



JUNE '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 - Jim and Kathy Potts' former car: 1994 White RS America, photo by Jim Potts

Back Cover - From on high, looking down the straight at CBIR towards turn one. Photo by Bret Bailey

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Call Susanne Dvorak at 763 559-8098

or email:

sdvorak@tela.com

Leave your name, address and
Both home and work phone numbers.
Your application will be sent out right away!

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TJR Collision Center	14
Yellow River Rare Coin & Bullion	40

First Fling and has been here and gone and all the Boeder cars survived. Son Geoff had an absolutely wonderful time both at the school and the event itself. He was one tired guy after the weekend. His dad was very proud of him, he seemed to catch on quickly and guided the Audi 200S Quattro wagon around the track in way too quick a time, at least as far as mom was concerned! I am not ready to be the slowest in the family. Seriously, he learned so much and definitely inherited the racing genes. He even had his first off-road excursion. Just call him, Swamp Thing! Thanks to **Joe Rothman** and **Susan Lee** and their crew for a great school.

In this issue you will find the timing results from First Fling—a short list since many of us did not stay to run the time trials because of the wind. Kudos to those who did and to all the timing folks for taking care of them. In addition, take a look at all the fun candid shots courtesy **Ed Triplet** and his digital camera. My apologies for not captioning any of them—I simply do not have time this month.

It was a wonderful event, our largest ever with close to 150 drivers reg-

istered. That is a lot of cars and drivers and believe me it was very well run by the eventmasters, registrar and assorted volunteers, and by the drivers themselves. From lots of track time, to warm weather, to a great door prize (a car seat donated by Apex), to seeing many a fellow Nord Sterner—what a blast. And from a personal point of view I must comment about how neat it was to be back on the track. Personally, I have not participated or driven in an event at CBIR in 3 years and was concerned about how it would feel to get back in the car. Did I still have the interest and the competitiveness to focus and concentrate? That was a huge question for me. My life has been quite taken up with children and volunteer commitments. Had I lost the ‘edge?’ Would it seem scary and not worth pursuing? Well, my fears and doubts were very soon but to rest! I could not believe how much fun I had and how quickly I got back into the groove of concentrating on the line, on my turn in points, on my braking zones and mainly on “can I keep my foot on the accelerator and not brake for turn one!!!!” Bruce can do it, the car can

do it, so can I. Or at least that is what I kept telling myself.

Okay all you women out there, you may not think of yourself as ‘competitive’ but really all that is about is the desire to do well and excel. And I think most of us would admit to having that desire. It may not seem too ‘lady-like’ to admit to being competitive but it is a wonderfully healthy emotion. Admitting to this little hobby has made for some interesting conversations. It is not just for the guys! We have had Women Only Driver Training in the past and we will again, keep it mind for a mind-bending, life-altering, challenge for yourself!

Finally, I would like to welcome another new advertiser: Apex, which you will find on the inside front cover. Apex is owned by Jim Bryant, longtime Nord Stern member, Porsche nut and passionate driver/racer. What for next month to hear more about Jim and his new venture! And last month we had a new shop in town, FlatSix join the ranks. FlatSix is owned by Aaron Hatz and is located in Bloomington and I hope to get Aaron to tell us a little more about who he is and his new venture, too! Welcome to both Apex and FlatSix.

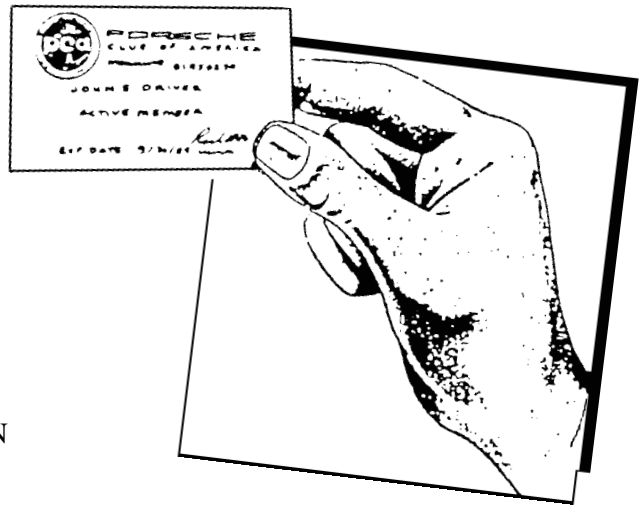
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Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
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Back Cover: 7" wide x 7" high
Color: All ads appear 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!



Ken Anderson
Bloomington, MN
1994 Black 968

Jim Andert
Eagan, MN
1997 Black 993 Cab

Thaddeus Austin and Aurelia Wills
St. Paul, MN
1987 Diamond Blue Metallic 944 T

Larry Barenbaum
Minneapolis, MN
2001 Speed Yellow Boxster S

Geoffrey Boeder
Minnetonka, MN
1980 Black 911 SC

Philip Campbell
Plymouth, MN
2001 Silver Boxster

Jim Furseth
Stillwater, MN
2001 Black Boxster S

Jim Hovland
St Louis Park, MN
1986 Silver 944

Glen and Anna Larson
Minneapolis, MN
1980 Tobacco Metallic 928

Doug and Chris Lee
Eagan, MN
1999 Blue Boxster

Jonathan McDonagh
Minneapolis, MN
1991 White 964 C4

David and Arlene Mueller
Excelsior, MN
1995 Silver 993 C4

Daniel and Karin Muldowney
Eden Prairie, MN
1978 Black 911 Cab

Jeff and Jane Olson
St. Cloud, MN
2000 White Boxster S

Arden Olson
Shakopee, MN
1987 Black 944 Coupe

Kathleen Johnson and Rod Osgood
St Louis Park, MN
1988 Black 911 Targa

Peter Rosendahl and Marcia Bell
Minneapolis, MN
1995 Red 911

Scott Weaver
St Louis Park, MN

Letters to the Editor . . .

On behalf of the NS Timing and Scoring crew, I want to thank some special people who made the CBIR event go a lot smoother on Sunday, April 29th.

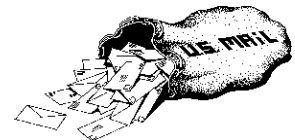
Up in the Control Tower were: **Bret Bailey, Don Delaria, Joe Evans, Luis Fraguada, Sr., Roy Henneberger, and Vic Lee** (the tim-

ing consultant !), and down at Pit Out was Dick Meintsma.

We were faced with very windy conditions and frequent false triggers tripping the timer (leaves, bags, debris, soda cans, and even a large chunk of barrier foam). Well, the foam didn't really go through the lights, but it sure gave a few drivers at pit lane a scare!

Without the extra eyes watching for the debris, we would not have been able to sort out and delete those incorrect triggers at the light.

