorsports. We even justified the 2nd and 4th place finishes of the Chevy Corvettes . . . Maybe, just maybe, those fanatics who normally have a Nascar flag and Jeff Gordon's number on the back window of their pickup, will actually turn on Speed Vision in June to watch the Corvettes streak down the Mulsanne straight.

I know one thing for sure . . . I'll be there in Florida next year, at Daytona, when the green flag drops once again.

First Fling Driver Education & Time Trial at BIR

Saturday & Sunday, June 16 & 17, 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 June 8, 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 _____

NS Assigned Car Number(s) _____

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Signed: _____

Co:Driver _____

The Color is Black— Dale Earnhardt doesn't walk away this time . . . What Might We Learn From That?

by Kim John crumb

A huge tragedy, seven-time Winston Cup Champion Dale Earnhardt is killed a few hundred yards from the checkered flag at the Daytona 500. Where's the sense in that? We shall mourn . . . and maybe reflect on life as a human being in the process.

Dale, "Big E," was a tough, sometimes rough, driver on the track. He didn't get his nickname "The Intimidator" for nothing. Every driver on the track knew, if-and-when-push-came-to-shove for the win, that he would

never be the one to back down, to give ground. No way. He got a major reputation for wrecking other drivers on his own way to the front. Sometimes he got involved himself, finding the Hard Wall with them. On television we watched him do it many times, and he always walked away from the wrecks. Of tempting fate and always winning, of being invincible. Did we all start to believe that myth? Actually, the black #3 car didn't seem extraordinarily damaged in this final wreck. It didn't seem

as spectacular as some from the past. How could this have happened? Instinctively I felt that either there was some medical condition we weren't fully aware of, or that something about the car failed. Reflection . . . then I thought of the back surgery he had undergone a year ago, after an unrewarding '99 racing season. I remember his strong 'comeback' performance in 2000, saying the best was yet to come, and confiding that he hadn't realized how much pain he had

been in until after the medical treatment. I wonder if those fused spine vertebra might not be added risk, from the decrease in range of head motion inherent in that . . . when hitting a wall at 170 m.p.h.

And then it's revealed, his left lap safety belt, installed in his unusual way had separated. Still insisting on wearing an old open-face helmet, he hit the steering wheel full-force. Reflection . . . full-face helmets have long been standard, and the new HANS System (head-and-neck support) limits some of the violent force placed on those critical parts of the body in a serious accident. Dale decried those extra safety items. He clearly felt the lure of his possible 8th Winston Cup Cham-

pionship, to be The Man Alone On Top of the List. There he was, bumping and banging fenders in the 'Superbowl' of NASCAR, the big finish line moment in The 500 approached As promised in the current publicity and in keeping with this style, he was *trading paint* with anybody that was trying to pass him for the lead, and their chance to win. His repeated actions seemed to ensure the victory of the two cars running 1-2 immediately in front of him . . . cars that he owned. He appeared to be an enforcer . . . a perfect role for The Intimidator, an indomitable spirit.

And then it went all wrong, a little nudge, and there had been thousands of those before . . . he's in the wall and

this time he didn't walk away. Just like that, he was gone. We're all horrified. I'd note that he died doing what he loved, playing The Game in a way her personified. As he said, "*if I die at the racetrack, don't grieve for me, if I die on the farm because my backhoe turned over, now that would be a tragedy.*" Just maybe he taught us one extra valuable lesson: that being aggressive in our lives is an even more calculated thing, not an image to be automatic about . . . or there will be consequences. No One is Invincible. My heart goes out to his wife, Teresa, and their whole family, their race teams and please know he will be missed, and we all got an ugly *reality check* with him. The Color is Black.

Project 911SC, part II

Text and photos by Bobby Piper

Last month you may have read the Project 911SC article. I'm still having some trouble rationalizing building a 3.6L 911SC. Last month, I attributed the urge to an outside force over which I am powerless. I had decided it was divine intervention, or that I am possessed. Now I have a better excuse.

The Editor Made Me Do It.

To wit, an excerpt from a conversation with said Editor:

"Christie? Hey, it's Bobby Piper."

"Oh hi Bobby! Thanks for the article! Sounds like a pretty interesting project . . ."

"Actually, that's why I'm calling. I'm having second thoughts on this whole thing right now. The economy is going in the shitter and I'm just about to go to the bank to borrow money to start building this big toy. I just don't know if I can justify it, even to myself!"

"Oh, Bobby," Christie said. "The economy isn't going in the shitter! Everything's going to be fine. Plus, the article went to print last week."

"Oh."

After some serious soul searching (about 5 minutes worth), the question presented itself: What am I to do, but carry on? I can't throw in the towel now, and let down the faithful readership of the Nord Stern. It just wouldn't be fair. I've even had a few calls already, from people who read the first

article online. I didn't even know you could do that.

