



MAY '01

INHALTSVERZEICHNIS

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

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

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Front Cover - Oops, lots of smoke from Roger Johnson (of Tennessee)'s car at last year's Nord Stern Club Race, driver's right coming into turn 4. Photo by Keith Jones

Back Cover - Love that clean line of cars awaiting their run session at CBIR at last fall's Last Fling. Photo by Mark Schwabel.

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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!

Advertising Directory

Autobahn, Inc.	39
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Collision Center, Inc.	14
Complete Garage	3
Cyrogenics Diversified	40
FlatSix	16
It's O.K. to Love Your Car	4
Johnson Autosport	IBC
Leighton's Garage, Inc.	35
Maplewood Imports	11
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As usual, I have left this column to the very end. Hard to believe 'spring' is here and am hoping by the time this appears in your mailbox we truly will have some warm weather to bask in.

First Fling Driver Training and Driver Ed will be over. Our son, Geoff, will be one of the many students participating in the Novice School. To say that mom is a bit nervous is only scratching the surface. Fortunately, I have to work that day and won't be on hand to fret and worry. While I trust (and know) that he will receive excellent instruction, there is something about watching that 'little kid' start driving on the track at CBIR that defies logic. Isn't he still about 7 years old and into Legos, lizards, leaping, and all that stuff?! Where does the time go. He turned 18 in January and has been looking forward to this opportunity. Only hitch is that he is too tall to fit into our Porsche! Lots of discussion around that issue and what possible modifications would be needed. I tell his grandma that he is doing the driving school in

order to become a better driver. Ho, ho, I don't think she is fooled—having witnessed Brainerd first hand a couple of years back.

Hope you enjoy this issue. There are some fun articles and a bunch of great pictures from our January Dinner with **Derek Bell**. The evening was an absolute blast with close to 150 in attendance at the Plymouth Radisson. The club enjoyed a fine meal, lots of social time and then a fun, interesting

presentation by driver Derek Bell. Bell is a very good speaker who regaled us with great stories about his racing career and stuck around for some more personal one-on-one question/answer time. We are deeply indebted to those who arranged for his appearance. Even if you weren't a major fan of racing, his story telling ability provided for a very entertaining evening!

**Til next month
—Christie**

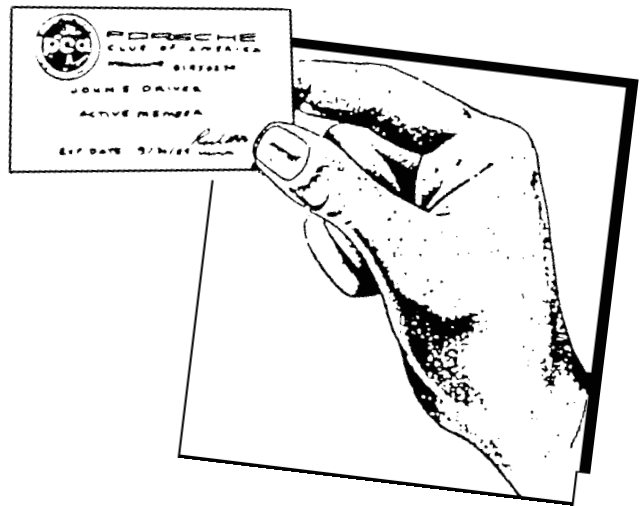
Nord Stern Newsletter - Advertising Rates

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

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

Welcome New Members

We hope to see you
at upcoming
events!



**Mitchell Kieffer and
Valeria Campos**
Minneapolis, MN
1984 Platinum 930

Stephen and Patti Davis
Crystal, MN
1987 Flamingo Metallic 944
Turbo

Joseph and Nicole Edwards
Shakopee, MN
1970 Red 911T Coupe

Rod and John Fraser
Wayzata, MN
001 Silver 996 Turbo

Paul Hammond
Edina, MN
1976 White 912E Coupe

Aaron Hatz
Bloomington, MN
1973 Light Blue 911

Tom and Vivi-Anne Kelly
Minneapolis, MN
1981 Blue 911SC Targa

Richard and Karla Mathews
Golden Valley, MN
962 Bali Blue 356B Roadster

Ellen and Robert McDonnell
Lakeville, MN
982 Weinrot 911 SC Targa

Chuck and Susan Ready
Roseville, MN
1993 Black 968

Joe and Raquel Roth
Hopkins, MN
1985 Brown Metallic 911

David and Anne Vieths
Eden Prairie, MN
2000 Black 996 C4

Steven and Jean Wood
Excelsior, MN
1995 Guards Red 911 Cab

Hello all! I believe we're all familiar with the Porsche advertising mantra, 'The More Things Change, The More They Stay The Same'. It's especially true with Nord Stern.

One of my responsibilities as the President is to 'manage the books' and affairs of this club. Realistically, it means I am in receipt of several large boxes of all types of historical data relative to the club. Statements, expense books, meeting minutes, well, you get the idea!

I don't know what provoked me, but I decided to take a better look at all the stuff that has accumulated since the inception of this organization. After surveying all of the boxes, one idea that quickly came to mind was to see what we could dispose of. The next one was to ask find a willing member to step forward and volunteer to be our Club Historian—do I have a volunteer?

So, there I was in my garage on the floor sifting through club records that go back 42 years. Quite an interesting time learning about the history of our club. I am delighted to tell you that our early members did the same things and had the same fun as we do today.

Here are several excerpts from early on:

October, 1958 business meeting:

The 1st meeting ever of our club was held October 21st, 1958. It was actually an organizational meeting held at the 'Roseville Lounge'. About 20 people were present. Several of

these people were P.C.A. members at the time. Wigdis (Bill) G. Woolery was the Sec'y Pro Tem and called the meeting to order at 8:50 PM. Bill was made temporary Chairman until a regional club could be formed. The National Parade was to be held in Elkhart Lake the following year, 1959. The meeting was adjourned at 10:02 with a suggestion that all present bring another "PORSCHE PUSHER" along to the next meeting.

March, 1970 business meeting:

President Charlie Loyd called the meeting to order. The meeting was held at David Wong's restaurant. The Treasurer reported a balance of \$675.79 in the checkbook, \$6.00 cash on hand, and a new inventory balance of \$91.35. Paris Cambell reported the 'late April' gymkana would be held on May 2nd. There will be a driver's school in the morning.

February 1983 from the *Nord Stern* magazine:

Looking at the calendar: Tech Session, Nurburgring February 12, Winter Beater Rally February 26, Faribault G.P. (?) April 30th, and the RED NECK RALLY on September 11.

The first notice of the Drivers Training: BIR was posted in February for May 26th. They also scheduled a 2-hour classroom session and car tech in the Twin Cities prior to the event. The session was limited to the number of entrants of the school. The event was limited to 22 people. \$55.00 to play.

Interestingly enough, all the rules and classes for 1983 Auto Cross season fit on one page!

Isn't it amazing how much of our club spirit remains the same, even though we have been through incredible changes over the last 42 years.

As I write this, First Fling is just 10 days away and it's snowing! Oh well, we certainly all do live here for a reason, right,!

See you soon at a Nord Stern event coming to you soon . . .!

**Til next month,
—Jim**

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
- 20** Sunday Rally with Nord Stern
Eventmaster: Jon Velure 952 906-9404 (and crew!)

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)
- 9 German CarFest 2001
Schaar's Bluff Picnic "Area in Spring Lake Park Reserve/Hastings
Eventmasters: Mark and Nancy Cree
- 16,17 Fast Fling Nord Stern Driver Education and Time Trial
at CBIR, 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

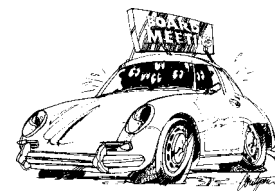
2001

- 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 CBIR, Eventmaster: Fred Jaccobberger
- 11,12 Nord Stern Annual Club Race at CBIR
- 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 952



** New Event Listing!

September**2001**

- 9** Sunday Rally with Nord Stern
 Eventmaster: Jon Velure 952 906-9404 (and crew)
- 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 CBIR, Eventmaster: Jon Beatty
- 22,23 Last Fling Nord Stern Driver Education and Time Trial at CBIR
- 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: Scott Mayer

Residence city: Minnetonka, MN

Member of Nord Stern: Fall of 1986

Current Porsches and when acquired:

1989 944 Turbo S, Glacier Blue with Linen interior, purchased in 1997

Previous Porsche(s):

1983 944, Black Metallic (purchased in 1986); and a 1987 944 Black Metallic Turbo 951 (purchased in 1992)

How does it sound to cover 1000 miles in 11 hours, stopping for breakfast, two scenic views, and lunch on the way? In a different kind of car club newsletter it might catch a few “Wow!” comments, but in our Porsche newsletter are we surprised at an average of about 112 mph? Not in the least! We’re even less surprised knowing the driver of that rocket-on-wheels was Scott Mayer. Since he was personally introduced to Porsches in 1986 he’s been an avid speed enthusiast, tough and consistent competitor, and is always referred to as an excellent driver.