*A BIG THANKS TO ALL!
Dean Podevals and Ed Tripet*



Greeting fellow club members! Is your Porsche cup half full or half empty? As we finish the first half of 2001, I'm positive that we're all anxiously looking forward to the second half of our year. After all, there's a ton of Porsche stuff on the radar screen!

So how did we do so far? I would love to hear from you via email regarding that subject (jim@holtonsalesgroup.com). My email box is always open. Here are a few things that I'd like to mention about the first half of 2001.

We have received tremendous support from all of you regarding our scheduled activities so far. Whether it was a social or business event, the turnout was overwhelming. Thanks to all of you for your participation!

We filled all of the chair positions with great people. The members that have stepped up to manage one of the various committee positions deserve a ton of thanks.

We are on budget financially. Most of our events make money or break even. However, some don't. We do have a budget that we review periodically with your fearless Board Members and all is financially well in hand. Thanks to all of you responsible for helping with the financials.

Most recently, we just successfully managed our first two events at CBIR over the last weekend of April. I say successful because:

We had a record turnout at the Driver Training School on Friday April 27th. The event was well run

thanks to the efforts of **Susan Lee** and **Joe Rothman** prior to and during the day. They developed new curriculum that now includes three levels, 1000, 1001, and 2000. I am really excited about this important aspect of our club. *On personal note, I was an instructor candidate and had an awesome time working with my student Tom and understanding my role as an instructor. In my student's car, a very capable 1992 911 C2 Turbo, we were able to hold quiet, civil conversations about all aspects of running safely and driving efficiently at the track. In my car, I'd need a bullhorn and post it notes to communicate to anyone willing to sit next to me!* Needless to say, I can't wait for the next Driver Training event!

We also had a phenomenal Driver Education event on Saturday, April 28th and Sunday the 29th. The turnout was simply incredible with over 150 members participating. I think that might be a record number! What makes this even more exciting is that we had no major incidents! We even had weather karma on our side and suffered through 2 dry days of relatively warm track time. All of the people involved helped create a fun, safe, and well-managed weekend. Thanks to DE chair **Don Erickson**, Event chairs **Bruce Boeder** and **Chip Smith**, DE registrar **John Velure**, Safety czars **Scott Anderst** and **Don Miller**, and our social guru, **Ed Tripet**.

As always there are a great many more people involved in making all

of our events run well. These folks handle many of the details that allow us to go and have fun with our cars. They go about their involvement efficiently and very quietly. Details like insurance for each of our events, handling contracts and maintaining relationships with CBIR, scheduling and maintaining relationships with our SCCA corner worker friends and other safety personnel...the list goes on and on.

So what's next?

June is a very busy month! Come and hang out with us at the Friday night social, compliments of our membership diva Susanne Dvorak. Go to The German car fest 2001 in Hastings. Nancy and Mark Cree chair this year's fest. Learn about the finer points of Concours at **Mitch Berry's** "Learn how to wash your car whether you concours or not". Mitch is our concours chair this year. Achtung... Another Fling at CBIR, the Fast Fling chaired by **Susan** and **Doug Arndt**. And last but not least, our first autocross of the season on July 24th in St Cloud. And don't forget about the National Parade in July! Milwaukee's just a quick 5 hours from the Twin Cities...come down and check it out!

I don't even want to think about July yet!

*'Til next month,
—Jim*

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
- 9** Concours Tech Session at Maplewood Imports 10:00 a.m.
Eventmaster: Mitchell Berry 952 882-2959
- 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



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)

**** New Event Listing!**

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: Jim Potts

Residence city: Hudson, WI
since March 2000

Member of Nord Stern:
Summer 1995

**Current Porsches and when
acquired:**
1989 blue 944 Turbo, pur-
chased in 1999.

Previous Porsche(s):
1994 White 968, purchased in
1998; and a 1994 White RS
America, purchased in 1995.

Writer's note: In the fairly short time I and my husband, Mike, have known Jim Potts, we have admired the Porsche Personality he exhibits. He's a true fan of the cars, a great instructor, and an enthusiastic driver. We've also noticed he's pretty competitive, and has a special edge of energy and determination in his voice when he talks about one car in particular that he competes



Jim and Joan Potts, photo by Marsha Drake.

with. Since we've been in Nord Stern, too, there's always been a special mention of Jim Potts with safety, and when safety is mentioned, Jim Potts' name usually comes up.

As we talked during the interview for this edition of "Porsche Personality," we learned more about the story behind that other car, and the safety issues. We'll share that with you, but before we do, we'll tell you the rest of the story leading up to it. Here it is:

During the first years that Jim and Joan Potts were married, Jim loved restoring sports cars. He'd find an MG, or a Triumph, or an Austin Healey, get a loan, and spend the winter restoring it. He hated winters in Nebraska and didn't care about TV, so he'd buy the owner's manual and work on the car every night. Even though he usually had 3 or 4 bolts left over when he was done, the cars always ran well in the spring, and after driving them a short while, he'd sell them.

Some of these cars were very special classics—like the yellow 1970 Alfa Romeo Spider roadster with wood steering wheel—and the 1962 Austin Healey 3000 Mark II. Jim had always loved Porsches, though, and even the classics seemed to connect him to the "P" cars. He and Joan took a trip from Nebraska to Brainerd International Raceway to watch the Porsche 917-30s run for the first time in a Can Am race. On the trip when the Mark II had some problems, Jim had to create a radiator hose for it, but that challenge was worth it for him to see the Porsches race!

When Jim and Joan moved from Nebraska and lived in Afton, MN, they boated on the St. Croix frequently. They often saw a black 911 Porsche Turbo in the area, and the seed of the Porsche Passion was continuing to sprout and grow in Jim at that time. Eventually they learned who owned that black 911, and it's a "small world" story. Jim and Joan worked with realtor Jackie Smillie to purchase a house

in Afton. Through the development of the business and personal relationship, they learned that it was Jackie's husband, Brian, who owned the black 911. Not only that, but the couples actually ended up living two doors away from each other! Needless to say, they became good friends, and the Smillies introduced Jim and Joan to Nord Stern. Little did they know how much fun was ahead!

In 1995 the Porsche dream came true, and Jim bought his first one: a 1994 RS America. It was only one of 700 cars made like it and had cloth seats, no power steering, and no cruise control, because the model was made with emphasis on performance and handling. The first year Jim had it, he took it to the Last Fling, running as car #165 in the Driver Ed. He had an absolute ball and has been hooked on it ever since!

Jim began taking his car for service to Auto Edge, and he has numerous good comments about Bob Viau and the whole team of mechanics there. He wouldn't be involved with Porsches if it wasn't for Bob. He says they're user friendly, knowledgeable, charge a fair price for labor, and give a very fair deal. They're the best mechanics he's ever encountered.