So, I am taking one for the team. I'm not doing it because I'm going to end up with an unassuming looking 911SC that is actually a fire breathing hotrod able to eat Corvettes for breakfast. I am going to press on only to satisfy *your* morbid curiosity. Shame on you for making me do it.

At the end of last month's article I promised info on the budget and on finding the right parts. First, the budget.

WARNING: THE REMAINDER OF THIS ARTICLE CONTAINS INFORMATION OF A FISCALLY EXPLICIT NATURE. THIS INFORMATION MAY BE UNSUITABLE FOR SPOUSAL VIEWING.

How do I know it may be unsuitable? I'll explain. Our 15 month old, Charlie, is fond of emptying drawers, shelves, and cabinets. And briefcases. I had planned on bringing home this spreadsheet and talking to Molly about the project. Unfortunately, Charlie got to the spreadsheet long before I had built up the nerve to talk to Molly. I heard a gasp of astonishment from the other room, and Molly saying, rather loudly, "*Pipes. We need to talk.*" Uh oh. Knowing I was sunk, when she asked me if the numbers were correct, I blurted out, "*I can sell the Audi if I have to.*" Wrong answer.

*"The
Editor
Made
Me Do It."*

My daily driver is an Audi A4 Avant (wagon), and is the first respectable car I've ever had. Because my transportation dollars have always been allocated primarily towards racing, for street cars I've driven any number of beaters over the years- including the infamous Carrera 4 Truck of Gary, Indiana fame. After calls from me from various and sundry locations requesting assistance, Molly put her foot down and told me I needed to address the problem. I got creative, and now have sponsors that pay for the racing. Then I was fortunate enough to find a great car to drive on the street, still under warranty (and roadside assistance to boot). Anyway, my thought process had gone something like this: 1) if I get in over my head, Molly would frown on me selling her Volvo wagon to pay for a 911. 2) So if I need to, I'll sell the Audi to pay for it, and 3) have some money left over to buy an old beater for winter. Brilliant! Well, perhaps not. I've been told that if I sell the Audi to help pay for the

“new” 911, that the only other car I’ll drive will be a MINIVAN. Bottom line: if the economy gets any worse, keep your eye on the Nord Stern want ads for a 993 powered 1978 911SC.

On to the numbers. My goal is to have collected all of the requisite parts for under \$15,000. I am fairly certain that when completed, the car will be worth that much on the market. Probably more, but not everybody is as into overkill as I am, so there may not be much interest out there. I’m trying to play it conservatively.

\$15,000 sounds like a lot, but as most of you know, when it comes to the Pcars, dollars don’t stretch very far. I have prepared a spreadsheet to track expenses, so you can find that below. Be prepared. It’s pretty shocking. Most of us delude ourselves that having a 911 really isn’t all that expensive. When “tuning” expenses are spread out over a number of years, they don’t seem that bad. If we ever added them up as I have here, it would be a different story. Some time ago, I also prepared a spreadsheet showing all the necessary mods to create a winning stock class club racing car. It is so inflammatory that I share it only on a need to know basis. No. You don’t need to know.

But I digress. On to the current spreadsheet. The first column shows the parts, the next shows the projected total cost of the parts. Then, the last column shows what the parts actually cost. Not every row in the last column is filled in, and that is because the project has not been completed. Any-

thing already filled in under “AC-TUAL” has been acquired as of this writing. As you can see, the projected grand total exceeds my budget. However, I already own some of the listed parts, and if I can be creative, do some bartering, find good used parts, and sell some of my old parts, I can (and must) come in below my projected grand total.

Using the spreadsheet as a loose outline, I’ll go through the parts needed. The roller was \$3000, and will remain cosmetically more or less “as is” except for a pair of H4 headlights and new wheels and tires. I haven’t decided yet whether I’ll put a tail on it. If I do, I’ll need to also put a chin spoiler on it, so that’s listed with the valance. For the interior, I need front seats and a new steering wheel. Fortunately for me, Vic and Susan Lee’s car is almost a clone of this one, and with characteristic wisdom, they kept the old cork colored seats from

their car after installing race buckets. Those vinyl beauties will find a new home in the hotrod. I got the new Momo wheel (model 07), and the H4s as birthday gifts (how thoughtful!). The car also needs a new windshield and new rubber seals. I found a nice set of 16 x 7 & 8 Fuchs with good Michelins on them in the classifieds section of Rennlist. With shipping from CA, they were \$945.

