



JULY '01

INHALTSVERZEICHNIS

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

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Front Cover - Inside of Turn 10 at this spring's First Fling.
You will note the 2001 CBIR spring water traps are a new safety addition the Colonel thought up for us over the winter!
Photo by Ron Faust

Back Cover - A fun series of shots from last year's Club Race of an offroad excursion by the other Roger Johnson (starting in turn 3 and I am not sure if I have in right order!) and lastly, Ronnie Randall off inside of turn 4.
Photos by Cliff Anderson

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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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FlatSix	11
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Johnson Autosport	IBC
Leighton's Garage, Inc.	25
Maplewood Imports	7
Mortgage Marketing Associates	14
Nurburgring, Inc.	35
Pinnacle Signs	31
Professional Auto Storage	28
Royal Tire	19
Sears Imported Autos	16
Speedi-Bleed	25
TJR Collision Center	28
Yellow River Rare Coin & Bullion	5

Am going to be very brief because I need this column space for an ad placement! Just a little comment and apology about how late July issue is. Been a *busy* June for the Boeders. Our son Geoff graduated from high school and that meant a lot of stuff going on. Including my working on the all-night Senior Party, chairing one of those committees which required way too much of my time all of it right smack when I usually do *Nord Stern*.

Hence July is later than usual and shorter! Just wanted to get it out of here. Didn't have time to chase stuff down, although Marsha Drake again contributed one of wonderful pieces on a Porsche Personality - in this case **Jon Beatty**. Be sure to read up on this home-garage mechanic!

This will be the last *Nord Stern* before our Club Race in August. Be sure to check out our website for all the latest registration forms for DE and for the Race. *We hope to grow our charitable efforts by encouraging many more members to consider pledging donations for Courage Center*. It's easy; if you are a racer here's your chance to enlist family, friends,

colleagues to pledge per lap or easier, a specific dollar amount. If you aren't a racer, make a donation! Whether you pledge an amount per lap for your 'favorite' or not, it all mounts up and is

tremendously appreciated. Help us make this year even better! Just send a check to our treasurer, Susan Salata, payable to Courage Center!

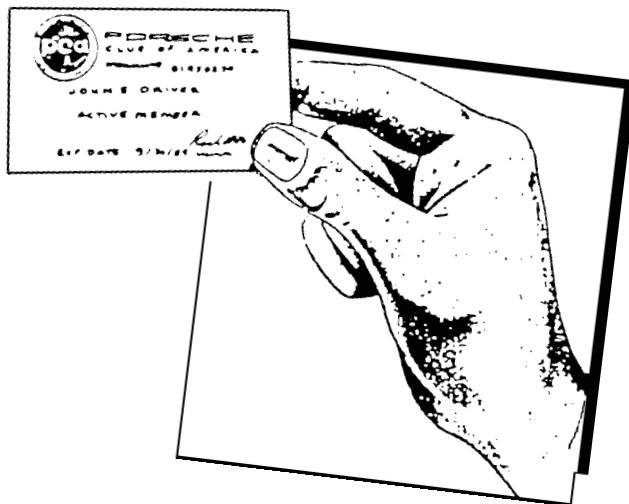
Nord Stern Newsletter - Advertising Rates

Size Ad Size	Frequency:		
	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
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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!



**Check here next
month for our new
member list!**

Letters to the Editor . . .

The picture on the back of the June *Nord Stern* newsletter was sent to me by Curtis Beaumont. I have it posted on my website, but unfortunately I can't take credit for such a wonderful picture!

—Bret Bailey
'86 911 Carrera

EDITOR'S NOTE: I HAVE USED SEVERAL OF CURTIS' SHOTS BEFORE AND HE HAS TAKEN SOME GREAT SHOTS UP AT CBIR! THANKS, CURTIS!

Oops! Our apology for the caption on the front cover picture from the June 2001 *Nord Stern*, showing the white 1994 RS America. This car was Jim and **Joan** Potts' former car, not "*Jim and Kathy Potts*" former car. Sorry, Joan! (editor's note: that may have been a typo on my part, too! Can you tell I am usually doing this stuff at midnight! And as a further aside, this car also had been owned by Nord Stern member Brian McMahon, who unex-

pectedly passed away a couple of years ago at the age of 45.)

—Marsha Drake, Author



Hi Christie. I was heading to Miami this summer for vacation, but after seeing the latest *Nord Stern*, I just may have to change tickets. Tremendous job! I really miss the Nord Stern cars and people—the only Porsche drivers down here are retirees who don't know what an apex is. Keep up the great work.