Scott is sincere and modest about his driving skills, and admits that at his first Nord Stern driver school in 1987 he learned how much he didn’t know about high performance driving. He had purchased his first “Porsche car” in 1986 after learning about the Nord Stern driver education events at BIR. He had been working on the home of a woman who told him she had a blue Carrera and was going to Brainerd International Raceway that weekend to drive on the track with the Porsche Club. Until that time, Scott hadn’t even known a Porsche Club existed, let alone that they rented the track for members to drive.

The thought of driving on the race track captivated Scott, and he was drawn to thinking about a Porsche, as we all have been at a point in time in our destiny as devoted P-Car owners. Although he had already decided to get a new car and had put money down on a new Scirocco, he still decided to stop into Sears Imports one day to look at the cars in the lot. There was the black 944 that had his name on it. He drove it, of course liked it, cancelled the order on the Scirocco, and purchased his first Porsche car. He and his wife Kelley were dating at that time, and when he took it to show her, she tried to talk him out of it. She was very conservative and just the word “Porsche” seemed so extravagant. Obviously she lost that discussion, since he kept the car. It worked out well, though, because she likes the Porsches and everything surrounding them as much as Scott does.

Scott visited the Last Fling in Brainerd in 1986, meeting a lot of people (including **Bill Groschen** with his tomato soup 356 and **Bob Fleming** with his red 1965 911) and learning what the club was all about. His first school was in the Spring 1987, and his instructors were **Denny Guentzel** and **Hank Godfredson**. His first impression of the school, at age 26 and someone who thought he knew how to drive, was that he didn’t have a clue of what high performance driving was.



Scott and Kelly Mayer, photo courtesy Scott Mayer

Scott had that car for six years and for some reason in 1992 happened to be going through the lot at Sears Imports again. He saw a 944 Turbo and asked the sales manager to swap cars for the week-end. He liked it and ended up trading for his second Porsche car. This one was black, as was the earlier 944, and some people at first didn't know he and Kelley had a different car. The only differences were the interior color and the smoother looking front end.

The third and current Porsche in the Mayer family came along in September 1997. (No, Scott wasn't in the Sears parking lot this time, and no, it wasn't black!) He began looking for another car because the Turbo had 130,000 miles on it and was getting to the point that it had to be just a daily driver car or have the motor re-built. So he sold it in the Spring of 1997, and they were Porsche-less for that summer. He was looking for an '89 Turbo and started with the newspapers, Panoramas, etc. One day as soon as the new Pano arrived in the mail, he looked in the Classifieds and found a Turbo S with 10,000 miles that sounded perfect. He called and talked to the owner who was on the way out the door on vacation for two weeks. He told Scott they would talk when he got back.

Sure enough, the owner called when he came back and asked Scott for an immediate "yes" or "no," since his answering machine was full of messages from people wanting to buy the car. Scott said, "Yes," and he left

for Luddington, Michigan with Jim Seubert to pick up the car. They drove to Manitowoc, WI in a Suburban towing a trailer, took the car ferry over, and checked out the car in the owner's garage. It actually had

only 9980 miles on it and when Scott drove it onto the ferry it rolled over to 10,000 miles. Since then Scott and Kelley have put about 10,000 more miles on the Turbo S and have had lots of good times in the car.

Scott has a long list of accomplishments in the three Porsches, including the schools in 1987, 1988, 1989, and 1990. In 1987, his first year, he took second place in the Nord Stern AutoCross Series, garnering points in two parking lot events and three events at BIR. He also won first in 1988 through 1991 and again in 1995. Kelley drove in the schools for a few solid years, starting in 1988. Together they would prepare the car, go up and drive, have fun, and meet lots of people.

One of the years they were both driving, with the first 944, they had a whirlwind week-end, more than just on the track. Kelley was driving, with Bill Groschen as instructor, and she missed the chicane, going straight off of turn one. She was able to get the car back on the dragstrip return and drive back to the pits. When Scott checked out the car, he discovered the



A-arm was bent. The car was driveable but not trackable, so they began packing up to go home. In the process Scott talked to Kim Crumb and Bob Kosky, who mentioned that the 944 A-arm is very comparable to the same VW part. Scott started thinking about it and got on the phone to a friend in Minneapolis, and they devised a plan. The next 24 hours were definitely indicative of Porsche enthusiasts. They left BIR, drove home, met with Jerry (who already had the part waiting), pulled in the garage, worked on the car till midnight, then drove back to Brainerd and competed on Sunday. After all, Scott said, he needed points for the trophy run!!

Other events that have been fun for Scott and Kelley are the national Porsche Parades. In 1995 they attended their first Parade in Portland, the second one in 1998 in Steamboat Springs, Colorado, and the third in Mont Tremblant, Quebec, Canada, in 1999. They have already planned for the 2001 parade in Milwaukee this year, as well.

Continued on page 10

The Mayers

... continued from page 9

Scott has done well in the Parade competition, winning classes in all 3 Parades. In Portland it had downpoured, and he had the advantage with street tires, since everyone else was on slicks. The Driver Ed at Le Circuit, Mont Tremblant was a highlight because there they had run Formula I cars in the 70s, and Jim Russell now has a Formula school there.

Scott feels it's a must for any Porsche owner to do at least one Parade. There's a saturation of Porsche people, and you get to see literally hundreds of Porsche cars, in all colors and years. There's also the technical side, with tech talks and talks on how to sell, maintain the cars, tires, rims, after-market, etc. It's all Porsche for seven days. The concours at the national level is always interesting, with cars showing up in trailers, in bags, and diapers on the tires so they

don't get grass on the tires. You can rally on a tour level, or a time speed distance contest where winning is measured in thousandths of a minute. There's something for everyone, and it's so diverse with enough free time that you can pick and choose among the car events, a golf tournament or tennis tournament, RC racing for kids, or model shows.

Scott has been active in the leadership of Nord Stern, such as AutoCross chair in 1994 and serving on the Rules Committee during three different terms. He was Event Master five or six times, concoured three or four years, and has been generally very active. He has instructed at least twice a year on Fridays and taken the "Fall Color Tour," which he and Kelley enjoy a lot.

With such an avid, winning, experienced driver as Scott Mayer, we're not surprised about the average 112 mph trip across Montana (reasonable and prudent), his participation in

the club, or his enthusiasm, which is so easy to detect when talking to him. In addition, it's not surprising to know one of the little secrets that probably keeps him going, continues the challenge, and keeps his interest so high.

Here's what I mean: Scott uses a device that measures the Gs in the car (the lateral force), and logs how hard you braked, took corners, etc. He downloads and prints the information to study it and keep improving his performance. Even with this, he says he's "never had a perfect lap at BIR." "You always miss something," he explains, with complete honesty and sincerity.

That's the secret. We all miss something, all the time or most of the time, but Scott keeps looking for what he's missed. And he's so good because he keeps finding it and acting on it. Just like he found that first Porsche in the Sears lot.



Left, Scott in their 1983 944 negotiating the pylons during a parking lot Autocross. Photo by Kelley Mayer.

Previous page, upper right, 1987 944 Black Metallic Turbo 951, photo by Kelley Mayer.

First Fling Driver Education & Time Trial at CBIR

Saturday & Sunday, June 16 & 17, 2001

*The Colonel's Brainerd International Raceway 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 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) _____

"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 _____

GONE IN SIXTY SECONDS

Text and photos by Nick Summers

There I was at 6:45 a.m. on a cold February morning quietly ironing a shirt and contemplating the week ahead when the phone rang. The moment I heard it I had a bad feeling—my phone never rings at 6.45 a.m. Something was wrong. I answered to hear the familiar voice of Bob Viau, owner of Auto Edge. “Hey Bob, how’s it going?” I said, somewhat relieved that there was no family or work problem. Bob’s hesitant answer was, “I don’t know yet. Did you take your trailer from my shop yesterday?” Nope. Ouch! It was at that moment I froze and went into a deep, dark two-week haze.