They also might be considered some of the most fun-loving mechanics Jim has encountered. Bob was part of a little joke that Brian Smillie initiated, when Jim had only been the club a short time. The 911 was in the Autobahn garage at BIR, and when he had it jacked up changing tires, he



The first Potts Porsche - 1994 RS America, photo by Jim Potts.

noticed a big puddle under the engine. Of course panicking, he got a closer look, realized it was oil, and ran (literally ran) to get Bob to come and take a look. Bob came over to the car, looked at it and calmly said something like, *"Yeah, Jim, you have some oil under there."* Jim responded, *"Well is it serious?"* Bob kind of ignored his question, not reacting to his panic, and when everyone around started laughing, the prank was revealed.

One day in 1996 Jim was at Auto Edge, two new Nord Stern members were also there with their 1984 Champagne 911. Jim welcomed them, probably smiled his very friendly smile, and told them the car was gorgeous, but he didn't like the brown stripe on it. The owners obviously realized he meant no harm, because they not only spoke to him after that, but they eventually became very close friends.

Over the winter of 1996, Jim sold the RS and bought a "cream puff" of a white 968 that he found on the

Internet, in Columbus, Ohio. He had called the owner from home but couldn't reach him, and called again about 3 pm on a Friday when he happened to be at the Auto Edge shop again. He got through, talked about the car, and made an offer on the condition it was as the owner said. He called Northwest and got a flight reservation at 5 pm, called Joan, stopped at the bank for a cashier's check on the way to the airport, and arrived in Ohio about 7:00 p.m. (note no suitcase, no change of clothes). After seeing the car, he closed the deal and headed for home, with a short nap in Indianapolis. From the time he made that call to the time he drove the 968 into his own garage, it was only about 18 hours. That was determination and fast action, both qualities of a great Porsche Personality!

At First Fling that year there were no stalls in the garages available, so it ended up that Jim's white 968 and the

Continued on page 10



The #165 968 ahead of that #621 highly-modified champagne 911!!

Photo by Edmund Lacis, courtesy Jim Potts.

Personality

... continued from page 9

champagne 911 (with the brown stripe) garaged next to each other. Both the 911 and the 968 participated in Driver Ed events. At first the 968 would beat the 911 (see picture). Then the 911's owner went to Bondurant's driving school, and the 911 would stay ahead. Then Jim would add some "safety" equipment to the 968 and #165 would get ahead of #621 again. (Does safety equipment really make you go faster?) All the while #621 was in the shop frequently getting modified, as well, to be faster. (Or was that to be safer?)

Jim continued with "safety" equipment on his car, and in fact, added so much "safety" equipment to it, he was honored at the winter 1998 awards dinner. To quote Teresa Vickery, who made the presentation: "*Jim Potts deserves mention and our deepest*

admiration for being able to convince Joan that all the modifications made to his 968 were solely in the interest of improving safety. After we're done here tonight, you may want to ask him how he got exhaust headers classified as safety equipment."

What was next after such acclaim? Well, more safety, and continuing to chase that 911!! In 1999 Jim sold the 968 and bought a blue 1989 944 Turbo, again that he found on the Internet, but in Dallas. Recognizing that this car had lots of track potential, Jim built this car up with a lot of 'safety' equipment, telling Bob to do whatever he could to it. Just how much 'safety' equipment was that? (Jim admits that sometimes his memory fades when

such a question is asked. The cost gets real fuzzy, especially if Joan is there. If the 911's owner is there, he also has trouble remembering what was added over the winter.) He does vaguely remember, however, that the equipment was, "*All that money could buy.*"

Whatever the quantity of 'speed/safety' equipment, the terms seem to be synonymous. Joan now sums it all up by commenting that, "*The classifications between speed and safety have paled!*" She no longer believes that it's all for safety, but she does appreciate that Jim is a wise, safe, and fun-loving driver. Jim does, in fact, care about safety and served Nord Stern in 1999 and 2000 as Safety Chair.

So the challenge continues, and if you've been to any of Nord Stern's Drivers Ed events, you'll be sure to see Jim's #165 car and that other #621 car in close, heated, and friendly competition with each other. Jim says what he likes most about the Nord Stern events is, "being in front of that highly-modified champagne 911."



The current Potts Porsche, 1989 944 Turbo.

Photo by Marsha Drake.

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:

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Minnetonka, MN 55345

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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 _____



The Porsche in a Gilded Cage

by Fred Senn, originally printed in 356 Registry September/October 1997

In 1990 we were moving our ad agency, Fallon McElligot in Minneapolis into new space high atop an office building under construction.

Since we were the agency for Porsche in North America, the art director in charge of decor in the new offices proposed that we should have a Porsche in our new lobby on the 31st floor. The general contractor said it would be a piece of cake as long as the construction cranes were still in place, and the windows weren't in yet.

Kevin Jeanette of Gunnar racing in West Palm Beach, who always helped us find historic cars for our

photo shoots, found us a very clean 1963 356B (sound familiar?) in Memphis. We paid \$15,000 rationalizing that it was both more interesting, and more relevant than a nice Persian rug in the lobby. It was early November, but the cheapest way to get the car to Minnesota was to give young Porsche mechanic Bill Schneider a frequent flyer coupon to Memphis, and have him drive it straight back. The weather cooperated and the old car drove superbly, even though Bill had packed a big tool kit, just in case. It was about as cold and windy as November gets in Minneapolis when the crane took

the car upon an open platform to the 31st floor of its new home at the corner of 9th and Marquette. We built a plywood garage around the car to protect it while the building was being completed.

The car probably suffered more damage as a piece of art than it had on the road in its first thirty years. First, a door fell on it during the final rush of interior finishing. Then, the trunk was used to hold the keg during an office party, and of course, lid was bent and sprung.

The most commonly asked question was, "*What are you going to do*

if you lose the Porsche account?"

Wrong question. The question should have been, "What will you do if you get another car account?" We parted ways with Porsche in early 1993, but the little car stayed, because it was sort of a mantra for our company. We had a chance to actually meet Professor Porsche and film him in his home when he was eighty years old. He was a wonderful man, and there was so much history on the walls of his home it gave us goose bumps. Our 356 was a perfect symbol of what a little company could do if it was creative, dedicated and stuck to its knitting.

But then in March of 1995, we were in the hunt for the BMW account and the national dealer council was going to visit us in two weeks. What to do with the 356? Chairman Pat Fallon said, "Fred, get it out of here, before the BMW guys get here. Probably a good business decision, but difficult both emotionally and logistically. The economics of the rescue were not good. Could it go out the same way it came in? Actually, the window cleaning rigs on the roof would support the weight of the car, but the building insurance people wouldn't even consider the possibility of taking out the window and lowering it down the side. Even if you took off the bumpers and turned it on its end it was six inches too tall for the freight elevator. But it was family now—and it wasn't going to the parts bin, it was going back on the road.