—Kevin Zuch
Palm Desert, CA

Hello fellow Nord Stern members. The Dog Days of summer are here and as someone once said, "The liv'in is easy." Actually, I'd like to know who the heck coined that phrase because the liv'in is anything but easy. I'm desperately looking for blocks of time to devote to driving the Porsche and getting together with the rest of you at one of our upcoming events. Surely you understand the quandary I'm dealing with . . . the necessity of work in order to play. I think somewhere in my work to play ratio, I have a valve that's bent. My business has gained the upper hand at this time. But you can be sure that even if I'm not there in the physical sense, I am there in spirit.

I have something very important to cover this month with you. Few opportunities avail themselves to us like the opportunity we have to do something good for our fellow human being. I'm talking about the **Courage Center Charity event**. The Courage Center charity has become a big part of our annual Club Race, which is scheduled for August 10th, 11th, and 12th.

This year, we will expand our emphasis on our efforts to benefit Courage Center. On Saturday afternoon we will run one 90 minute Enduro called the "**Courage Challenge**." Entrants in the "Courage Challenge" are encouraged to solicit donations for their efforts in the race. Teams will be allowed to refuel during the mandatory 5-minute pit stop. This should make for some great rac-

ing and very interesting race strategies.

We are also getting the DE entrants into the action as well. We'll be holding two special 30-minute sessions on Saturday afternoon called "**Lapping for Courage**." DE entrants are also encouraged to solicit donations for their lapping efforts. Registration will be limited to 60 cars so sign up now to be part of the fun.

Whether you plan on participating in either the "Lapping for Courage" or "Courage Challenge," please start working on your pledges now.

There is yet another way you can help us with our Courage Center charity. We are also having an auction on Saturday afternoon immediately following the Enduro. The auction will be expanded upon considerably and feature many very cool Porsche and racing related items. We have a number of items already donated and have commitments from PCNA, Maplewood Imports, Target - Chip Ganassi Racing, and others. *I would like to encourage you to come up with something to donate to this effort.* All donations are fully tax deductible, of

course. **Nick Summers** is collecting the auction items so contact Nick with your donations.

Nord Stern as a club is also contributing. We are donating **\$2,500.00** towards Courage Center in lieu of the traditional sweatshirt, T-shirt or hat we have given out to all of the participants in the past.

I'm appealing to you to get involved in some capacity and help raise awareness and money for Courage Center. Every Club member can get involved. Even if you can't make it up to the club race (heaven forbid), you can make a donation to Courage Center through Nord Stern.

I know I've talked pretty much about just the charity aspect of the Club Race. Please don't forget how much fun the overall event is. After all, it's Minnesota in August, our lakes, our cars, the racing action, great spectating, and especially good friends getting together . . . there's something for everyone at our annual club race!

I'm looking forward to seeing you there, in Brainerd!

Til next time,

—Jim

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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 651 683-0379
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 Jacobberger 952 281-2926
- 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 952 949-0873

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: Jon Beatty

Residence city: Minnetonka

Member of Nord Stern: September 1975

Current Porsches and when acquired:
1994 White RS America, purchased in 1999.

Previous Porsche(s):
1966 Silver 911, purchased in 1975; 1985 Iris Blue Metallic 911 Carrera, purchased in 1989.

If you haven't read Teresa Vickery's "Nord Stern Glossary" from the May 2001 issue of the *Nord Stern*, take a look at it sometime. For newcomers, it's a great education and a real help in understanding the conversations at the track, at social events, and any time you're around a Nord Sterner. For the oldies, such as myself and



Jon, hard at work on the RS, photo by Yann Beatty

my husband (now in Nord Stern for a whopping one year and 9 months), it can be a reinforcement, just in case we forget the proper meaning of certain terms. It might also be a chance to learn something new (i.e., that Jim Potts' nickname is "Mr. Wiggles" . . . funny, he didn't offer to explain that in his Porsche Personality interview last month . . . hmmm.)