At some point on that snowy Sunday night, someone backed up a truck, cut the single, rather puny, padlock and stole my trailer with my treasured GT5 914 race car inside. My treasured, but uninsured, GT5 914 race car! The car was at Auto Edge to have its freshened engine reinstalled after Todd Hoeft of TJR Collision Center had done great job refinishing the tired bodywork.

Bob and Lance at Auto Edge have expertly worked on my car for the last four years to help get it to its current state of development. I use the word “current” in acknowledgment to the fact that owning a GT car is a constant process of improvement—in fact I think that’s half the fun. They probably know this car better than anyone



else, so more than able to give the police all the details. The officer said the best thing we could do would be to spread the word, in the hope someone somewhere would see something. So that’s what I did.

Despite the demise of the dotcoms, I figured there was still promise in the Internet so sent Mark Skweres an email with pictures of my car and some written details which he posted to our Nord Stern web site. My hope was that the thieves would be planning to sell or part-out the race car and in the process there was a reasonable chance they’d contact a breakers yard or a Porsche race specialist. Armed with copies of Panorama, Excellence, Sports Car etc. I sent an email to every individual, club business and list

that I thought might be able to help. The message had a link to the website and encouraged readers to spread the word. Meanwhile, back at the ranch . . . Bob was handing flyers detailing the theft to anyone who would hold out their hand long enough. He also alerted a friend in the Highway Patrol who told us that an incredible 80% of cars stolen in Minnesota are recovered—sure I thought, but in how many pieces!

I received hundreds of email responses from all over the country offering a mix of suggestions and sympathies. I had people from New York to San Francisco, Duluth to Brownsville keeping their eyes open. My message even made it overseas

Continued on page 30

March Nord Stern Business Meeting Minutes

Meeting was called to order at 7:05pm by Mark Skweres, leading the meeting in absence of Jim Holton.

Mark reviewed the February meeting minutes. The minutes were approved.

Mark asked for updates from the chairpersons:

Advertising - no report

Newsletter - no report

Driver Education - Safety is now scheduled for all events. Only one event remains without an eventmaster. Events are covered as follows:

- ✓ First Fling: Bruce Boeder and Chip Smith
- ✓ June BIR: Doug and Sue Arndt
- ✓ June St. Cloud - OPEN
- ✓ July St. Cloud - Jim Bahner
- ✓ July Blackhawk - Ron Lewis
- ✓ August Club Race - Fred Jaccobberger (DE portion)
- ✓ August Road America - Joe Rothmn
- ✓ Last Fling - Jon Beatty

Discussions followed on attendance and pre-registration options for St. Cloud Events. Decision to be made by the Board.

Registrar - John Velure new registrar. Transition in progress

Driver Ed Training - no report

Safety - no report

Club Race - Mike Hoke reported that plans continue to go well.

Timing - Deal Podelvels - Schedule is set, all events are covered

Met Council - Land O'Lakes region has a few options for parking lot venues. Met Council has complete list of events posted at their website: www.mnautox.com

Shop Relations/Tech Session - Mark Kittock indicated that upcoming events are in *Nord Stern* or on website

Rules - no report

Rally - Dan Tolkheim and Chris Webber have 2 dates set. May 20 and Sept 9, both Sundays. Ron Johnson is

also planning another fall color tour. More information to follow.

Social - Ed Tripet. Possibly another guest speaker for Holiday party. Board to make decision.

Membership - no report.

Meeting adjourned at 8:10 pm.

Next Meeting: Tuesday April 3, 2001 at 7:00 pm, Davanni's Restaurant at 50th and Hwy 100 in Edina.

Respectfully Submitted,
Michelle Rothman, Secretary

April Nord Stern Business Meeting Minutes

Meeting was called to order by President Jim Holton at 7:00 p.m.

Minutes from last meeting were read and approved.

Jim requested an update from the committee chairs:

Driver Education - Don Erickson

All Event Masters are now set. Scott Mayer has agreed to coordinate the June St. Cloud event.

No major changes in track landscape over the winter.

Discussed Flat-tow options. Paul Ahles from Red Light Rescue was present to confirm that they are now able to flat tow with a Suburban, and have trained people available to drive CBIR's flat bed truck.

Everything is ready to go - now the snow needs to melt.

Autocross events at St. Cloud will be Nord Stern only. Tech for St. Cloud will be available at the site. Preregistration will be encouraged by email, with checks brought to the event.

Registrar - John Velure

41 Registrations already in for First Fling.

Reminder to bring completed Tech Forms to the registration at the first event. Everyone must have an approved Shop Tech their cars before they go on the track.

Club Race - Roger Johnson

Post Card mailing was sent. Already receiving interest. Web based registration materials will be available June 1.

Still looking for someone to coordinate the charity portion of the event

Still looking for someone to serve as social coordinator (get the beer and the snacks)

Need a Pre-Grid volunteer

Jim Coshow will be the National Steward for the Race.

Drivers' Training - Joe Rothman

New drivers tech scheduled for 4/6 (Friday) at Carousel.

Currently have about 20 people registered for the first fling school

Membership - Jim Holton for Susanne Dvorak

New member social went well. Very good turnout

Met Council - Bob Kosky

Still looking for large empty parking lots available on the weekends.

September Nord Stern rally will be open to all Met Council clubs

Newsletter - No Report

Tech Sessions - Mark Kittock

New driver tech at Carousel on April 6th.

Excellent turn out for the Ultimate Garage (over 80 people).

Ed Hazelwood has volunteered for this position next year.

President Holton thanked Mark for his several years volunteering in this position, and was pleaded with the success of the events.

Rules - Ron Lewis

Hard copies of rules will be available at the new driver's tech. Rules also available at www.nordstern.org

Rally - Ron Johnson

Dates are set 5/20 and 9/9. More info to follow

Also planning the second fall color tour.

Social - Ed Tripet

Vic Elford will be the guess speaker at the January Holiday Party

Safety - Don Miller

Slight changes in the locations of the corner worker's during DE events. More information will be available at first fling.

Note that the corner worker redistribution is on a trial basis, and if any safety issues arise, will be addressed.

The Start Finish Area at the bottom of the tower will be greatly restricted this year. Control will be from the tower, and there should be no reason for people/kids/dogs/scooters, etc. to be in the area around start finish.

Paul Ahlers from Red Light Rescue also commented on safety issues that he felt need to be incorporated into the novice school. Paul will send ideas to Joe.

Timing and Scoring - Dean Podevels

Ed Tripet has volunteered to run our timing equipment for the Austin Healy national convention at BIR.

New Business:

Medical Forms for DE Discussion.

Much time was spent discussing if DE participants should complete medical information similar to club racers (blood type, allergies, diabetic,

Continued on page 29



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.



GERMAN CARFEST 2001

SATURDAY, JUNE 9, 2001

Mark your calendars now for the 7th annual German CarFest, picnic & car show. Members from the Audi Quattro, BMW, Mercedes-Benz, Fahr North Porsche 356, Nordstern Porsche and the VW Clubs will all gather, just like last year, at Schaar's Bluff Picnic Area in Spring Lake Park Reserve overlooking the Mississippi, just northwest of Hastings, off County Road 42 (see map on back).

Spring Lake Park is one of the rest stops along the Great River Road. It is a study in contrasts with oak woods and open fields on the high rocky bluff tops which rise more than 100 feet above the Mississippi. Schaar's Bluff is a perfect setting for the German CarFest. There are blacktop roads with parking available in both sunny and shaded areas.

We plan on having a full day of fun for those attending. Food will be served between 11AM & 1PM at a nominal cost: pop, brats, hot dogs with all the trimmings. There will be a car show, tech events, a lot of socializing and a great time for all. We kindly ask you for a small contribution of \$5.00 per car to help us defray the cost of organizing the event, such as renting the park, cost of trophies etc.