For the drivetrain, the car will be mechanically almost new. It will have a 1995 993 motor with 31,000 miles. I purchased this for \$7000, complete with everything including the wiring harness, ECU and exhaust. It will also have a fresh gearbox: a Euro Carrera 915 gearbox which I bought some years ago as a spare for the GT3 911 I raced at the time (racing a GT class car: now *that* is expensive). It’s aluminum (rather than magnesium), has the reinforced differential cover, and

Continued on page 28



911 Project

... continued from page 27

an external oil cooler. Aaron at Flat Six tells me this is about the only 915 that will hold up to the power a 3.6 makes, so he's busy rebuilding it right now. The trans is listed with a projected total of \$750 because that's probably what it would cost to buy a rebuildable one today. I cheated a little, and listed "0" in the "Actual" column, because it's been in my garage for 4 years already so it's free for me (rationalization is a beautiful thing). When it's finished I'll ship it to Seattle.

The engine and trans will be installed by B & H Motorsports in Seattle. Henry has done many such transplants on other early 911s. His latest swap was putting a Twin Turbo 993 motor into a bone stock 1976 911S (!). No flares, no trick suspension. Even *I* think that's insane. Glad I never got a chance to drive that car or the story I'm writing would likely be a little different.

There are several specific parts I will need to stuff a 3.6 into an SC with a 915 gearbox. They include: modified engine sheetmetal, special Patrick Motorsports flywheel with DME ring (part of the clutch assembly figure in the spreadsheet), and a special wiring harness, also from Patrick Motorsports. Other items on the spreadsheet are not specific to a 3.6/SC swap, but are recommended. The hand throttle is because the 3.6, when mated to a 915 gearbox, refuses to idle

properly. The hand throttle inside the car will make it possible to move the idle up to 1100 r.p.m. if it starts to act up. The car didn't come with halfshafts (axle assemblies that go from the trans to the wheels), so they are listed. I'll need an external oil cooler so I'm going to try using a Carrera cooler with a fan in the right front fender. That way I won't need a new front valance and I can eliminate the \$300 cost in the "body" section of the spreadsheet. Although the motor comes with the factory exhaust, on a 993, the mufflers are in the "wings" behind the rear wheels. This space doesn't exist on an SC, so I'm hoping I can just run a pair of pipes off of the catalytic converter and out. It is probably wishful thinking that the cat will quiet things down enough, especially since I leave for work at 6 a.m., so I put \$500 on the spreadsheet just in case. Ideally I won't have to spend that much.

There are several factors to consider when deciding what suspension to put in this car. I'm not going to race it, but I know I won't be able to resist turning a few laps. And with 3.6 power, it would be foolish not to upgrade the suspension at all, even if it was only going to be a grocery getter. As for finding the parts, the best strategy I've come up with is to buy other club racer's cast offs. Almost everyone who races their 911 (including me) started with a street car. In the beginning, their goal was to create a daily driver that they could drive on the track on weekends, so they up-

3.6L 1978 911SC project			
Parts	Projected Total		Actual
Body			
Roller	3000		3000
Seats	400		150
Wheel	200		0
H4 headlights	225		0
Tail	250		
Valance / spoiler	300		0
Windsheild / seals	400		
Wheels & tires	1000		945
Total:	5775		4095
Drivetrain			
3.6L motor	7000		7000
Euro 915 trans	750		0
Sheetmetal	600		
Wiring harness	400		
Hand throttle	100		
Clutch assembly	1200		
Halfshafts	600		
Oil lines & cooler	600		
Exhaust	500		
Total:	11750		7000
Suspension			
Torsions, Fr.	200		225
Torsions, Rr	200		0
Bilstein Sports	450		
Spring plates	200		0
Turbo tie rods	150		0
Swaybars/mounts	400		0
Strut brace	140		140
bushings	50		
brake upgrade	1000		0
Total:	2790		365
	Projected		Actual
Grand Total	20315		11460

grade to a middle of the road type of suspension. This is a good theory on paper, but it never really works in practice. If the speed bug has bitten hard enough to get them to upgrade the suspension at all, it is only a matter of time before they want to go *faster* on the track. After this realization takes hold, the suspension gets upgraded again, and the "old" parts get thrown in a box that collects dust in the garage. That's where I come in. I offer them some ridiculously low amount of money, and they figure that it's better than nothing, and sell me the parts. I know this works, because when I had that same box of parts sitting in my garage, I sold them to the

first guy who waved some cash under my nose. They did go to a good home (Allan Hamilton's very cool clay red Carrera), but now I sure wish I'd kept them!

The exact setup will be firm, but not bone jarring. There will be 22mm front torsion bars, and 29mm rears. I'll use Bilstein shocks all around. The car has Boge struts up front with Bilstein inserts, and Bilstein HD rear shocks. Aaron will be sending all four to Bilstein to have them custom valved for this application. This is a great service, as you end up with four essentially new shocks, custom built specifically for you, and it's only \$55 per shock rather than spending \$125+ for new ones. For the rest of the suspension, Weltmeister 22mm adjustable swaybars front and rear, and turbo tie rods will be installed for better steering feel. Adjustable spring plates in the rear will help with ease of setup. Any worn out bushings will be replaced, and I'll top things off with a front strut brace. I'm going to wait on a brake upgrade. The SC brakes are actually quite good, provided enough cooling is supplied. At least, they work fine on the race car. A set of big reds peeking through the wheels would look most excellent, but they're not really necessary.