I called Bob Johnson at Johnson Autosport in Northfield, Minnesota



who specializes in vintage and racing Porsches, to get his advice on how to extract the car. He enlisted his specialists Tony Sharp and Mike Breckenridge and their kids, along with Todd Hoeft of TJR Collision Center. We scheduled to meet them at the office at 7:00 on a Saturday morning. They brought a tool kit and a Milwaukee heavy duty Sawzall. First, everything that could be removed got removed; seats, doors and glass, engine, wheels, wiring, etc. Then they cut the top off. Then, they cut the body in half right through the floor. The kids took the small stuff down the elevator in their wagon. The rest of us man-handled the carcass. By noon, there wasn't even an oil stain on the floor.

My wife (who grew up just one hundred kilometers from Stuttgart) and two college-age kids were ecstatic. By summer, they'd be driving a very cool little car around the city lakes. But summer came and went, and then another summer. You know how that goes. Johnson's shop was

overwhelmed by urgent work for the local Porsche club racers. The heap of parts that used to grace our lobby sat under a cover in the corner. I can't fuss much, because I'm one of those racers, but my wife had her German patience tested. This was going to be her sports car. Every time she saw Bob she grilled him on when her car was going to be ready. He was always encouraging, but evasive.

This car project wasn't even a distraction, it just happened to me. Circumstances simply forced me to adopt it. This December, I get the call. It's ready. The temperature was ten below, with twenty inches of snow already on the ground. We decided to wait until spring.

Finally, summer came to Minnesota. My 19-year-old son and I picked up the czar in Northfield and brought it home like a new puppy. It's been six years since this 356 has been on the road. And in that time, it's been through what no other 356 has been through. Now it's back where it belongs—on the road!



**Nord Stern's 9th Annual
PCA Club Race
August 10, 11, and 12
Brainerd International Raceway**



Brought to you by: U.S. Bancorp Piper Jaffray

This years race will feature the Courage Challenge on Saturday afternoon. A 90 minute Enduro to benefit Courage Center. Charity Coordinator is Bobby Piper 612 303-5793.

We will again feature an auction of racing memorabilia and Porsche items. All proceeds to benefit Courage Center. Saturday evening 6:15 pm in the hospitality area. Watch Clubtalk for a list of items available.

Registration materials as well as Courage Challenge pledge forms will be available on our website www.nordstern.org (<http://www.nordstern.org>) on June 1. Driver Ed will be limited to 120 entries.

Race chairmen: Roger Johnson 763-557-9578
Mike Hoke 952-943-2643

Registration: Mark Skweres 651-454-6208

FIRST FLING DE RESULTS

Pos.	Class	Car #	Name	Region	Car	Best Time	Lap 1	Lap 2
1	1M	30	Vaughn Johnson	NS	75 914	2:13:613***	2:13:613	2:15:313
2	1M	43	John Rebane	NS	74 914	2:16:346***	2:16:468	2:16:346
1	2M	214	Tom Volkman	NS	87 924S	2:13:343***	2:14:200	2:13:343
1	3M	138	Roy Henneberger	NS	89 944	2:12:656***	2:12:656	2:13:072
1	4M	194	John Konicek	NS	87 928S4	2:00:578***	2:00:578	2:00:759
2	4M	325	Lois Zachary	NS	86 944 T	2:01:144***	2:01:144	2:01:352
3	4M	0	Mark Skweres	NS	89 944S2	2:01:728***	2:01:728	2:02:245
4	4M	60	Brent Winter-Holm	NS	86 944 T	2:06:376***	2:07:722	2:06:376
5	4M	279	Chuck Ready	NS	93 968	2:07:161***	2:07:972	2:07:161
6	4M	283	Steve Gamble	NS	87 944 T	2:20:387***	2:22:807	2:20:387
1	5M	143	Bob Houston	NS	89 944 TS	1:57:790***	1:57:790	1:58:137
2	5M	104	David Anderson	NS	89 944 TS	1:59:583***	2:00:322	1:59:583
3	5M	39	Mike Selner	NS	89 944 T	2:01:073***	2:01:750	2:01:073
1	8M	254	Mark Searls	NS	80 911SC Euro	2:01:138***	2:01:138	2:01:474
2	8M	13	Chip Smith	NS	79 911SC	2:03:678***	2:03:678	2:03:964
3	8M	277	Harvey Robideau	NS	83 911SC	2:04:393***	2:05:845	2:04:393
4	8M	150	Glen Lysaker	NS	78 911SC	2:05:204***	2:05:204	2:05:419
1	8W	166	Eleanor Renwick	NS	81 911SC	2:19:464***	2:21:313	2:19:464
1	9M	131	Mike Courtney	NS	85 911	1:59:566***	2:00:168	1:59:566
2	9M	193	Jeffrey Lawrence	NS	84 911	2:10:846***	2:10:846	2:13:127
3	9M	302	Bret Bailey	NS	86 911	2:17:009***	2:18:347	2:17:009
4	9M	911	Edmund Vazquez	NS	85 911	2:20:166***	2:23:234	2:20:166
5	9M	307	Donald Delaria	NS	87 911 Cab	2:22:405***	2:24:467	2:22:405
1	10M	90	Ronald Lewis	NS	97 993	1:57:457***	1:58:125	1:57:457
2	10M	259	Darryll Dodson	NS	88 930 T	2:01:564***	2:01:564	2:01:797
1	11M	54	Bob Lunde	NS	99 996C2	1:57:674***	1:58:169	1:57:674
2	11M	306	Mark Brabec	NS	92 911 T	2:03:707***	2:05:727	2:03:707
1	P2	438	Fred Jacobberger	NS	73 911T	2:00:942***	2:00:942	2:02:504
1	P3	24	David Steen	NS	92 911 TS2	2:01:535***	2:01:607	2:01:535
1	P4	330	Bill Berard	NS	81 911SC	1:56:464***	1:56:464	1:56:583
1	P5	271	Ed Hazelwood	NS	87 944	2:06:919***	2:07:603	2:06:919
1	SS	311	Bob Lunde	NS	01 Corvette ZO6	1:53:654***	1:53:654	1:54:157











A Short Guide to the Milwaukee Porsche Parade for the Non-registered

by Bruce Boeder

The 46th annual Porsche Parade is being held this summer in Milwaukee from June 30th through July 6th. The Parade registration is full. What do you do if you delayed mailing in your registration or simply didn't want to spend the entire week at the Parade? Why, you show up for part of the time anyway, and take part in those parts of the Parade that are open to anyone.