GERMAN CARFEST 2001 SCHEDULE

9:00 AM	<u>Gates open</u> - Registration for Car Show, Ding & Dent Removal.
10:00 AM-Noon	<u>Ding & Dent Removal Tech Session</u> by Jürgen Holzer - 50% off.
10:00 AM Noon	<u>People's Choice Car Show</u> - Bring your car to show - trophy awards will be given @ 1:00PM to each marque, based on people's choice.
10:00 AM-3:00 PM	<u>Sterling Enterprises Detailing of Fine Automobiles</u> - Owner John Biesecker will tell you everything you ever wanted to know about car detailing.
10:30 AM-3:00 PM	<u>Fibrenew International, Ltd</u> - Owner Paul Jacobsen will share his expertise with you about leather dying, care, conditioning and repair.
10:30 AM-3:00 PM	<u>Collision Center, Inc.</u> - Technicians will be on hand to advise you on any body work/repairs you might need.
3:00 PM	<u>German CarFest ends</u> - See you next year!

This is the big social event of the year for German automobile enthusiasts. We hope that you will come early and spend the day with us, enjoying the variety of activities and the fine scenery. Bring a friend and your favorite German car !!!



7th Annual Nord Stern at Road America

Thursday & Friday, August 23-24, 2001

Road America is located in Elkhart Lake, Wisconsin

- **Eventmasters:** Joe Rothman (952)773-9925

- **Cost:** \$200 per person; \$120 second person, same car (prior to August 16)
\$225 per person; \$145 second person, same car (after to August 23)
nonPCA: \$220 per person; \$140 second person, same car

- **Requirements:** Snell 90 or newer helmet, 2.5 lb. permanently mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 103 db noise limit, valid Driver's license, Completed Tech form

- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.



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

Jon VeLure - Road America
5707 Kipling Ave.
Minnetonka, MN 55345

Driver _____ Instructor: Yes/No

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR/RA _____ Best time co-driver BIR/RA _____

Class (if known) _____ Car numbers, if known _____

"In consideration of being permitted to use the Road America facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the Road America 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 Road America for property damage to the Road America facility in which I, or my vehicle was involved."

Signed: _____

Co:Driver _____

*You are Cordially Invited to Attend
Afton Concours d'Elegance
Sunday, August 19, 2001
Afton City Park*



Park opens at 8:00 a.m.
Judging begins at 10:00 a.m.

Stay to enjoy the afternoon!

Directions: East on I-94
South on MN 95 into the hamlet of Afton.
The park is in the center of town on your right.

Eventmaster:
Mitchell Berry 952-882-2959

Classes: (AIR COOLED)

EARLY 4cyl: 356's, 914's & 912's.

EARLY 6cyl: 911's up to 73 & 914-6's.

MID 6cyl: 911's from 74 to 89.

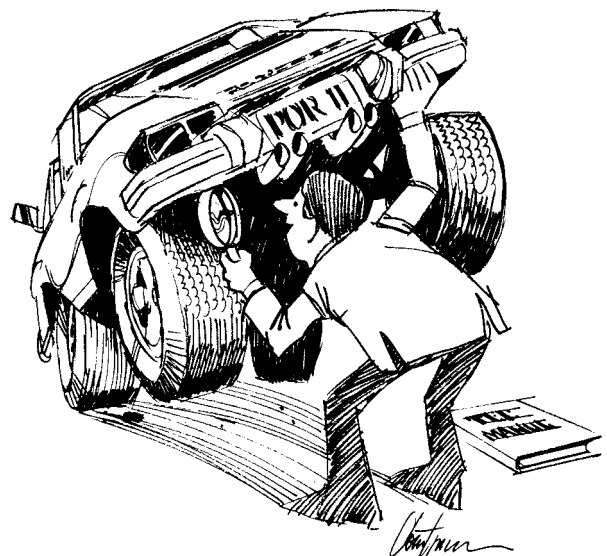
LATE 6cyl: 90 to 98 911's.

(WATER COOLED)

EARLY: 76 TO 95 924's, 928's, 944's, 968's.

LATE: 98 AND UP BOXTER's & 996's.

(RACE)



Judging will be Top Only or Full Concours for each particular class with only one race class.

photos by John Dixon



Bill Groschen with Terry Johnson



Suzanne Dixon, Cindy Holton
Kirk Meintsma and Jim Holton



Suzanne Dixon with Cindy Holton
Check those smiles!



John and Suzanne Dixon



Bruce and Christie Boeder



Our fearless leader, Jim Holton with Bruce Boeder



Jill and Fred Daneu:
Jill gets to take a break
from photography duties!



Nancy Smith, Dave Weisel, Pat and Ken Benson

On view at January Holiday Dinner . . .

On view at January Holiday Dinner . . .



Derek Bell with Cyd Holton



Derek Bell with Bill and Kathy Berard



Suzanne Dixon



Bill Kosky and Joel Pfister



Bob and Mary Lunde



Left, Jayne Mueller



Bob and Mary Lunde



Jim Holton with Derek Bell

photos by John Dixon

photos by John Dixon



John Dixon with Derek Bell



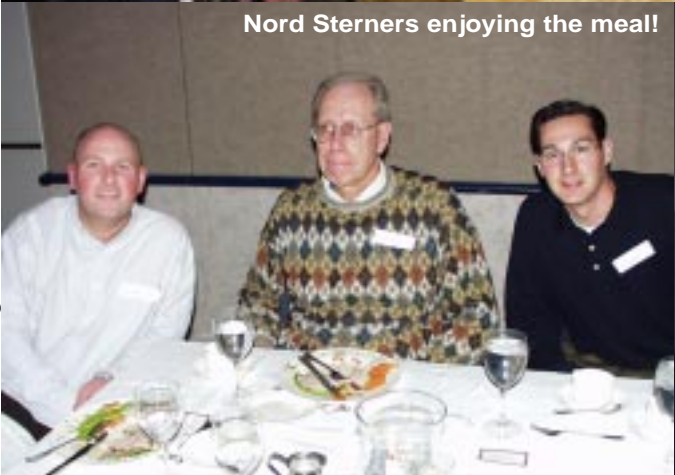
Laurie Cousins and Christie Boeder



The big cheeses: Jon Beatty, immediate past president and Jim Holton, current president!



Dave Weisel in serious discussion with Derek Bell



Nord Sterners enjoying the meal!



Derek Bell with Bob Kosky



Another couple thoroughly enjoying the evening!



Dave and Sherry Arundel with Derek Bell

On view at January Holiday Dinner . . .



Christie Boeder surprises Holtie (and that is not easy to do!)



Joe Rothman and Derek Bell



Jim Holton and Christie Boeder reprising the smooch!



Derek Bell and Michael Wachholz



Christie Boeder honestly surprised at the lovely roses given as a token of appreciation for her work on Nord Stern.



Group shot: Jill Daneu, Derek Bell, Teresa Vickery, Dave Weisel and Ron Smith



Mike Courtney, Teresa Vickery, Joel Pfister and Julie Courtney



And Finally, Joe Rothman! I won't even ask!

NORD STERN GLOSSARY (Or, How to Talk Nord Stern)

by Teresa Vickery

A slightly irreverent glossary of commonly used terms compiled by Teresa Vickery.

Afton: The abbreviated term for the “Nord Stern Afton Concours d’Elegance”, our once-a-year concours competition (see below). This is where you show off your car cleaning expertise (or your skill at driving through the car wash), oogle the unbelievably beautiful cars and eat some of the best ice cream in the Twin Cities. The very daring among us go to Lurk’s for the famed Lurkburger - the perfect pre-concours meal.

Autocross: The politically incorrect term for driving our cars on a track or in a parking lot. Replaced with the term *Drivers Education* (see below). Often abbreviated as AX or AutoX. Other car clubs who are not subject to PCA insurance rules and have not, therefore, been enlightened as to politically correct terminology, still run Autocrosses.

BIR: Brainerd International Raceway, now known as “The Colonel’s BIR”. Our “home track” and home-away-from-home during the summer. Site of our Drivers Education events and Driver Training Days. 2½ hours north of the Twin Cities, depending on your car, your radar detector and your comfort level with speeding tickets.

Blackhawk: A funky little track about 5 hours southeast of the Twin Cities, stuck in the middle of a cornfield. Twisty turns, short straights and tons of fun.

Board of Directors: The best job to have in the Club but one that takes time to get. Made up of Past Presidents, they work with the current President to insure we abide by our By Laws, manage finances responsibly and run the region effectively.

CBIR See BIR. The power of an ego out of control . . .