As you can see in the spreadsheet, I've already secured most of the suspension pieces. I traded a spare new RSR style front bumper from GTRacing for the rear torsion bars, spring plates and swaybars. That's why I have a "0" in the Actual col-

umn for those parts. I received the turbo tie rods as a birthday present (again, how thoughtful!), and I bought the strut brace and front torsion bars from sellers on Rennlist.

Strangely enough, I'm finding that the closer I get to having this car, the easier the rationalizing gets. Now it seems that it would be irresponsible

not to complete it. Plus, I'm sure our Editor is right about the fine state of the economy.

Then again, maybe driving a minivan won't be so bad.

Next month: The drivetrain install

EDITOR'S NOTE: WHAT CAN I SAY, JUST CALL ME UNSCRUPULOUS! AND THE ECONOMY CERTAINLY DOES NOT LOOK ANY BETTER! WHAT I WON'T DO FOR AN ARTICLE!

Meintsma Auction Tour

by Ron Faust

Tired of suffering through another January afternoon in a dark, cold meeting room in Scottsdale, Arizona? Just call Dick Meintsma and he'll give you a tour of whatever car auction happens to be in town that week. Dick knows them all—locations, dates, how to get there, even what to wear—everything you need to know. Nine chances out of ten are that Dick was going the day you decided you couldn't stand your meeting any more, anyway.

While not quite Monterey Historics, a few hours at one of these auctions can be just what the doctor ordered for the average Minnesota car guy in the midst of the darkest stages of winter car separation. You never know what you will see. The Kruse auction on the 2nd weekend of January is part of a wandering show that stops at many locations across the country. Barrett Jackson is the big

show in Scottsdale on the third weekend of January. A third auction has spring up for those for whom Barrett Jackson has grown too big.

Whether it's an open wheel racer that went around the Brickyard 65 years ago or a '56 Chevy, Dick can tell you something you didn't know about the car. The former is beautiful from an historic sense, but the tires look like they were finished heat cycling before you were born and, even if it started, you would worry about taking it out on 35W, let alone a lap at BIR.

Inside the big tent, Dick can identify the Kruse brothers by name. They sit with the auctioneer at a table above the ramp across which the cars drive when they are to be auctioned. The sound volume is so high, you wish you had brought your earplugs to this car event too. The Kruse brothers are having a good time and one actually takes over as auctioneer occasionally. They



Dick Meintsma and a really vintage Indy car, photo by Ron Faust.

function as the color men for the event, adding background comments for each car, cajoling the audience at how low the bidding is. Every car seems to be a steal to them. *"You could make thousands on that one selling it next week."* *"Anyone can make money in the collector car market, but you have to buy some cars to make money on them."*

You head out to the parking lot to see from whence the long string of cars comes to the auction block. There's a nice red Speedster. Too bad someone left the overhang on the roof tucked in and now the rain has collected in the front floor well. Another Speedster looks great but the sign in the window says it's just a replicar. You try to take a peek to see what's



the author is unable to hid his popcorn bag when he spots a 1986 Nord Stern newsletter, photo by Dick Meintsma.

in the engine compartment and the lid doesn't seem to be attached at the hinges. Better not touch this one; stick with originals.

Finally a car most Nord Sterners can really relate to. It Steve Beddor's black "Yellowbird" Ruf turbo. The engine compartment on this one is so right. Big intercoolers flank each side of the engine, replacing the space we clutter with ignition and oil cooler. Knurled knobs for boost adjustment grace the dash, close at hand when you want to dial up just a little more power. A poster documents how the sister car was written up in Road and Track ten years ago as the absolute fastest production car on the road after it topped 200 M.P.H. during their testing. The car's 0 to 60 time was 2.8 seconds. This one won the Pike's Peak Hillclimb and was also driven in the One Lap of America more recently. At the bottom of the poster is Steve Beddor pictured on the cover of the November 1986 *Nord Stern* newsletter. Its being shown by Robert DeMars who runs a worldwide automotive inspection and appraisal service. He doesn't think it will sell this weekend; the reserve is \$180,000. Still saving for our 917-30, Dick and I walk away.



Pretty nice for an after-market steering wheel, photo by Ron Faust.