The Parade starts actually on Thursday, June 28th, with initial registration and the start of concours prep.

Yes, concours prep starts two days before the actual event. More importantly, real concours participants have been working on their car for months or years getting it ready to enter a Parade concours. Frankly, part of the fun of going to a Parade is seeing the extent that people go to in order to get their cars ready for a concours. The real Parade starts on Saturday, however, with two Boeder family favorites opening then, the hospitality suite, and the goodie store. Both of these are open to anyone, whether they are Parade en-

trants or not. Both will be located in the host hotel, the Hilton City Center in downtown Milwaukee.

The hospitality suite is a good place to scope out other region's newsletters, catch up on the schedules for the week, and check out the all important message board, which will contain offers to sell meal tickets at varying rates. Scoring an extra meal ticket or three increases in probability dramatically as the week goes on and people leave the Parade. However, it is possible to score a ticket for the Sunday night Awards

Banquet (Black tie optional) if you look hard enough. The Sunday Awards Banquet is the only dinner that also requires reserved seating.

The goodie store contains anything and everything that could possibly have the Porsche logo on it. Other specialty items are also carried. If you get to Milwaukee a visit to the goodie store is a must. It is open most days of the Parade week, with the exception of Sunday, the 1st, with only limited hours from noon to 4 pm, to allow workers to attend the concours.

Sunday is the day for the Concours d'Elegance. It will be held this year at Veteran's Park, which is apparently on the Lake Michigan shore, not far from the Hilton. The concours is open to anyone to view. It starts early in the morning with the placement of cars and continues into the late afternoon. There will be a special exhibit of rare and historic cars, which should include some cars that are rarely seen in public. There will be food available on site, although registered Parade attendees get a complimentary lunch. Later that evening the Awards Banquet will be held at the Midwest Express Center, across the street from the Hilton.

During the entire Parade week various tech sessions will be held at the Hilton. Those are also open to the general public. A variety of subjects are covered from tire construction to beer making. These are short but very informative sessions put on by experts in the particular subject. The actual schedule of tech sessions will not be available until the Parade itself but they

will be sometime during the afternoon on Sunday, or else Monday, Wednesday, or Thursday during the day.

Monday is the day for the Time/Speed/Distance Rally. Unfortunately, in order to enter this Rally you must be registered for the Parade. However, the annual Parade Art Show starts at 10 am on Monday at the Hilton, and although a relatively small show, there is always something interesting to see. Tech sessions, goodie store and hospitality continue on Monday. Plus, as the Parade organizers have pointed out, Milwaukee is a great town, with lots of good restaurants and places to visit. Plus, the Milwaukee Brewers are in town during the week of the Parade playing baseball in their new, state of the art, outdoor stadium.

Tuesday is Drivers Education Day at Road America. Once again participation is limited to Parade registrants. Participation even in noon touring laps is limited to Parade registrants. However, if you make it to the Parade and want to check out Road America on your way home, this would be a great opportunity. Plus, the food at Munchwerkes is the best track food in the world, bar none.

Wednesday and Thursday the focus of the Parade changes to competitive driving, of the parking lot autocross version. The event is held at the Wisconsin State Fairgrounds, with car classes for every Porsche ever made. The event starts out slowly on Wednesday with the slower cars, and builds to the heavy metal on Thursday afternoon. You'd be amazed at how

much effort is put into garnering a Parade autocross trophy.

Friday is more low key with the Tech Quiz, also open only to registrants. However, bargain hunters can find excellent values at the goodie stores as they clear the shelves with marked down prices. Finally, on Friday evening the Victory Banquet is held, the culmination of which is an award of an expense paid trip for two to Germany to tour the Porsche factory (sorry, also only open to registrants).

I'd suggest that if you are at all interested in sampling the Parade that you head over to Milwaukee on Saturday, June 30th. Milwaukee is a major metropolitan area and has a wide variety of accommodations available. Stay for the concours on Sunday and then perhaps take a run up into Door County for the 4th of July. Look for further postings on Club Talk about caravanning to the Parade.

Continued on page 28

If you go to Mid Ohio today

by Jerry Greene

I found myself reciting this mantra, (Taken from my four-year-old's story book collection, "If you go in to the woods today") while driving BACK home from Mid Ohio Saturday Morning. (FYI, Sunday is when the races are held). It appears I had not heeded the age-old teachings of many, in going too fast on an unfamiliar track in the wet.

My motive for writing this is part therapeutic for me, and part for any one who would head the words of a current recipient of the dreaded 13/13 ruling.

It all started at the drivers meeting that morning when the 13/13 ruled was put into play. Was I listing?

Yes, I did hear it, but did it really register? My head was some where in the paddock, mesmerized by all the sleek looking racecars, car haulers and sounds of cars on the track from the

day before. It had been a long winter in Minnesota and I was ready to show them. We'll, I guess I showed them, a fast 12hrs drive back to Mpls , and my own bed.

The drive back was not filled with shouldawouldacoulda's, but rather what was I thinking? New track, wet, first practice session, forecast was for a sunny race on Sunday, (IT WAS). What a dolt!

This club was formed by like individuals, believe it or not, and their intent was to have a safe but fun venue to run your car in a competitive atmosphere. PCA gives us 4-5 hours of track time per weekend; this gener-

ally will give you more than enough time before the race to be comfortable on the track.

The only good news here was that I only took myself out and no one else. Racing "incidents" do happen, but having the right motive in your head for the weekend is just as important as I have learned as any other safety check done on your car before you head out on to the track.

I can only hope in writing this that it might save someone else the frustration of not being able to participate in a race weekend because you had the wrong idea of what the PCA club is really all about.

**If you go to Mid Ohio today, you better not go alone.
If you go to Mid Ohio today, you had better stay at home.
For every Porsche there ever was will be there for certain
Because, this is the day the PCA has their race there.**

Car Ads

courtesy Bob Kosky, via Internet

If the ad claims

... It really means:

Rough condition
 ... *too bad to lie about*
 Parts car
 ... *beyond repair*
 Immaculate
 ... *recently washed*
 Engine quiet
 ... *if you use 90-weight oil*
 Needs minor overhaul
 ... *needs engine*
 Needs major overhaul
 ... *Phone the junkyard*
 Burns no oil
 ... *(it all leaks out)*
 Rebuilt engine
 ... *Cleaned the spark plugs.*
 Drive it away
 ... *I live on a hill*
 Drive it anywhere
 ... *(within 10 miles)*
 Desirable classic
 ... *No one wants it*
 Rare classic
 ... *No one wanted it even when it was new*
 Stored 20 years
 ... *(in a farmer's field)*
 Ran when stored
 ... *Won't start*
 Never apart
 ... *Bolts too rounded to loosen*
 Solid as a rock
 ... *rusted solid*
 Restored, with 0 miles
 ... *Won't start*
 Restored, with 2 miles
 ... *Won't keep running*
 Older restoration
 ... *First owner washed it*
 Good investment
 ... *Can't be worth much less*