Club Racing: Drivers Ed on steroids. Sponsored and run by PCA, Club Racing is wheel-to-wheel racing at tracks all over the country. It is run under 13/13 rules, similar to Vintage Racing, which penalize drivers who cause damage to their car or other cars, or who drive in an inappropriate manner. Attend our Club Race in August at CBIR to check this out.

Club Talk: Our own Nord Stern chat group. Go to www.NordStern.org and sign up to get in on all the hot gossip, meeting and event reminders and general silliness. Recent posts included a discussion about installing trend-setting orange shag carpet in 911s, messages from someone looking for racing history (he’s got a 356 Carrera that was raced), posts about the Nord

Sterners competing in the Daytona 24-hour and Sebring 12-hour races, and the definitive explanation behind Jim Pott’s nickname: “Mr. Wiggles”.

Concours: Events for the truly neurotic clean car fanatics - as defined by one who is one! If the thought of cleaning your car with toothbrushes and q-tips makes your heart beat faster, this is for you. (Note: Attend the Concour Tech to learn the trade secrets of the clean car guys. There really is a right way to wash your car. Note, also, that a Concour winning car, or at least a well-maintained car is significantly more valuable when it comes to re-sale. And, keep in mind that an afternoon spent polishing your car is significantly less expensive than a session with a shrink. I have personally saved a bundle!)

Dakota County: A short, fast, fun and safe little course down in Dakota County (get it?) where we run Drivers Ed and Driver Training. Slower speeds than CBIR, but fast enough to get your adrenalin pumping. A *great* place to try out this driving thing.

Drivers Education: The politically correct term for an Autocross or Driving Event. These are carefully controlled opportunities to drive your car as Ferry Porsche intended.

Track Events: At CBIR, Road America or other race tracks. Generally 2 or more days of driving, car talk and socializing with fellow car nuts. You will come to love the smell of hot brake pads in the morning, have fascinating conversations about tire pressures and engage in long discussions on the nuances of cornering.

Parking Lot Events: At Dakota County or other huge parking lots. Generally a one day event where we mark a course with a million orange pylons. The object is to negotiate the course, without hitting any plastic pylons, in the shortest possible time. (Not as easy as it sounds!)

Driver Education Training Days: Formerly known as Driving Schools. These days precede a Drivers Education event (see above) and are designed to teach you how to drive. (There's more to it than you think!) Our Driver Training Days have a national reputation for being comprehensive and well-run. The skills you learn at our schools will make you a better driver on the street and will prepare you for our Drivers Ed events. Note: Successful completion of a CBIR Driver Training Day is mandatory for any driver attending one of our track events. You already own a great car. Now, invest in learning how to drive it well.

Event Master: The person in charge of an event who has God-like power over all aspects of that event. He/She is to be given our complete attention; groveling is recommended. Questions

about that event should be directed to him/her. If you are into "sucking up" (always a good idea!), call to volunteer to help. You'll always find their name and phone number in the *Nord Stern*.

Executive Council: Our Fearless Leaders. Made up of the Board of Directors and the elected officers of our Club: President, Vice President, Treasurer, and Secretary.

Fall North Shore Tour: Our annual trek to the north shore of Lake Superior that includes accommodations at BlueFin Bay, lunches and dinners at great restaurants and a self-guided foliage tour. (Also includes late nights in hot tubs, but we won't go there...) Seeing a bunch of shiny Porsches positioned against fall foliage with Lake Superior as the backdrop is awesome.

Friday Night Socials: A once-a-month venue to get a Porsche fix. Strictly for fun, and always held at interesting locations around the metropolitan area. Our version of TGIF.

German Car Fest: A gathering of the faithful that includes owners of all German marques. This is fun! You'll see some great cars, meet some interesting people and feel right at home among a group of people who are just as weird about their Mercedes, BMW, Audi or Volkswagen as we are about our Porsche.

Instructors: A group of experienced drivers who think it's fun to sit in your car all day teaching you how to drive.

Identifiable by their red name badges. Nord Stern has a reputation for producing great drivers, and it's all due to our emphasis on continuing education and the quality of our group of Instructors. Take advantage of these people—they've been selected because they are enthusiastic, willing to share their knowledge with you and want to help you improve.

Met Council: A loose organization of all Car Clubs in the Twin Cities area. Met Council runs a series of parking lot autocrosses all summer long, for those who need more drive time than Nord Stern can provide.

Newsletter: Also called *The Nord Stern*. Your one-stop source for information on everything that is happening in the Club. You should read it cover to cover, every month. Note: Your newsletter editors are always looking for photos and articles and you will endear yourself to them for all eternity if you submit material. Available online at NordStern.org in pdf format.

Nord Stern: German for North Star. Trivia buffs will immediately recall that our state motto is *Etoile du Nord*, French for "Star of the North". Seeing as how we're not driving Peugeots or Renaults, we've gone with the more appropriate German translation.

Pano: Porsche Panorama - the bible for Club members. Check out the classified to find out what the absolute max a Porsche is going for. (Check *Excellence* for a more rational figure.)

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Project 911SC, part III, or “Bobby Ate a Crow”

Text and photos by Bobby Piper

Many of you have children, and have laughed ruefully at the things that they might have done or said in front of people. Yesterday, Molly saw a friend and her three year old, Sam, at the grocery store. Upon spotting Molly, the first thing out of Sam’s mouth was, “*Bobby ate a crow!*” It seems that a certain friend of ours, let’s call him Jeff, had made a remark that he didn’t appreciate being mentioned in my project car articles, but that I’d have to eat crow in the next one because he ended up buying the car from me! Being three, Sam took him quite literally, and has been excitedly sharing my dining habits with anyone who will listen. So here it is, I’m eating crow. Mmmm, Mmmm, GOOD.

Yes, it’s true. I waved the white flag. I threw in the towel. I gave up the ghost. I cried UNCLE. I caved.

With the combined pressures of the market, the economy, and family harmony, I have decided to abandon the 3.6 911SC project. Had the Volvo ever needed to be in the shop, the 911 would’ve been the only backup, and the prospect of Molly struggling to stuff two toddlers, a stroller, and innumerable bags of kid gear into a 911 just sounds like a recipe for severe marital discord.

On the bright side, I did well selling off all the parts I had collected.

Better, in fact, than anyone has been able to do trading equities lately. Maybe I’m in the wrong business. On the gearbox, I had 100% return, the motor, a 21% return, and the roller, a 33% return. Certainly better than if I had built the car and then tried to sell it. Then there’s the whole imprinting issue. Much like newly born goslings that attach to the adult bird, I would have been unable to part with the car once I started driving it regularly. Now, I know that our editor will be dismayed by the loss of continual article flow, so I will try and distract the *Nord Stern* readership by writing about the engine rebuild I have decided to do in lieu of the project 911SC.

With 112,000 miles on the clock, the motor in the Great Pumpkin (my ‘78 911SC race car) was ready for a rebuild. It may have been psychological, but I was beginning to feel that with so many miles, I was just not as competitive as I wanted to be. With sponsors to help defray costs, I decided to go through with it. If nothing else, a rebuild would be sure to eliminate any excuses.

There are many decisions to make when contemplating a rebuild. Top end only? If a full top and bottom, reuse old pistons and cylinders, or purchase new? Rebuild as original, or as Euro spec? Etc. *etc.* After signifi-

cant deliberation, I decided that I would like to move up from class G to class F. The basic theory behind this move is the adage, ‘faster is funner.’ Bad grammar aside, truer words were never spoken.

For a 911SC, there are two ways to move up one class. The car can either become a ‘prepared’ car, where certain specific modifications are allowed, or by rebuilding as a Euro spec car. The allowable modifications when building a prepared car are: 1) non-stock brakes, 2) lower gearing (switch from 8:31 to 7:31 ring and pinion), 3) MSD ignition, 4) Quaife differential 5) flares 6) wheels 2” wider than originally available, and 7) a wing (rather than the tails available from the factory). This is a formidable list, and would, when combined with a fresh motor, create a very competitive race car. The downside? All these mods alone would cost around \$10,000 before even contemplating an engine rebuild. So I’ve decided to rebuild as a Euro spec 911SC.