So what does all this have to do with Jon Beatty? Well, in talking about Porsches, Jon uses some great phrases that could have been added to Teresa's list. Here are some examples: **hooked; slippery slope; had-to-have-it; trade-offs; withdrawals.**

Now many of you "oldies" already know what those terms mean and have even experienced them. Some of the rest of us have not learned first-hand what they mean, although we have a good guess at them. For the sake of making this interesting, keep reading, and we'll all let Jon Beatty describe what they mean within his story and his context of being a Porsche Personality. Here it goes:

Like so many Porsche Personalities, Jon was interested in sports cars and fast cars when he was in high school. His friends were into drag racing with Chargers and GTOs, and he had his first sports car, an MGB, in 1967. Then one of his friends bought an early Porsche 356 S90 Speedster. It was in rough shape and



needed a lot of engine work, but Jon and his friend both took it on as a challenge. When it was all apart in the shop, with roller bearings all over the floor, Jon was impressed with the difference in engineering in the Porsche. He liked the fact that the engine compartment was all

Photographer son Yann, having fun! Or, "Aliens" must be back for a rerun!

smooth metal and he didn't get cut after a hands-on inspection.

Not too long after that, another friend whose father owned a local bank got a new 911 for a graduation gift. It was silver with black leather interior, and Jon was impressed with Porsche once again - the quiet, powerful, phenomenal little rocket ship, going right up to 7000 rpm without any hesitation. He decided then and there he was **hooked** on Porsches.

However, Jon had to wait a few years for the first one, while he was in college and the Army. In college he re-built VW motors to help pay for tuition, and in the service in Hawaii, he spent evenings and spare time fixing and rebuilding all kinds of cars. He did so well they asked him to teach simple fix-its like brake jobs to the military people. Since Hawaii was a training depot for servicemen going to Viet Nam, they often would buy cool cars to drive around the island but would then have to sell them after

90 days. Jon bought the cars (like a Triumph Herald, a Midget, a TR4, an Austin Healy Sprite, etc.) and would re-sell them at a profit. Eventually the State of Hawaii stopped the fun, though, and told him he'd have to have a dealer's license if he sold more than six cars a year.

In 1975 Jon finally got the first Porsche, a silver 911 with black leather interior, like the one that had impressed him so much almost 10 years earlier. He had spotted it in the work parking lot at Control Data Corporation and eventually approached the owner. He said he wanted to buy the car, the owner said it was for sale. It had 70,000 miles on it, was in somewhat rough shape, but he **had-to-have-it**, and the deal was done.

He drove that first Porsche for about 18 months, and when the clutch started slipping badly and it developed other problems, he forced himself to quit driving it by dropping the engine out of it in his garage. About the same



time his job at CDC required him to travel extensively in the US, Canada, and Europe. The 911 didn't get a lot of attention, and because he was traveling so much, he didn't notice the **withdrawals**.

Jon met Muriel, his French wife-to-be, in 1977, and they dated off and on, when his traveling took him to Europe. (This is probably another reason he didn't notice the Porsche **withdrawals** very much.) Muriel was born and raised in Paris, is still a French citizen today, and has a passion and talent for cooking.

Jon and Muriel were married in 1980, and they spent a fantastic five-week vacation touring the States in a Saab Turbo they had purchased in Sweden. Since they had dated in Europe, Muriel had never been to Jon's house in the States. Being the great cook that she was, she probably had been excited about coming to America and showing off her wonderful French recipes for her new husband and his friends. She'd have all the necessary utensils, cooking and baking dishes, and exquisite serving pieces . . .



Note the hoist, this is not your average garage! Photo by Yann Beatty.

Continued on page 10

Personality

... continued from page 9

You can imagine Muriel's thoughts as Jon took her to his bachelor's house in St. Louis Park. Instead of a cute little house with a cook's kitchen and a wife's home - she saw very few dishes in the cabinets, a 12-place china set still in its box, a clutch and flywheel perched on top of the refrigerator, and numerous other engine parts resting all over the counters and table and floor. Then there was also the garage and the basement filled with transmission parts, an engine block, pistons all arranged neatly and in order, the 911 itself in the garage, and lots of other car equipment all over the place.

That may have been the beginning of the tradition of **trade-offs** with the Beattys. It would go something like this: A transmission or new wheels for Jon and his Porsches, a trip to Europe to see Muriel's favorite singer for her. New brakes for Jon, some new china for Muriel. A valve job and a lift for Jon, a new black lacquer dining room set and buffet for Muriel. The arrangement has obviously worked, because they celebrated their 21st wedding anniversary this year!

Eventually the Beattys and the 911 decided they needed a bigger house



Above, son, Yann, working away with dad. Photo by Jon Beatty. Photo, right, RS on track at CBIR in turn 3. Photo courtesy Jon Beatty.

and moved to Minnetonka with a big lot and bigger garage. Jon continued to travel a lot but spent most Sundays as garage day. Over time he re-did the entire car from the ground up, with the exception of the transmission,

which didn't need any work. Many times the neighborhood paper boy would come over and talk to him while he was working, obviously interested in the car. He frequently said that if Jon ever wanted to sell it, to let him know.