No time to restore it
 ... *Can't obtain parts*
 95% complete
 ... *Other 5% doesn't exist*
 Other interests conflict
 ... *"Either that damn thing goes or I do!"*
 Doesn't smoke
 ... *when it's out of oil*
 New slick racing tires
 ... *I burned the tread down to the belts*
 Re-upholstered
 ... *New K-mart seat covers and floor mats*
 Major performance upgrades
 ... *Bolted a new exhaust tip on the tailpipe*
 Kept in garage
 ... *The scratches are from my cat*
 Pampered/adult-driven
 ... *I'm 17 & I think it's about to die*
 Complete restoration
 ... *New Earl Scheib paint job*
 New paint
 ... *Don't let it get wet*
 Sporty
 ... *It's got a floor shifter*

Great family car
 ... *There's still food under the seats*
 Good school/work car
 ... *More dents than a golf ball*
 Worth \$xxx—sacrifice for \$xx
 ... *I can't believe I paid \$xx myself*
 Lots of extras
 ... *Everything that fell off/out is in the trunk*
 Quiet engine
 ... *You can't hear it over the broken headers*
 Traction control
 ... *Starts moving only in 2nd gear*
 Race modified
 ... *It's got Japanese stickers on the back window*
 Exotic
 ... *It leaves a funny taste in your mouth*
 Precision machined
 ... *I used a degreaser*
 FAST
 ... *-ER than my mom's Geo*

Can The Average Do-It-Yourselfer 911 Owner Perform a Valve Adjustment?

Answer by Jon Beatty, past president of Nord Stern

Yes! For a lot of us do-it-yourselfers, tackling a 911 valve adjustment has been one of those things that you left to the pros. While I can't argue with the need for a professional mechanic to scrutinize your car, and a valve adjustment is an excellent time to have them do that, this is one of those tasks that is more time consuming than technically challenging. The parts needed are minimal (Porsche valve cover gasket and nut set, exhaust to catalytic converter gasket) and the tools are the basic metric

tools everyone should own. The only exception to this is the P213b valve adjustment feeler gauge, which is available from most mail order houses and probably from the dealer for under \$10.

My response is based on performing a valve adjustment for a 3.6 liter engine. These instructions are also applicable, with only minor changes, to almost all 911's back to the original 2 liter motors. Where the 3.6's are significantly different than prior years, I have tried to make that clear.

Before you can begin a valve adjustment you must have the engine stone cold. I will typically take a warm engine, jack the car up, drain the oil the night before, and perform the valve adjustment the next day. On the 3.6 liter models, you can do the entire adjustment from below. On prior models, it is necessary to get to the top of the engine as well as the bottom so take this into consideration when jacking up the car. Also specific to the 3.6 models is the requirement to drop the exhaust system. This is not

as daunting as it may seem because you just need to remove the cat and the final mufflers to get access to the valves. It is also one of the best reasons to install headers I can think of!

Valve Adjustment Steps:

1) Raise car and remove both rear wheels.

2) Drain oil from oil tank and sump and pull spark plugs (makes turning over the engine much easier).

3) Turn engine over until it is at Top Dead Center (TDC) for the number 1 cylinder. This is done by aligning the mark on the crankshaft pulley with the center seam in the engine block. It can be verified by pulling the distributor cap and ensuring the rotor is pointing to the #1 cylinder (the driver's side

cylinder closest to the rear of the car). It is important to note that there are three marks on the crankshaft pulley; each 120 degrees apart so make sure you are at TDC for the number 1 cylinder. I usually can turn the engine over by putting a wrench on the alternator nut and adding a bit of tension to the fan belt. Alternatively, you can put the car in 5th gear, block one of the rear wheels and use the other wheel to turn the engine.

4) In the engine compartment, remove driver's side engine air tube and put a large rag into the resulting hole to avoid dropping anything into it (yep, it does happen).

5) Unplug O2 sensor connected inside driver's side front of engine com-

partment. Push wires out through the metal engine shroud.

6) Remove driver's side catalytic converter heat shield (10 mm). This is only necessary on the 3.6L.

7) Remove catalytic converter (4 - 13 mm bolts and one strap). Be careful not to damage the gasket although having a spare on hand is a good idea. This is only necessary on the 3.6L.

8) Remove final muffler by first loosening the strap and then removing the two 13 mm nuts holding the unit up. I use a wire to hold up one end of the muffler while I remove the two nuts. This is only necessary on the 3.6L.

Continued on page 40

—Slowpokes—

Open Track Event

Brainerd International Raceway

July 3 - August 31 - October 31, 2001

Cost:\$190 per car per event (# of drivers unlimited)

Format: Open track for one day
Get as much seat time as you can handle!

Participants: 40 cars ONLY (maximum registration)

Requirements: Prior High Speed School
Snell 90 or newer helmet
Tech: Nord Stern certification or equivalent
(inquire if in doubt)

Contacts: Fred Jacobberger 651-223-5340
Linda Olson 612-888-0613

Each driver must have completed a training event at BIR or have prior drivers education events at CBIR. This event will be an open track event with each driver getting as much track time as they can safely handle.

Fill out this form and mail with a check payable to Slowpokes Inc. to:

Slowpokes Inc.
8835 Penn Lake Circle
Bloomington, MN 55431

Driver: _____ Co-driver: _____

Phone(work) _____ Home _____ E-mail _____

Event/s: July 3 _____ Aug. 31 _____ Oct. 12 _____

Address _____ Car: _____

Model _____ Year: _____ BIR or equivalent experience _____

Each driver will sign a waiver at the day of the event.

Driver: _____ Co-driver: _____

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

Professional Auto Storage

Heated and
Secured Building

Near
Downtown
Minneapolis



612
529-6857

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!

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.



Technical Tip: Loose Distributor Rotor, 924S, 944

by Paul Lighthill, Riverside Region, Porsche Gedanken

A 944 that had recently come out of a maintenance service quit cold on the owner and would not restart. This was especially embarrassing since the car's owner was the daughter of an experienced Porsche technician and owner of a repair facility. When a cursory check of the car revealed no spark, it was towed back to the repair facility for more detailed inspection and testing of the DME sensors which are located near the flywheel and which provide both timing and rpm information to the engine management computer.

Prior to replacement of these items, however, the distributor cap was removed and a much simpler and less costly problem was discovered: the distributor rotor retaining screw had come out which had allowed the rotor to twist freely on its shaft.