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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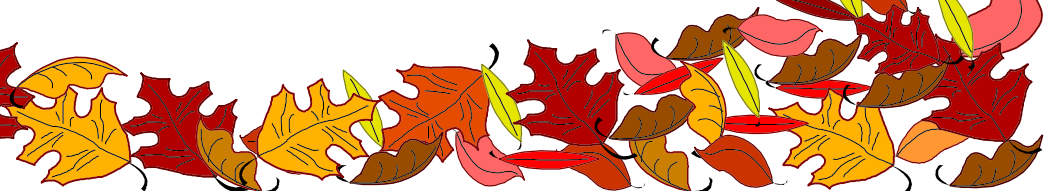


Friday, Saturday, Sunday

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Curiosity to Concours

Text and photos by Lon Tusler

It was a dark cold Friday morning in early February 2000. As usual, I get to the office early and begin to peruse the mass of messages from the Rennlist in order to get my daily requirement of Porscheness. It has the typical stuff, my this, your that, I know more than you, no I know more than you etc. Then a message pops up: 1965 356C Coupe FS: Des Moines, Iowa. Like the subject line says, 1965 356C Coupe for sale. \$8,000.00. Partially disassembled. Beautiful Guards Red paint. I have no interest in this car, yadda, yadda, yadda. Contact information on the page below. Click on the "356" link. So, always on the look out for a deal and being a curious guy, I open the link and the journey begins.

It begins by looking at the 26 jpeg images of the car in question. It looks like a car in the barn story except that

it's in a garage in Iowa. After looking at all of the pictures and thinking that is one dirty car, I close the link and wade through the rest of the posts. Through out the day, my Porsche subconscious keeps working on me and I take another look at the pictures, nah, too much work, too far away, and she who must be obeyed would never go for it, etc. But just to be sure, I print off a color copy of the best of the pictures, and a plan begins to form in my Porsche clouded mind. Remembering the past summers and some of the car shows Lorry and I attended, we always seemed to linger at the 356's that were shown. Maybe if I postured it as a car for her, I'd have at least a chance. Hmm, that might work.

So I take the picture home and lay it on the counter. Awhile later she spots the picture and I get the look (you Garage Logicians know what

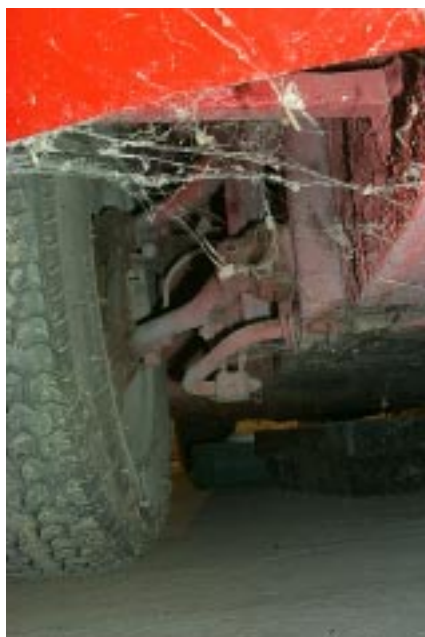
So, always on the lookout for a deal and being a curious guy, I open the link and the journey begins.

that is), and the question "what's this?" It's a car for sale I say. "Why did you bring it home?" I don't know. "It's really dirty, how much is it?" Not much. "How much work does it need?" Not much. "Are you crazy?" Silence. "Well, it is kind of cute" (Glimmer of hope). I thought we should take a look at it and if it's really a ruby in the rough we could finish the restoration together and it would be yours, since you really don't have a interest in driving the 911.

So I start calling the telephone number, no answer, no voice mail on the line. The weekend goes by and the owner calls on Sunday. I got your number off of the caller ID, what do you want? I'm calling about the 356, tell me about it. He begins the history, owned it for over 20 years, began the restoration over 7 years ago, but hasn't touched for about 5 years. Rebuilt motor, new floor pans and



longitudinals, completely stripped and painted. He needs the money to start up a new business. So I make an appointment to go and see the car the following weekend. On Monday he calls back and says that a friend of his is coming to get the car on Wednesday and take it to Lincoln, finish it, then sell it. I ask if I can come and look it over on Tuesday, he says sure. So its up at 5:00 a.m. and on the road with Lorry down to Des Moines. I need to be back in town for a meeting by 1:00, so we don't have a whole lot of time. We get there and it looks just like the pictures. Dusty, dirty and very forlorn looking. He starts to show me all of the parts he has acquired, and most everything is there. All of the work that I am not capable of doing is done, and under the 5 years of accumulated dust and cobwebs is a ruby in the rough. (Except that its Guards Red instead of Ruby Red). He seems like a very honest person and I take him at his word about the work he's



done. Based on the research I did before going down, the car seemed to be correct enough. He said that he did not intend it to be a concours car, but a driver. He also mentioned that the other guy was not paying the advertised price. So I offered the same and he agreed.