The later Euro models (‘81-83) had 9.8:1 compression ratios and 204 hp from the factory (vs. 8.5:1CR and 180 hp for a US spec ‘78 SC). In a string of emails and a phone conversation with Tom Charlesworth (national PCA Racing scrutineer), he confirmed, then reiterated multiple times, that I could combine the heads

from my current motor (a US spec 1978 3.0 L) with the Euro spec P/Cs when I did my rebuild. This meant that as far as major engine components are concerned, all I had to buy was a set of Euro P/Cs. This was no easy task, as Euro spec P/Cs are fairly rare. I finally located and purchased a set and had them shipped to Aaron at FlatSix. Meanwhile, he has disassembled my old motor down to the last nut. Sent to Ollie's have been: the heads for a three angle valve job, the crank to be magnafluxed, ground, balanced, and have the journals micropolished, and rods to be reconditioned and balanced. The cams were sent in to Elgin to be refurbished. In addition to the P/Cs,

new items will include main bearings, rod bearings, rod bolts, a 964 oil pump (a legal mod: pumps better volume and has a better scavenge pickup), a distributor recurved to Euro specs, factory plug wires, new fuel injectors, and a K & N air filter.

It has been fascinating spending time at Aaron's shop as the motor gets disassembled. As I ask so many questions, he's been charging me double the normal shop rate when I'm there. Just kidding. But he probably should.

I have learned by seeing it in front of me, how the internals of an engine look when they're worn. In the case of my motor, the cams were scored where the rockers contact them (no

bent valves though!), the crank was scored where it rests on the bearings (the crank's 'main journals') and the bearings were beginning to show copper through their outer coating. While it would have lasted longer, my motor was probably just about due for a rebuild.

Before the rebuild began, I had no idea what main bearings even look like. I had imagined a set of roller type bearings similar to wheel bearings, but instead they have no moving parts. They look like a fresh stick of chewing gum folded around a Coke can and removed. Their job is to be sandwiched between the crank's main

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How to Talk

... continued from page 25

Parade: A once-a-year PCA-sponsored national gathering of the Porsche faithful. It includes a variety of car-oriented activities (the list is too long to reprint here!), lots of partying, lots of car talk and lots of Porsches. Described as a near-religious experience for Porsche-philes. To be held this year in Milwaukee, June 30-July 6.

PCA: This one is a “gimme”: You are already a member of the Porsche Club of America.

PCNA: O.K., another ‘gimme’. You’re already driving one of Porsche Cars North America’s finest.

Rally: Getting from Point A to Point B in an exact time frame, along an exact route. You and your Navigator rendezvous at a given location, are handed coded instructions and (if you are successful) end up somewhere fun. Note: Included in your instructions is a “Panic Pack” that will give you the destination so you won’t miss the end-of-Rally fun! Rallies range from diabolically tricky time-speed-distance events that test your driving, mathematical and personal relationship skills to “gimmick” or fun rallies that are goofy, silly events that may have you taking pictures, decoding “secret” messages or trying to find hidden clues.

Registrar: The person who handles your Driver Education registration. You send your entry form and check

to the Registrar and he/she will record it, process it, assign you to a run group and insure you have a great weekend. Note: We strongly recommend you be a good Nord Stern citizen by registering early for an event. We also strongly recommend you be effusive in your praise of the Registrar, as this is a tough, thankless job. We all want to keep our Registrar happy!

Road America: Abbreviated RA. A fantastic track located in Elkhart Lake, WI. that features big straights, the infamous Carousel, the wicked Turn 5 and more. Also features “Eggers” - a breakfast concoction not for the faint at heart (or sensitive of stomach) and the best brats in the country. An easy 6 hour drive. (Any less and you will meet one of Wisconsin’s finest who carry credit card slide machines, for your convenience...)

Run Group: Your group at a Drivers Ed event, assigned by lap time. Note: Run Group in no way designates social standing or status within the club. It is a time-based grouping designed only to maximize track time. Based on observing other regions who do not use time-based Run Groups, our system also maximizes fun.

Safety: The people charged with insuring our driving events are run in as safe a manner as possible. Duties of the Safety Chair include monitoring adherence to the rules, making certain people are driving in a safe, sane fashion and having “chats” with drivers who exhibit inappropriate behavior.

Schools: The politically incorrect term for our Driver Training Days which precede our Driver Education events. (Confused yet?)

Tech Talk: Another of our wonderful internet chat groups, specifically for conversations of a technical nature. Go to www.NordStern.org to sign up.

Techs: Events organized to give us a dose of car talk in the off-season. We gather together to hear presentations on technical aspects of our Porsches and Porsche ownership, and to talk cars with our Nord Stern friends. Topics vary and are always fascinating.

Tech Inspections: Prior to attending a Drivers Ed event, your car must pass a tech inspection. A comprehensive inspection of your vehicle is done to insure it is “track ready”, checking brakes, tires, wheel bearings, suspension, fluids, and mandatory safety gear. This is done at one of our Tech Inspection locations, with your car up on a lift.

Tours: Like a Rally in that you are going from Point A to Point B, but you know the route and there’s no pressure. Routes are specifically selected to be scenic and/or fun to drive in your Porsche. Note: The sight of 20 or 30 Porsches traveling briskly down a beautiful country road is not to be missed. Tours always include great food and great socializing.

Waiver: A form you will be asked to sign prior to participating in any event which involves driving your car, in-

cluding rallies and tours. It is required by PCA as part of our insurance package. Our lawyers make us do this.

Work Assignment: Your part in making the event happen. Assignments depend on the type of event, and range from lining up cars on the grass at the Concour, getting waiver signatures at the Rally or working registration at CBIR, for example. No assignments involve rocket science: you will always be told what you need to do. You will always be told where you need to be. The best strategy to take as a Nord Stern member is to volunteer early to get a choice job, and then do it.

Zone Rep: Each region in PCA is part of a Zone. Each Zone has a representative who's job is to keep track of the regions and to represent us at PCA meetings. Once or twice a year our Zone Rep will attend a Nord Stern event to schmooze. We are part of Zone 10.

April Minutes

... continued from page 15

etc). It was agreed that this is a good idea. Exact details will be forthcoming, but for this season it will be optional. Jim is looking for preliminary budgets from all the committee chairs

asap. Nord Stern is in the running for the National Parade's Charity Event of the year award.

Jim would like recommendations on nominations for:

Family of the year

Member of the year

Meeting adjourned at 8:20.

Respectfully Submitted,

Michelle Rothman

Secretary

(NOTE: Meeting was very well attended. Special thanks to the new members that were present.)

Stolen

... continued from page 12

and to other countries—Hawaiians, Brits and Canadians all looking for my lost 914!

That was it for two weeks. A steady stream of wires, but no car. I was starting to lose faith and was thinking about what kind of race car I'd get next, and how to pay for it! Bob, on the other hand, hadn't given up hope and was way more confident that we'd find the car. Turns out he was right.

On the Friday I was flying out of town and Bob was going on a snowmobiling vacation, our hunt was going on hold. I arrived at Tampa around 8 p.m. and as I got off the plane saw I had four new messages on my cell phone. I thought this a little excessive and called to listen. The first was my girlfriend, Sandra, saying Bob had called to say that the police had somehow found my trailer in St. Paul. That got my pulse up to maybe 80. The next was Bob saying that not only had the trailer been found but my locks were still on the rear ramp door. Very, very promising, and good enough to push the pulse up to 100ish! Third was Bob again, saying he was at the police yard and they'd just opened the trailer to find my car inside, more or less undamaged! Pulse to 150 and I'm told by the people who were with me that I broke the high jump world record. To describe me as happy at that moment would be like describing the Pope as a slightly Catholic man. And the fourth message? That

was Bob again, saying there was a race in Texas two weeks later and did I want to take the last available place on the semi?!?!

Since the recovery the police have pretty much determined who stole the trailer. A combination of good luck and good detective work had led them to the location of the trailer. The thief is apparently well known to the lawmen, but without firm evidence no arrest has been made. We're hoping the fingerprint evidence from the car will nail the guy once it's processed. By the way—avoid fingerprint dust. It's gets absolutely everywhere and is tough to remove as Bruce at Auto Edge can tell you!

It was all a bit of a nightmare, but looking back, there is a silver lining. The response of people was overwhelming. I was clearly reminded that the PCA is about the people, not just the cars. My website received about 4,500 hits in those two weeks! 4,500 people who chose to click and take a look! An incredible number I thought.