When all the work on the car was done, Jon drove it for a short while, and then did decide to sell it. He and Muriel had a new baby, they had a new house, and with all things considered, he thought it was the wise thing to do. So he called the paper "boy," who was now probably 18 or 19 years old. An hour later he came over with his dad, they settled on a price in 20 minutes, and the car was



gone, in the same afternoon. The paperboy **had-to-have-it**.

Now Jon was without a Porsche and was having serious **withdrawals**.

Here he had this big garage, built especially for him to work on cars, and he had nothing to work on. He stayed

Continued on page 13

Club Race Driver Education & Time Trial at CBIR

Friday, Saturday, Sunday, August 10-12, 2001

*The Colonel's Brainerd International Raceway is a superb, three-mile road course,
situated six miles north of Brainerd, Minnesota*

- **Eventmasters:** Fred Jacobberger 952 281-2926
- **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 8/6/01.** Late fee: \$20 per driver! However, full refund if you cancel by calling one day before event. Registration is limited to 65.



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

John VeLure - Club Race DE
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 _____

Personality

... continued from page 11

in Nord Stern, and it goes without saying that he probably moped and whined about not having a Porsche, and his heart sped up dramatically every time he saw one on the road. The Nord Stern Want Ads and the newspaper car sections were scoped out every issue. Finally Muriel said she didn't want to hear it from him any more, and in September 1989 he bought a 1985 blue 911 Carrera.

Jon's first Driver Education was in the Spring of 1992 (or was it 1993?), and he was **hooked**. Fred Senn was his first instructor and the first time someone else was driving "Old Blue." Jon was "blown away," even though Fred was probably only driving 7/10 of his and the car's capability. It was faster than Jon had driven it, and he was now on the **slippery slope!** He got very aggressive with improving the car and improving his



The RS America in immaculate condition at Afton 2000. Photo by Marsha Drake

driving skills. To control expenditures, he decided that he would only change one thing on the car every track event. So first was a tail, then wheels, tires, and brakes.

But a change was on the horizon! When the RS America model of the 911s had come out in 1992, Jon liked them and decided that was the track car he wanted. When (the late) Brian McMahon's RS came up for sale in 1999, he went to see it, not expecting to buy it. After driving it for 6 blocks, though, he asked the price, then said he wanted to discuss it with Muriel. When he walked through the door, he didn't have to say much, because his face probably showed his thoughts. She got right to the core and said, "How much?" They discussed it, then Jon talked about the car's service record with Bob Viau, and Jon decided to buy it. He sold "Old Blue" to Mike and Julie Courtney the following week.

The white RS America is still Jon's track and fun car, and they fit each other perfectly and look great together! Jon has done very well in

the track events, and has served Nord Stern in the capacity of president (last year), board member (this year), contributing writer for *Nord Stern*, and advisor/helper/expert on 911 problems. He's knowledgeable, talented, witty, and one of the most sincere and friendly Porsche people you will ever meet.

Jon says the beauty of the club is that he found a group of people just like him. When he got involved at the track, he found the people were wonderful—no judgments, fun-loving, and addicted to the cars. He now loves welcoming new members, talking with them about the cars, and encouraging them to participate in events. He says having students in Driver Ed is the most fun, though, to finally be at the point to help someone else. It's such a good feeling at the end of the day, with a student that had a really good time. Everyone's tired, their heads are pounding, they're

Continued on page 14

Personality

... continued from page 13

absolutely beat, but they had a good time, and that's what it's all about.

So we've let Jon Beatty explain those extra glossary words, and when they're in context they're a lot more fun. It's all about being **hooked** on these great Porsche cars, getting through the **withdrawals** we feel when we don't have one to drive, continuing on the **slippery slope** of enthusiasm, improving our performance, and spending money on making the car even better and faster, and

working out all those **trade-offs** with friends, spouses, and finances—all because we **had-to-have-it, THAT CAR!!!**