A review of the factory service manual revealed the reasons for this malfunction: when the rotor was replaced as part of the service, the old set screw had been reused without applying a thread locking compound and instead of applying the special rotor cement that Porsche specifies, the rotor had been simply slipped on.

When replacing rotors on these models, it is necessary to break off the old rotor and to clean the rotor shaft thoroughly. Then, prior to installing

the new rotor, the specified adhesive (Porsche part no. PNA 043.011.00) should be applied to both the shaft and the interior of the brass fitting which is embedded in the rotor. It is imperative that the engine be cold when this operation is performed as any heat will cause the adhesive to immediately take a set, resulting in the new rotor also having to be broken off as there will not even be time to properly position the rotor before the adhesive

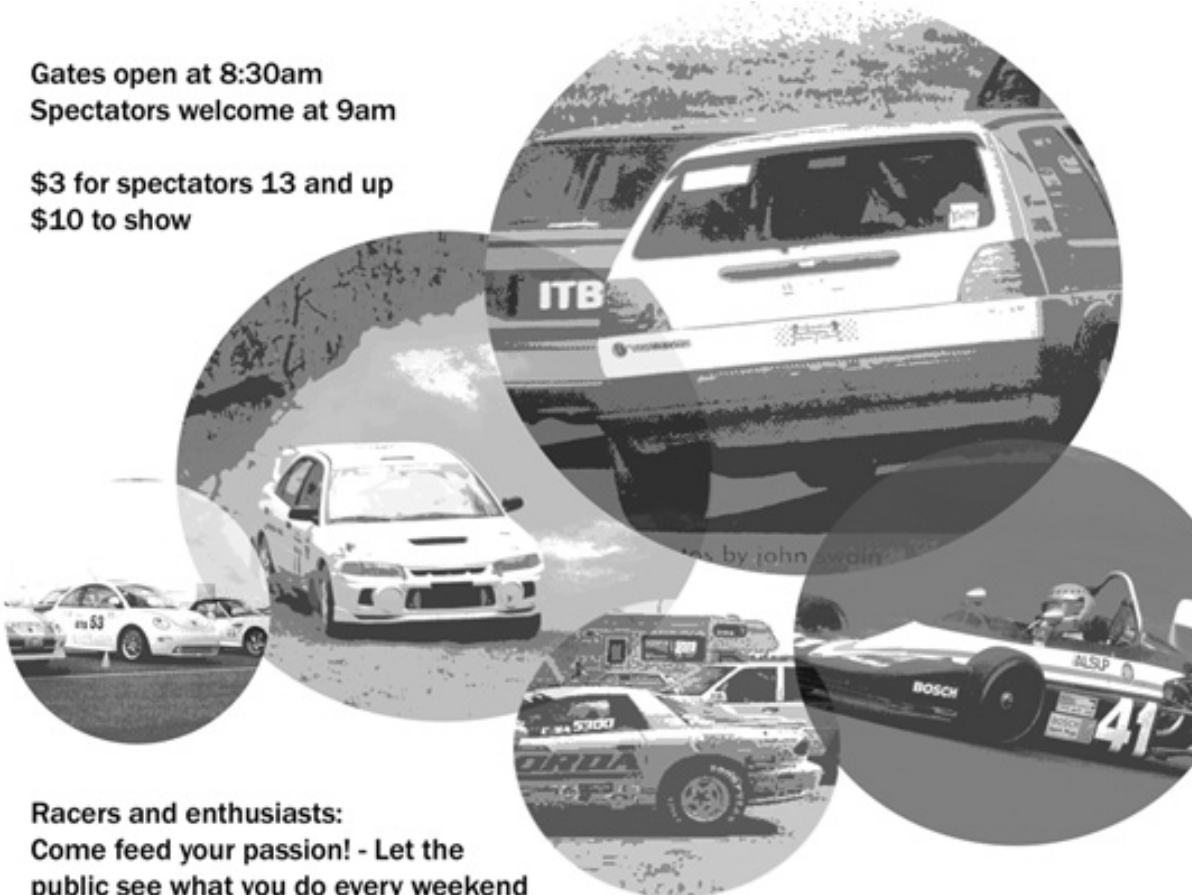
dries. Following the instructions that come with the adhesive will insure no further problems.

The rotor set screw may be reused providing that a medium-strength thread locking compound is applied to the threads. Or, a new screw may be purchased from Porsche (part number 999.218.007.02) which will have the compound already applied to the threads.

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FOR SALE

1973 914 2.0 L

Black, rollbar, centerlines, rusty but fixable or part, \$500. Eric Erickson at 612 823-6198, 612 339-4000 or email at: eerickEconcentric.net

1982 Porsche 928

Burgundy/Black leather int. AT, 114k, AC, CC, Power windows/seats/snrfr, factory front spoiler, \$6500, 651-733-6337 work, 952-496-2288 home.

1959 356A Cabriolet

VIN # 151104. Bare metal up paint Fjord Green/tan top and leather interior. No rust or bubbles. Beautiful! 912 engine w/1750cc. Bolt in roll-bar, full-flow oil filter and external cooler, breakerless ignition. Proudly drive it anywhere. \$29,000. Charlie Lloyd, 109 W Minnehaha Pkwy, Minneapolis, MN 55419. 612-825-9647 or email at: chaslloyd1@prodigy.net

'73 911T Coupe

9113102807, 76k miles, White on black interior, Leather '73 factory Recaro seats with sheep skins, Electric sun roof, Full S trim including dealer optional wheel well chrome and license plate brackets, S instruments, 15 X 6 factory alloys with 195/65VR15 Michelin MXV tires, Sony cassette stereo with custom speaker enclosure on back deck,

Original Blaupunkt radio available, Original 2.4l CIS engine with pop off valve, chain tensioner guards, turbo valve covers, and fresh oil return tubes, Heater boxes in good condition, Stainless brake lines, Ziebarted, Cover, Bra, Owner since '81, Very solid and good condition, Garners great compliments, but could use a little TLC, Can e-mail recent pictures, Asking \$10k, Robert Schuelke, 17166 Harrington Way, Lakeville, MN 55044, (952)-431-5089 (H) before 9PM CST, (612)-385-5090 (Cell), robertsch@charter.net.

1990 944S2 Coupe

#WPOAB2945LN450346, Rare M030 sport suspension (adj.spring perches, big brakes, Koni sports, big swaybars, etc.), ltd. slip, white w/ blue leather interior, sport seats, split rear seat, 18x9/10 Cup wheels (16" and 17" also avail.), new motor mounts, water pump, belts, pulleys, newer clutch & tires, 114,000 mi., records, looks/drives new. \$18,000. ChipSmith, 651/697-8802 or 952/942-6686.