Several hundred emails with advice, suggestions and encouragement. Bob and the gang at Auto Edge were fantastic—poor fellow even delayed the start of his vacation to go to the police yard on that Friday night to open up my trailer.

The car has been back to Auto Edge since its "excursion" to have the engine reinstalled, and it now looks and runs great. With the benefit of hindsight, I now see that a \$2 padlock was not the smartest choice of security device for a race car costing thousands. I've now got two, much safer, locks and a wheelclamp for the trailer will be next. I've also signed up for race car insurance covering theft, transport and paddock incidents. I don't need to go through the experience again. So, thanks you to everyone who helped out. The car is now just about ready for the track and I'm itching to get out there after this long, and much too eventful, winter. See you at CBIR.



Photo above, of Nick's 914, and on page 12 of the 914 in front of Auto Edge are courtesy of Nick Summers.

Blackhawk Farms

Driver Education & Time Trial

Thursday & Friday, July 26 & 27, 2001

Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities.

■ **Eventmasters:** Ron Lewis 952 932-0505 and Randy Hallenbeck 262 538-0728

■ Nord Stern 2001 Autocross Championship Series event.

■ **Cost: One Day:** \$155 1st driver, \$125 2nd driver. Two Day: \$205 1st driver, \$175 2nd driver. **Late fee: \$40.**

■ **Registration:** Registration limited to 50 drivers to maximize track time. Registration must be postmarked by July 11th to avoid late fee. No refunds for cancellation after July 18th.

■ **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, long sleeve cotton shirt.

■ **Tech Inspection:** Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package. For more information contact eventmasters.

■ **Experience:** To participate, you must have Nord Stern or other approved driver training.



Rush this form along with your check payable to PCA/Milwaukee Region to:

Randy Hallenbeck
P.O. Box 445
Merton, WI 53262

Driver _____ Phone # _____
 Ability Level (check one) _____ Novice _____ Intermediate _____ Exper. _____
 Second Driver _____ Phone # _____ Ability: N/ I/ E (circle one)
 Address _____
 City _____ State _____ Zip _____
 Car _____ Model _____ Year _____

Are you an Instructor? Yes/No _____ Would you like an Instructor? Yes _____
 NS Class (if known) _____ Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____
 Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

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
	Gordon Maltby	651 439-0204
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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9th Annual Nord Stern Fall North Shore Tour!



Friday, Saturday, Sunday
Sept 28 - 30, 2001

Headquarters: BlueFin Bay (1-800-BlueFin)

Please note: All rooms are currently booked at the BlueFin. When you check in this year you need to also make your reservation for the 2002 Fall Color Tour at that time: Dates will be September 27-29, 2002!

Bicycle Tour Prior to the 12 Hours of Sebring Ends with a Fatality—Porsche Mourns a Friend and Outstanding Driver

Copy Provided By Porsche AG

Sebring/Stuttgart. Bob Wollek, one of the most successful and reliable Porsche racing drivers, has died. The 57-year-old French works driver died early Friday evening, 16th March 2001, on Highway 98 close to Sebring (FL, USA) during a bicycle tour. He was hit by a campervan only a few kilometres away from the Sebring racetrack. Bob Wollek sustained serious head injuries and died on the way to the hospital. Dr. Ing. h.c. F. Porsche AG mourns the loss of a friend, an outstanding man and one of the company's best racing drivers.

Bob Wollek had travelled to Florida to compete in a 911 GT3 RS run by the Petersen Team in what was to be his 12th start at the 12 hour race in Sebring. After the end of the official practice on Friday, the Frenchman left the team to make a bicycle tour that would eventually finish up at his hotel. According to eye-witness reports and the local police, Bob was riding his racing bike, in compliance with the road regulations, on the right-hand fringe of the road when he was overtaken by a van. He was possibly pulled to the left due to the van's slipstream. The next vehicle, a campervan driven by 82-year-old, was unable to avoid hitting Bob Wollek.

After consultation with Porsche motorsport management, the Petersen-Team decided against competing in the 12 hour race. Porsche's Head of Sport Herbert Ampferer recommended that the other teams take up the race. *"Bob would have certainly wanted us to compete here,"* said Alwin Springer, Head of Porsche Motorsport North America. Porsche pilots flew black ribbons in memory of their colleague. The race ended with a double win in the GT class for the two 911 GT3 RS run by the private Alex-Job-Team with works drivers Lucas Luhr (MC)/Sascha Maassen (D)/Emmanuel Collard (F) and Christian Menzel (D)/Timo Bernhard (D)/Randy Pobst (USA), ahead of the works BMW M3, piloted by Jörg Müller/J.J. Lehto (both MC).

Bob Wollek was born in Strasbourg (F) on 4th November, 1943. He is survived by his wife Michelle. The couple lived in a farmhouse that was more than 200 years old in Berstatt, near Strasbourg. The 2001 year was to be Wollek's last season as a racing driver. Afterwards Wollek was set to take over management responsibilities in Porsche motorsport.

The Frenchman was one of the most successful and reliable endurance pilots in the world. He began his sporting career as a member of the national ski team, and belonged to the group which included famous Frenchman Jean-Claude Killy. After winning the 1966 students' world championship he moved on to try his luck in motorsport. Wollek took part in a driver training, which he won. In 1967 he secured victory in his first rally, the Mont-Blanc-Rallye, in a Renault 8 Gordini.

Soon after, Bob Wollek joined Ron Dennis' Formula 2 team (1971-1973), but finally concentrated on GT and prototype sport with Porsche racing sportscars. By 1974 the Frenchman had become a Porsche specialist, and since 1976 has won the prestigious Porsche Cup seven times. As a works and private driver he secured four overall victories at the 24 Hours at Daytona (USA) in a Porsche 962 (1983, 1985, 1989, 1991), clinched an overall and a class win in Sebring (1984, 1997), and in 1983 became German and European Champion. Only an overall victory at his home event, the Le Mans 24 Hour race, remained elusive. The quiet French-

Continued on 34

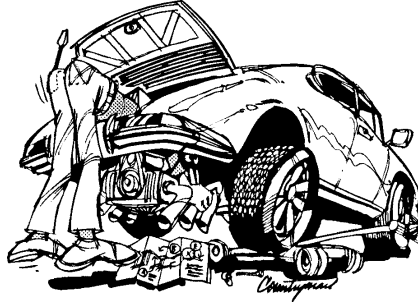
Wollek

... continued from page 33

man contested the endurance classic 30 times.

Porsche CEO, Dr. Wendelin Wiedeking, who only a week ago spent time with Bob Wollek in Mexico at a PR event, commented: *“Bob was an impressive man full of ambition, initiative, and confidence. Bob Wollek had style, character, and was disarmingly honest. A thorough professional. We lose one of our greatest and most successful drivers. Porsche has a lot to thank him for.”*

Nord Stern welcomes new advertiser!



Nord Stern would like to welcome several new advertisers this year and the latest is a new shop in town, called FlatSix.

FlatSix's ad can be found on page 16.

Check it out!

Give us a call if you are interested in advertising in Nord Stern.

Project Car

... continued from page 27

journals and the case, to accept the wear that would otherwise be subjected to the case. The actual 'slip' is caused by the thin film of oil between the bearing and the crank.

I've learned how the oil travels through the case, where the squirters are, and what an oil pump looks like (as well as why the 964 pump is superior to the SC pump), and the meaning of many technical terms. For example, a 'knife edged crank.' This is an illegal mod for a stock motor, but what it means is when the crank's counterweights are ground to an edge so that they may travel through the oil

in the sump more freely. Aaron explained that this is not a big issue in a Porsche motor for two reasons: Porsches have a 'dry' sump (until the Boxster and 996), which means there is a pump in the lowest part of the case that pulls the oil from the bottom of the motor, so there is not a huge quantity of oil in the bottom of the case for the crank to splash through as it turns. Second, the counterweights on a 911 crank are already very aero (or actually, hydro-) dynamic. Other terms I have read about but didn't fully understand: 'Shuffle Pinning the case.' This is when small holes



The Great Pumpkin, photo by Daniel Manzier

are drilled into both sides of the case where the halves meet, and dowel like rods are inserted. This keeps the case halves from, well, from shuffling back and forth as all of the reciprocating mass inside the motor spins around. This is a legal mod, but not really necessary for a 3.0L stock class motor (although would be a good idea for a 2.7, which has a weaker, magnesium case instead of aluminum). Another term I didn't really comprehend is 'Windage.' This is the characteristic of a motor, of the way air travels about inside the case. The pistons displace a large amount of air as they travel up and down in the cylinders. The easier the air flows, the less resistance the pistons have in their travel. Better windage means more hp. The term 'boat tailing the mains' is when the main support areas inside the case are rounded (boat tailed) so that the air may flow by them better. This also is an illegal mod, as it improves the motor's windage characteristics.