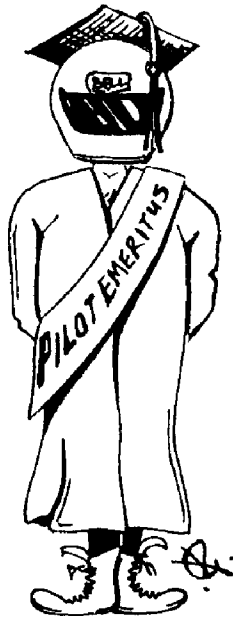
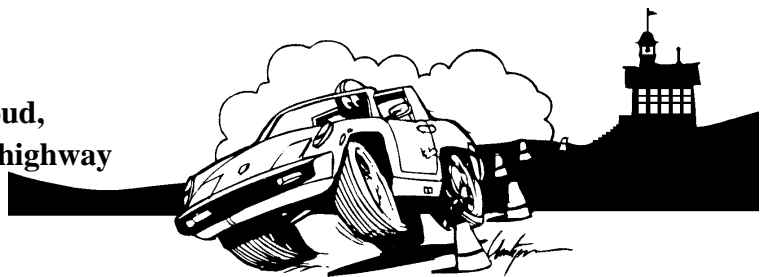
And finally, Jon and Muriel. What a great photo! Courtesy Jon Beatty.



Summer AutoCross

St. Cloud (Minnesota Highway Safety Education) Facility
Sunday, July 15, 2001

- ◆ Eventmaster: Jim Bahner 651 683-0379
- ◆ Cost: \$30 per person, Nord Stern only
- ◆ Requirements: Snell 90 or newer helmet
- ◆ Registration: Jon Velure email at:
Jcvelure@aol.com,
or 952 906-9404
- ◆ Directions: West on I-94 to St. Cloud,
Facility is on the north side of the highway
just opposite St. Cloud Prison.





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 year's 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 will benefit Courage Center. Saturday evening 6:15 pm in the hospitality area. Watch Clubtalk for a list of items available.

So you are saying to yourself, *"But, I'm not a Club Racer, what will be special for us DE participants? What makes this any different than a usual DE event at CBIR?"* Lots will be different! First of all, DE will have a full compliment of run sessions all three days! That means lots of track time. In addition, there will be two 30 minute special DE sessions called: **Lapping for Courage**. DE drivers will have the opportunity to secure pledges against the laps they run during these special run groups.

Or maybe you are saying, *"I don't drive on the track at CBIR."* So, here is your change to help out with your donation to your favorite driver or make a donation for the Parade Laps! There are numerous ways to be a part of Nord Stern's biggest event of the year. Don't miss it! You can drive, spectate, or whatever and of course most importantly, You Can Donate!

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.

Racing for Courage

By Roger Johnson

Editor's Note: The following is a rerun of Roger's article last year submitted as a recap of the annual Club Race and it's charitable mission. This year our event is in mid August (see President Jim Holton's column for even more information) and again features a fundraising aspect. We got off to a pretty good start last year and now we aim to grow that and expand our efforts on behalf of Courage Center. Whether you are a club racer, a driver education participant or a spectator, each of us can make contribute and support this charitable event. Racing for dollars, as I like to put it!

Ever notice that certain activities just beg for a theme to make the activity, well, just feel right? Be it the Senior Prom, the Fall Ball, or a charity fund-raiser. Sometimes an activity just needs a point to rally around. The was the thought as the Nord Stern Region made plans for it's 8th Porsche Club Race and it's 2nd Enduro. The enduro seemed like a place we could do something special and "give back" something to our community through embracing a charity.

In 1999, Nord Stern region member Bobby Piper took it upon himself to solicit pledges for his favorite charity, The Courage Center, based on the number of laps he completed in the 1 hour enduro. Bobby has boundless

energy and raised a great deal of money all by himself.

On the heels of Bobby's success Nord Stern elected to expand on what Bobby did in 1999 and for 2000 get fully behind his efforts raising money for Courage Center. This was not an easy decision for Region President Jon Beatty or Race Chairman Ray Newman. Organizing a race weekend is a huge undertaking and then adding this event on top of it took some careful consideration. It was decided that with all the race organization experience available in Nord Stern, the Region could handle an additional major activity without jeopardizing the main event of the weekend, the Club Race itself.

Courage Center was an easy choice for a charity to support. Not only had Bobby already gotten the ball rolling, but it is a truly great organization. Each year Courage Center serves nearly 19,000 children and adults with physical disabilities and sensory or neurological impairments. Examples may include spinal cord or brain injury, blindness, deafness, cerebral palsy, stroke, and arthritis. The offer many services ranging from medical rehabilitation to education, sports, and recreation. They even have an amazing group of retired engineers who custom design controls for vehicles based on the unique needs to the individual.