1991 944S2 Cabriolet

White/Navy Blue Top and Interior. Rare (only 562 1991 944 Cabriolets were imported to the USA). All service up to date including clutch and timing belts. Only 79K miles and in excellent condition. New top installed in May 2001. NADA book value is \$18,100. Priced fairly at \$16,900. Contact John at 507-526-3333 or lindsey@bevcomm.net

1987 911 Carrera Cabriolet

Black with Black Top and Silver Grey Interior. 5K miles in the last two years, for a total of 92K miles. Here's how I got to over \$36K invested: New clutch with all updates. Replaced all synchros. Tranny is perfect. New Koni's New Turbo Tie Rods New 17" Twin

Turbo Technology aftermarket wheels from Wheel Enhancement. New Michelin Pilot Sport Tires. New Rotors, SS lines, pads, rebuilt calipers. New interior carpet kit installed. New German Herringbone fabric headliner on nearly new top. Plastic is clear. New Hot Wire plug wires. Fan and shroud bead blasted & clear coated. Electric top, power driver seat, power locks, aftermarket CD player. Both AC & heat work perfect. All work above & 90K service done by Nurburgring. Ask Herr Moe about this car. \$27,000 Mark Brabec, msbrabec@mn.rr.com, 612-963-3937

1961 Porsche 356B Super 90 Coupe

VIN 113962, Needs motor and work. \$2500 or best offer, 763-559-8098, 612-306-3175

1983 Mercedes 380 SEL

Supreme condition, Many updated components, Sun Roof, New front brakes, 121K miles, runs great, \$6,900, 763-559-8098, 612-306-3175

1992 Plymouth Laser RS Hatchback

One owner, Meticulously maintained, exc condition, New tires, new brakes, AT, AC, Pioneer Stereo w/ CD, Equalizer, Cassette, 118K miles, runs fine, \$4,112, 763-559-8098, 612-306-3175

Used Factory Sport Design 18" Wheel/Tire Set

They are perfect, not a single scratch, ready for Concour. Manufactured by BBS exclusively for Porsche. Cast two-piece wheels. Mounted and balanced for immediate application. Perfect for 996, 993, and Boxster (Will fit other Porsches with later offsets) Front: 7 1/2" X 18" w/Continental ContiSport Contact 225/40ZR18 Rear: 9" X 18" w/Continental ContiSport Contact 265/35/ZR18

Original factory cost \$3,576, only \$3,000 You can see them at Maplewood Imports parts department. Call Luis at 651-733-6337 or 952- 496-2288.

1987 Porsche 924S Race Car

PCA or SCCA ITS (have logbook). New engine by AutoEdge, chip, full cage, Koni's, limited slip, quickshift, springs, bushings, new paint, 3 sets of wheels, Butler seat, harness, passenger seat, lots of spares, radio harness, supertrap. Street licensed. Radios available. Trailer available. Fast car, race or school ready. Must Sell! \$11,000 OBO. Call Mac 218 763-3352 or email: mac_mcgowan@hotmail.com.

1992 Firebird A/S Race Car

New engine by Cotrell Racing following 1997 Mpls Gran Prix not raced since, 3 sets of wheels/ tires, spares, cover, T-10 trans, Ford 9" w/ 3 gear sets, MSD, fuel cell, radio harness, corner jacks, straight car, prior FireHawk series history, log book, fun car. Radios available. Trailer available. Must Sell! \$10,000 OBO. Call Mac 218-763-3352 or mac_mcgowan@hotmail.com.

17 inch rims

Original Porsche "turbo" 17 inch rims with Dunlop SP Sport D40 tires. Front rims are 9 inches wide with -14 offset. Rear rims are 10 inches wide with -15 offset. Rims are like new, tires are good. \$1,400 or b/o for all four. 952 932-7193

968 Wheels

Porsche Five Spoke Cast Alloy Wheels 7Jx16 (2) and 8Jx16 (2) with Gold Porsche Crest, plus New 205/55ZR 16 (2) and 225/50ZR 16 (2) Continentals. Contact Andrew Golfis (651)699-6629 or email at: Golfis570@aol

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).

Value

... continued from page 29

9) Remove the metal engine shroud on each side of the engine. Note that the center three 10 mm bolts do not need to be removed. There are 2 bolts in front, 2 in back and three in the middle that need to be removed. On the earlier engines it is prohibitively difficult to remove these shrouds so the intake valves must be adjusted from the top.

10) Unplug the spark plug wires and mark them to ensure they are reassembled correctly.

11) Remove the top (6 - 10 mm nuts) and bottom (11 - 10 mm nuts) valve covers, exposing the valve rocker assemblies. Make sure to put down some papers or have rags ready when the bottom covers come off, as there is always some amount of oil that will spill. Also, be careful with the gaskets and on the 3.6L motors, the rubber gaskets can easily be reused a number of times. The older engines have cork or composite gaskets that can also be reused but are much more prone to leaking and therefore, should probably be replaced each time. Porsche sells a valve cover kit that includes new gaskets and new nuts and washers, which I would recommend you have on hand, at least for your first attempt.

12) Check the clearance of the intake and exhaust valves on cylinder number 1. Use the Porsche specific tool, P213b, as it has the correct angle to allow you to slip the feeler gauge be-

tween the rocker arm and the valve stem. Note that not all valves will need adjusting so checking them prior to loosening the nuts on the "elephant's feet" assembly (you'll understand this expression once you see them) can save you a lot of time. Also note that it is possible to find valve adjustments that are too tight and not just ones that are too loose, so if you cannot get the feeler gauge between the valve stem and the rocker's elephant foot, you must loosen the nut and readjust the valve. The adjustment is 0.10 mm or 0.04 inches. Make sure you do not over tighten the nut on the adjustor.

13) Turn the engine over, in a clockwise direction, 120 degrees. This will expose an additional mark on the crankshaft pulley. You can now adjust the intake and exhaust valves on cylinder number 6. Noting that the firing order of the engine is 1-6-2-4-3-5, these last two steps are repeated for each cylinder in firing order.

14) Once all valves have been checked, and adjusted if necessary, reassembly is the reverse of this pro-

cedure (I've always found this phrase annoying in manuals, but it is accurate). Note that the torque value for the valve cover nuts is only 7 ft. lbs. so do not over tighten them. The valve covers should be tightened in a circular pattern starting at the outside and working toward the middle to avoid the possibility of warping the valve covers and causing an oil leak. I also tend to use anti-seize compound, especially on the exhaust bolts, to make them easier to remove the next time an adjustment is needed.

15) Change the oil filter and fill it with oil. You're on the road again!

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 <<mailto:jdaneu@aol.com>>. We will do our best to resolve your problem and print the answer in a future edition of Nord Stern.



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