I've been asking far and wide if there are any tricks to building a fully legal stock class motor that is as strong as it can be. The bottom line is, it's a matter of carefully doing all of the little detail items. Some people would call it blueprinting, but it's really just careful attention to detail. This includes doing what's called volumetrics, measuring the various components of the motor including the piston dome and combustion chamber of the cylinder head so the exact compression ratio of the assembled motor can be calculated,

and adjusted accordingly to the exact factory specification. See Bruce Anderson's *911 Performance Handbook* for a more complete description of volumetrics. In the case of the '81-83 Euro SC, the factory specification is a 9.8:1 compression ratio, so by using volumetrics we'll be sure when we're done that it actually is 9.8:1, not, say, 9.5:1.

All reciprocating parts should be balanced: crank, rods, pistons, clutch assembly. Intake runners, gaskets and ports on the intake side, then ports, gaskets and header pipes on the exhaust side should be carefully assembled so they line up exactly, to allow the intake air/fuel mixture and then exhaust gases to flow best. New fuel injectors will ensure perfect fuel delivery. New plug wires with fresh connectors will ensure the best spark (along with the usual tuneup items such as cap, rotor, plugs).

One unusual thing I will be trying is opening up the airbox a little, to try and get better—and cooler—air flow to the motor, but things like plug

wires with capacitors in them are just snake oil.

It is possible to just buy a rebuild from some California sweatshop, or out of the want ads in *Pano*. Problem is, the term 'rebuild' is used so loosely that it may be hard to know exactly what was done or rather, what was not done. Instead, with the motor being built locally, I've been able to learn a lot, to say the least, and know exactly what was involved.

With so many new components and with this much attention to detail, it naturally takes longer and costs a bit more. The additional funds I got from trading my 3.6 911 SC project car components will now make it possible to be sure the new motor is as good as it can be.

I guess crow doesn't taste so bad after all.

EDITOR'S NOTE: THUS ENDS THE SAGA OF BOBBY'S GREAT ADVENTURE! THANKS FOR SHARING THIS FUN STORY, WE AWAIT THE NEXT ADVENTURE. AND KNOWING BOBBY, I AM SURE THERE WILL BE SOMETHING! RIGHT, MOLLY?!



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FOR SALE

1970 914-4

1.7, Tangerine/black, 42,000 miles, appearance group, Pedrini wheels, Konik bursch, 195-50 Goodyear, Weber 40 crbs, have OEM fuel injection system. Owned since 1972. \$4,700. Gary Greiner, 701 E. 8th, superior, WI 54880. 715 395-9431.

Wheels/Ticket

5 fuchs alloys for a Porsche 914. Good condition, new OEM center caps. \$400. OBO. Also available 1 ticket for U.S. Formula 1 Grand Prix, September 30, 2001. \$85. call Brian butkowski 320 251-3288.

1963 356B Coupe

Silver. Fully restored. This car has an interesting history. It was on display on the 32nd floor of Porsche's Minneapolis ad agency from 1990 to 1996. It was disassembled, removed from the building, then reassembled, repainted and tuned by Johnson Autosports. (see story in 356 Registry, Sept. '98.) New wheels and tires. Ready to drive. \$19,000. Call Fred 612-321-2402, days. 952-942-9053 evenings.

Wheels

Four factory 7x16 Phone Dial wheels, 23mm offset. Fits 944 and 944turbo '86 and earlier. Wheels are straight, not bent, etc, some minor scratches. Great way to upgrade your 944NA to 16" wheels, or as a set of

winter wheels. Includes 225/50-16 Dunlop 2000E tires, approx. one season of wear left. \$750 OBO. Mark Kittock 952-934-2556.

1979 911 SC COUPE

99k mi, Oak Green Metallic, #9119301507, all records. Power windows and mirrors, sunroof, tail. extras Brey-Krause harness bar, harness two race tires, Euro pre-muffler. Excellent condition, \$11,000. John Sparks 651-702-0875, jsparks@sgi.com.

914 Parts

Dual 40 mm Weber carbs and manifolds, complete with air cleaners and linkage, also includes Bosh 050 performance distributor, \$350. Medium length lug bolts for after market alloy wheels, medium length McGuard type locking lug bolts, four bolt wheel spacers, make offer. Manual tire changer with bead braker, \$100. 2000 Porsche LA auto show press kit including photos and color slides, a nice addition to your cars documentation file, make offer. Kelly 651-457-1404.

1990 944 S2

With ultra-rare M030 sport suspension option (adj. spring perches, big brakes, Konis, sway bars, etc.), Florida car, white w/blue leather interior, sport seats, ltd. slip, 18 in. Cup wheels (16in. and 17in. also avail.), recent motor mounts, water pump, belts & pulleys, tires, Auto Edge maint. (ask Bob Viau about this car), 112,000 miles with records, mint condition in and out, no mods, 'M030' plates, ultimate street/track car, drives like new, \$18,000, Chip Smith 651 697-8802 (w) or 952 942-6686 (h).

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 Podelvels 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.

A Speedster “surfaces” after 18 years

by Gordon Maltby, reprinted from *356 Registry*, January/February 2001

Paulette Haggan of Greeley, Colorado called recently to let me know about a mysterious Porsche discovered when a nearby reservoir was drained down for maintenance in November. She was kind enough to send a copy of the Fort Collins *Coloradoan* newspaper.

Horsetooth reservoir, in the foothills of the Rockies east of Fort Collins, is held in place by four earthen dams. The reservoir level was lowered to allow some work to be done on the dams and as the water receded, the shape of a car—at first thought to be a Volkswagen—slowly appeared this past summer (editor’s note: summer of 2000). As the water went further

down, it turned out to be a Porsche Speedster whose license plates indicate it had been in the water since about 1982. It was initially speculated the car was somehow connected with a man’s body that had washed up on the lake’s shore about the same time. As it turned out, he had been driving a van so the investigation was closed.

A call to King Clemons in Ft. Collins brought out some late and interesting details about the car. According to King, the state of Colorado purges its motor vehicle records every five years, so the license and VIN number will shed no light on who owned the car. That being the case the car becomes the property of the US

Bureau of Reclamation, which manages the reservoir. Apparently, the Bureau had no interest in a rusty Speedster and they have agreed to a plan by which a group of local enthusiast will retrieve the car by floating it to a nearby landing where it will once again be put on land. It probably won’t be put on the road, however. Even though it is in fairly good shape considering it was under water for almost two decades, a restoration candidate it’s not! I am told it may become part of an automotive “Stonehenge” near one of the main-traveled highways in the area. We’ll try to keep track of the car’s fate and report here as it unfolds.

1996 C4S

Recently purchased a BMW 850csi (M8) and can't afford both! 2nd owner, I have the window sticker and all repair receipts from Carousel where I had it serviced. 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 by 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.

What is “Wheel Offset”? Should I Buy the Largest Wheels Possible?

Answers by Tom McGlynn, President of Jongbloed Racing Wheels and Bob Johnson, President of Johnson Autosport

Wheel offset is a very confusing term. When referring to wheel offset there is negative and positive from the center of the wheel rim. The offset can be determined by measuring, but most people find this to be very confusing. Many mistakes are made when ordering wheels by offset.

The simplest way to measure and order wheels is to use *backside measurement*. Backside measurement refers to the distance from the wheel center backside to the inside tire bead seat. The rim lip is not included. Backside measurement provides an easy

way to determine if a wheel is proper for a car. Brake clearance is also an issue when purchasing wheels. If larger brakes were installed, brake clearance would also be determined from the backside of the wheel hub.

Selecting a wheel and tire combination is not an easy decision. Bigger is not always better. Tires that are larger may actually slow a car down rather than make it run faster. Tire width, diameter, and profile need to be carefully considered. How will the tire & wheel combination affect gearing, cornering, braking, the height of the car, and even aerodynamics? The

answer is provided by experience. There are many people who are willing to give advice on wheels and tires. Very few of them provide the right answers.

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.