Now its Friday and its 5:00 a.m. again and I'm on my way back to Iowa in a full size van with a car trailer attached, it looks like we will make it in between to snow storms. Get to his house and put it on the trailer. Then he starts pulling parts out of the rafters of the garage and we wind up with a van full of old and new parts, manuals etc. The trip back from his house was uneventful. We sure got a lot of strange looks from people while we were on our way back. A few even asked "what kind of car is that?" After we got it to my house, and put away, I spent the rest of February cleaning all of the parts in the basement. Then around mid March on one

of those warm days I started putting it back together. The first task was to wash it. We got even more excited when it was clean. So I put it up on jack stands began cleaning and putting the interior back in. I only had to buy a few new parts: door panels, window cranks, and seat belts. Everything else cleaned up nicely. The first door window frame took me about 4 hours, then the second about 2. The manuals helped a lot with figuring out all of the part locations. Then I went through the brake system, bled them and just generally cleaned them up so they would work. The only trouble I had here was that I used a pressure bleed system and the fluid reservoir cracked, no big deal except the fluid under pressure squirted all over the garage, fortunately none got on the paint. But it did take me a minute to figure out where that strange hissing sound was coming from. After getting new wheels, hubcaps, and tires, I took it

Continued on page 36

Curoosity to Concours

... continued from page 35

off of the jack stands and moved back to the engine compartment. I cleaned up the compartment and started to check out the motor. Connected all of the wires (thankfully he labeled them). Plugs out, oil in, new filter on and a new battery, wow the idiots lights came on and everything! I proceeded to spin the engine without plugs. The oil pressure light went out! This is a good thing. Next was spark, it was there as well. This car rebuilding stuff is not so hard, is it? Okay, so far so good, now lets see we have oil pressure, air and spark; all we need now is some fuel. Well let's pour a few gallons in the tank. Put the new plugs in and an in line fuel filter on and cranked her over. No start, oh well it was going too good anyway. No gas in the filter. What is this lever below the dash? Lets read the owners manual. Why it's a fuel petcock valve. I guess we should move it to the open

position. Crank her some more, no luck. How come I smell gas but there is none in the new see through filter? Well that's because it leaking out of the newly disturbed original petcock. So we siphon out the gas, clean up the 2-part epoxy garage floor, (neither the brake fluid nor the gas made a mark in the floor thanks to Concrete Technologies) remove the petcock and attempt a rebuild. Complete failure. I guess after a while the pot metal wears out and they don't seal. Oh well, its just another Stoddard's order. After another clean up operation we just by pass the tank and stick the hose into the gas can. Still no fire in the hole or fuel in the filter, must be the fuel pump. Off comes the pump, apart it comes, its filter is clean, but the little one-way valve was stuck shut. Clean her up make a new gasket for the filter cover, (make note on parts list for rebuild kit), put it back on the car and try again. Got air, spark and fuel this time and it runs! Kind of rough, spewing black dust and un-burnt fuel out



the back but it runs. So we let her warm up a bit and things start to get better. I bet those carb's are pretty dry and gummed up after all these years of sitting and the accelerator pumps don't look to good (another note for Stoddard's) but after it warms up, it does sound very strong. So the new petcock arrives and gets installed. Hey, lets put 5 gallons of gas in the tank this time. Bad idea, where is that smell coming from? Petcock is dry, so are the fuel line connections. It's coming from somewhere I can't see, so we do the fuel clean up deal again and remove the tank. Ah ha, there are pinholes in the tank. Oh well it probably has a bunch of rust and crap in it anyway. So lets see what Stoddard's has to say about this. They say \$1300.00, not what I wanted to hear. So I call Tank ReNu and they say \$168.00, much better, 2 days later the tank is installed and no runs, drips or errors. Looks like it's about time for a test drive. So we start her up in neu-



tral. Push in the clutch, and try for first gear. Grind. Looks like the dreaded 356 stuck clutch plate I've been hearing about on the 356 Registry list (now that I'm a dual model owner, my morning ritual takes a little longer). In gear, brakes on hard, hit the key in 1st and reverse, no luck. Then we pushed it out of the garage and pointed her away from anything solid and fired it up in gear. Tried to goose it some to snap it, no luck. Then I remembered you're supposed to do it in 3rd gear. That worked! Hop in let's go! Down the road we go, yep the brakes seem to work, I can shift, but the throttle doesn't seem right, but who cares, it's alive! Shift into 4th, bad whine, make note mental note to check the transmission fluid. Strange, it feels a lot different than my 911 (this is my first ride let alone drive a 356) but much fun. Check the tranny oil, down 2 pints, the whine is still there but list wisdom says it's not critical, so we will have some pros look at it later. Then I finally got in touch with a friend of mine who just happens to have restored a bunch of these cars to come over and look at the paint. He says a wet sand and buff is in order and to bring it to his shop and he will give me free lessons. His shop is a 30-mile drive, so Lorry follows me over and we match speeds to check the speedometer, it's accurate. She leaves me there and we spend about 6 hours wet sanding, polishing and washing. The more we work, the better it looks. According to other cars he has worked on he pronounces the bodywork ex-