In my capacity as registrar, I get quite a few requests that are not necessarily related to registering for the event. One such request was an email from Brenda Sorenson, a new member to the Club, who had read about our involvement with Courage Center. She wrote: "My daughter (8 yrs old) was helped for 2.5 years by the staff at Courage Center. 4 days a week, every week, for 3 hours. I'd like to give something back. Sammi and I would like to collect some pledges for the enduro. Please send me a pledge form." I emailed her a form and, quite frankly, moved on to other issues of registration.

Bobby Piper was in charge of the charity aspect of the event and produced and distributed the Pledge sheets. He also successfully solicited event sponsorship from U.S. Bank Piper Jaffery. The idea was for racers to collect pledges based on the number of laps completed. Others could collect their pledges and choose what car they wanted to apply their pledges to. Brenda and her daughter, Sammi, had collected a sizable number of pledges and applied them to my car! The pressure was on for my co-driver Mike Hoke and I. A trip into the gravel trap could cost Courage Center a ton of money.

The Enduro started in a most unusual manner. Instead of just hearing

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Courage

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from Race Chairman Ray Newman and Steward John Crosby, we had a short presentation from Zach Johnson, a Courage Center kid. Speaking from his wheel chair, Zach explained how the money we were about to raise would send kids like himself to Camp Courage and how rewarding the experiences were. I can't say I have ever been moved exactly the same way in Driver's Meeting before.

Enduro 1 featured a great battle for the lead between F class cars, Roger Johnson (the Mid-South Region one), Steve and Tim Watson (Nord Stern), Justin Draper (Nord Stern), Leonard Theiss (Great Plains), and Bob Viau (Nord Stern). They kept up the blistering pace from the entire race and completed 29 laps of the 3 mile circuit for Courage Center. Roger Johnson and his co-driver Ronnie Randall took the checker with an average speed of 84.8 mph.

Enduro 2 saw Nord Sterner Tom McGlynn in a GT2R 911 come from a last place starting position to finish a minute ahead of Rick Polk (Nord Stern) and Pat Witherspoon (Great Plains). Mike Hoke and I drove hard and completed 28 laps finishing first in class and an amazing 5th overall in my stock class RS America. A long full-course caution to clean up some oil kept our average speed down to only 80.8 mph. This compares to our fast lap of 93.48 mph. When Tom pulled into the paddock after taking

the checker, his left rear tire promptly went flat. The luck of the Irish! Could it be that all the pledges on Tom's car had something to do with his luck?

The day concluded with hospitality and a live auction of a number of items donated by our supporters. Maplewood Imports donated a Boxster watch and Johnson Autosport a couple of \$500 gift certificates. The post-race beverages flowed freely and the bidding was lively. All proceeds to Courage Center. We don't need to worry about Ray leaving us to become an auctioneer. Maplewood Imports had also set up a goodie store in the paddock and a portion of those proceeds donated as well. Even the Boxster S pace car driver, Bob Lunde, donated \$25 per lap for the 11 laps he drove.

The real impact of all this hit home with me the Monday after the race. I was sitting in my company's cafeteria with some co-worker's having lunch and recounting our respective weekends. As I described our event, a co-worker chimed in "*Our doctor at Courage Center taught my daughter, Liz, to walk. She has Down's Syndrome and we had a difficult time getting her to walk. That was 25 years ago.*"

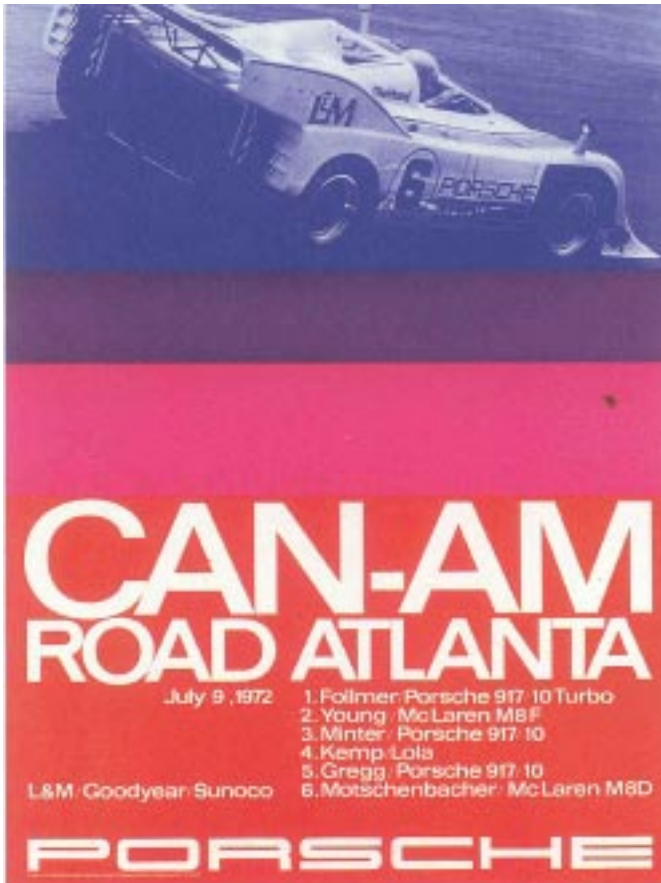
In all, close to \$40,000 was raised and everyone had a great time doing it. While sometimes it takes courage to race, it is nothing compared to acts of courage going on at Courage Center every single day. Nord Stern and all of us who participated are proud of the small part that we could play in helping a large number of people live a better life. Plans are underway to do an even better job next year.