cellent! There are what looks like some rust spots beginning at the bottom of the passenger door and the cowl to fender weld on the passenger side, but they are very hard to see. Now that I have spent some more time hand polishing, it looks fantastic. Lorry has the chrome polished out and its time to make our first show. The car is not finished by any means but our goal was to get it in shape enough to make the German Car Fest. So, in another leap of faith we make the drive from Maple Grove to Hastings. No problems except the rain as we arrive. When we registered, I put us on the Porsche class because I thought we registered by club. Then we won! It's the car's first show, in the wrong class, and up against many other excellent cars, simply unbelievable. We went to the Nord Stern Afton Concours, and scored 258 out of 300, which placed

us second in class. We also went to three other local shows that feature mainly muscle, rods, and American cars. We won a second at one of them, placed as a finalist at the Wheels and Wings, and lost to an XKE at the other. All in all not a bad summer for a guy with two prior failed car restoration attempts and then this jump into a project with both feet.

During the rest of summer, I changed the axle boots, rebuilt the carbs and fuel pump, and changed the distributor to the .050. Now it starts and idles very nicely. We've also put about 500 miles on, the more it gets driven, the better it likes it. Well that's where we're at today. Now that it's running I will keep on improving and detailing the chassis, engine, interior and trunk.

Now where is that email message about the 79 Turbo for sale....



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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11919 Hilloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or email at:
editor@nordstern.org

FOR SALE

911 SC Miscellaneous parts

Bursch competition exhaust system; \$150. Complete set BBS 16x8x9s gold centers; \$500. Complete set Fuchs 15x7x9s black centers; \$350. One Recaro seat, black; \$100. One roll bar; \$175. Call Bill Berard at 952 921-4955 ext. 1.

1998 Custom Prostreet Harley

Engineered and built by national drag record holders "Minneapolis Custom Cycle." Kenny Boyce frame, works shocks, Thunder header S&S motor, PM brakes, JP controls. All lines braided, 98 rear wheel horsepower, gorgeous yellow and red paint. Ride a 40K custom for \$22,000, a real head turner. Bill Berard 952 921-4955 ext. 1.

Wheels for Sale

Four 8x16" Fuchs replicas (AKT) with 11mm offset. Very good condition. Fits early 944's. A great extra set for the track, or as an upgrade for the street. \$900 OBO. Contact Mark at 651-454-6208 or email at mskweres@tela.com.

Tires For Sale

Conti Contacts (205/50 x ZR17 and 255/40 x ZR17) are like new take-off's for \$400. Also have 4 Pirelli P-Zeros (205/50 x ZR17) for \$50 each,

and rears (255/40) for free. Help . . . My garage is overflowing. I'm open to offers for any/all. Dean Podevels 952 934-6038 evenings.

1974 914

2.0L Guards Red Absolutely rust free, ready for drivers ed or club racing. Fresh motor rebuild by Auto Edge. Both seats new Butler racing with 5 pt harness. Roll cage, window net, R1s on new Pedroni track wheels, Koni adj struts, Eibach springs, Supertrap exhaust. OE wheels, interior, suspension and exhaust included. John Cousins jcous2500@aol.com, 612-331-3620 (w) \$12,000.

1996 C4S

Recently purchased a BMW 850csi (M8) and can't afford both! Second owner, I have the window sticker and all repair receipts from Carousel where I had it serviced. It has 29,500 miles/new SO2's - no more than 500 miles on them. They were put on last Nov. before car was put in storage (heated). Aventurine green metallic/door sills/upgraded aftermarket sound system installed through Carousel by the previous owner/lots of extras. This car has been very meticulously maintained. It has not been tracked or autocrossed. \$59,950. Curt @ 612 671 1399 (day) or 612 669-2616 (cell).

Old Panorama's

From the 70s and 80s. Approximately 50 issues. Best offer. Can be delivered to Mpls. for pick up (box is heavy for shipping). 320-252-7719, davide@astound.net.

Miscellaneous 911 and 944 parts

Race tires/new, turbos, electronics, chassis, 608-258-5580.

1991 944S2 Cabriolet

Rare! Only 562 1991 944 Cabriolets were imported to the USA. White/ Navy Blue top and interior. All service up to date including clutch and timing belts. Only 79k miles and in excellent condition. NADA book value is \$18,100. Priced fairly at \$16,900 with a brand new top. Will continue to store until spring. Digital pictures available. Hurry! Contact John at 507-526-3333 or lindsey@bevcomm.net

1989 911 Carrera 4

84k mi., dark green, tan leather, all records, always garaged, power seat, power windows & mirrors, sunroof, CD changer, RS America tail, lowered Eibach sport suspension, 60K service, new: clutch, rotors, pads, cooling fan assembly, heater control unit, distributor belt, windshield, battery, re-built alternator, 2 sets of tires, never raced, fanatically maintained, excellent condition, \$29,900. Bruce M. Campbell, 612.374.1025, bmcampbell@visi.com

1998 BMW 540i Sport

Black/Sand 6-speed Concours condition. 17-inch wheels, DSC, 6-disk CD, still under factory warranty. Dinan suspension I, cold-air intake and performance chip. UUC short shifter. Includes 17-inch Mille Miglia and 17-in Pirelli Pwq0 for winter. Never raced, no smoke, heated garage, 15,000 M. \$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

How Do I Jump-Start My Car After Winter Storage?

Answers by Rick Moe, Owner of Nurburgring, and Bob Viau, Owner of Auto Edge

For air-cooled Porsches, Rick Moe recommends:

I am a believer in the basics . . . turn the key, start the car, and drive until fall. But first, drive the car about 100-200 miles, then change the oil and filter. If you had a tune up in the fall, you should be set to go. If not and it has been about 10,000 miles since your last tune up, you may want to do a complete tune up after you have put a few hundred miles on the car to burn out the “cobwebs” and stale gas.

I recommend replacing the brake fluid on a yearly basis, so you can add this to the to-do list.

For 911 owners, here are a few things that can go wrong after your car has been in storage for 3-4 months:

Excessive oil beneath the engine

This is almost always caused by the oil return tubes. They will need to be replaced with two-piece tubes with new O-rings. The car may smoke a while until the excess oil in the heat exchangers is burned off. A little rougher ride than you remember from last fall.

The tires will have flat spots from sitting in one place. They will get back in shape after a few hundred miles. Also, the front and rear shocks will be a little stiff until they break back in.

Strange odors in the car

You may have the dreaded mice-like-to-sleep-on-the-nice-warm-oil-cooler-when-you-first-shut-the-car-down-for-the-winter syndrome. You will have to remove them. Also, if you discover that you are missing 100 lbs of dog food that was stored next to the car, it just might be those industrious little mice, who have since deposited the whole bag in your heating system. Another strange odor could be from your brake system. This is primarily a problem in pre-1977 911s with the master cylinder mounted on the pedal cluster. The rear seal on the master cylinder tends to go bad from lack of use and will allow the brake fluid to leak onto the pedal cluster inside the car. It has a peculiar smell . . . kind of like antifreeze but stronger. This also causes the bushings in the pedal cluster to swell. A sticky brake pedal is also a warning sign.

Dead battery

Just go out and buy a new one if yours is more than 3 years old. In doing so, you will save a lot of hassle over the summer.

After all of this, you can start the car, drive it until fall, and have fun!

For water-cooled Porsches, Bob Viau recommends:

What to do when you take your water-cooled Porsche from storage depends on how it was prepared when it was placed in storage. Following is a list of steps we recommend when placing your car in storage:

- Change oil and filter
- Flush the brake system
- Wash and wax the car
- Disconnect the battery
- Over-inflate the tires
- Plug the exhaust and intake
- Put fuel stabilizer in the tank

If the above steps were taken when your Porsche was put in storage, then follow these steps when removing it from storage.

Step 1: Remove the cover (heed the warning label and never try to drive your car while the cover is in place) and unlock the car.

Step 2: Check to see that your registration is current. (You don’t want a ticket on Day One.)

Step 3: Check the battery voltage. It should register at least 12 volts. Recharge the battery if needed.

Continued on page 40

Jump-Start

... continued from page 39

Step 4: Reconnect the battery. (Remember your radio code, in case it's a long drive home.)

Step 5: Visually check under the hood for any signs of critters or damage to any wiring.

Step 6: Check and adjust the tire pressures.

Step 7: Check under the car for any fluid leaks.

Step 8: Check fluid levels and top off if necessary.

Step 9: Remove any plugs from the exhaust and intake.

Step 10: Start the car and let it idle for a few minutes. Listen for any unusual noises.

Step 11: Begin your journey, drive slowly until the car is fully warm. Again, listen for any unusual noises. You may hear some brake noises for the first few miles. This could be due

to some rust film on the brake rotors and should go away after a few miles.

Step 12: Call Auto Edge for all those cool car enhancements you have been dreaming about over the long winter.

Do you have a question for one of our Nord Stern tech consultants? Send it to Jill Daneu, c/o Nord Stern Technische Maerchen, 12706 Florida Lane, Apple Valley, MN 55124, or email it to Jill at jdaneu@aol.com. We will do our best to resolve your problem and print the answer in a future edition of Nord Stern.