Porsche Collectibles: 1972 - The 1st Can Am Championship Year

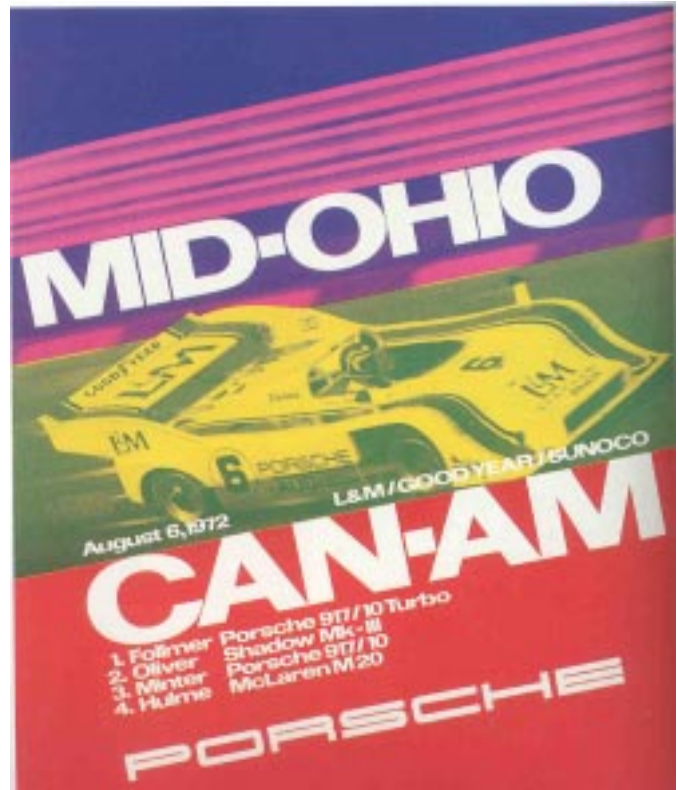
by Prescott Kelly, Connecticut Valley Region (from *THE WINDBLOWN WITNESS*)

On the poster front (last written about in the October issue of *Windblown Witness*), let's change pace and fast forward to 1972 and those fabulous days of the terrifying 12-cylinder 917-10's in the Can-Am series.

First a quick recap of history: Under competition chief Ferdinand Piech (son the Professor Porsche's sister Louisa and first cousin to Ferry Porsche) the Company had rapidly progressed from the four-cam, two-liter 904 (designed by Butzi Porsche) of 1964-1965 to a series of tube frame, fiberglass sports racers. First came the Type 906, followed by the "910" (not really a design Type but an important

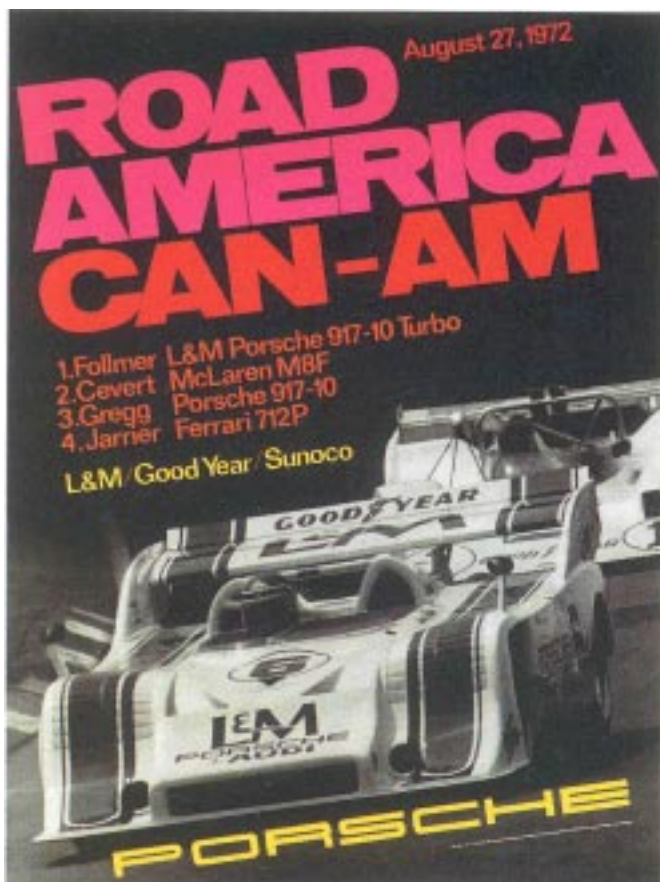


Porsche's first Can-Am victory in 1972 came in early July when George Follmer replaced the injured Mark Donohue in Penske's backup 917-10 and won at Road Atlanta.



In early August Follmer won again at Mid-Ohio. Because of the nice side shot of the car, this poster is one of the more prized of the 1973 Can-Am factory victory posters.

series of modifications to the 906 "named" after the first chassis to have those mods, 906.010 and thus called "910"), and then the 907. All were powered by two-liter sixes or 2.2/2.3-liter flat eights (the Type 771). They won hillclimb championships, road racing class championships, and occasional overall wins (like Daytona 1968). Piech wanted to move up and contest the world championship with the new, and ultimately successful, 3.0-liter eight-cylinder Type 908 of 1969. That was Porsche's first World Championship. With a formula change for 1970, the 12-cylinder 917 was born and Porsche's first overall at Le Mans followed. So did World Championships in 1970 and 1971. When the World Championship formula changed for 1972, Porsche



In late August, Follmer beat the McLarens at Road America. His 917-10 featured sponsorship from L&M cigarettes and Porsche-Audi (the Volkswagen-owned U.S. distributorship).

changed horses and went west to the United States. Their 917-10 and 917-30 of 1972 and 1973 won the Can Am Championships in the U.S. and the European Interserie Championships. All-in-all, that was as good a four year run as any manufacturer has ever had.

In mid-1971 Porsche invited Roger Penske to join them in competing in the Canadian-American Challenge Cup. An astute businessman and former Porsche racer, Roger Penske and his key men (driver Mark Donohue and engineer Don Cox) met and worked with Porsche in Weissach and their efforts led to the Can-Am campaign with the twin supercharged flat 12-cylinder 917-10. Penske's team featured L&M cigarette and Porsche-Audi of America (the U.S. distributor for those marques and a division of Volkswagen of America) sponsorship with minor support from Sears and Sunoco. The Penske team from Newton

Square, Pennsylvania was basically a factory entry, but the Penske people contributed a lot of engineering to the joint effort.

The season was a great success, but with some drama, as Mark Donohue crashed in the second race at Road Atlanta, destroying the rarest 971-10, the special lighter-weight serial number 011 with a magnesium frame. Penske called in the 39-year old Californian and Trans-Am stalwart, George Follmer, to drive while Donohue recovered. Follmer went on to win five races and the driver's championship. Penske and Porsche, with an additional late season win from the somewhat recovered Mark Donohue, won the team and manufacturer's "titles."

There are six 1972 Can-Am factory-issued victory posters. The first is for Road Atlanta (July 9th) with Follmer's first victory, followed by the Mid-Ohio Follmer win on August 6th. On August 27th, Follmer won again at Road America. On October 1st, Donohue won Edmonton and then on the 15th Follmer and Donohue finished one-two at Laguna Seca when, very late in the race, Penske ordered Donohue to slow and let Follmer by. Follmer was winning the season championship and the runner-up, Milt Minter in Vasek Polak's 917-10, was having a good race. Two weeks later in the season finale at Riverside Follmer and Donohue finished one-three.

For the record, Dennis Hulme won the season opener at Mosport in his McLaren M20 and then the third race at Watkins Glen. At the Glen, Ferry Porsche, his son Hans Peter and the factory competition chief Huschke von Hanstein were all in attendance, unfortunately to watch the marque's worst performance of the year. ("A watched pot doesn't boil" commented "Road and Track's" Joe Ruzs.) The season's sixth race at Donnybrooke was won by Francois Cevert's McLaren when Follmer ran out of gas on the last lap.

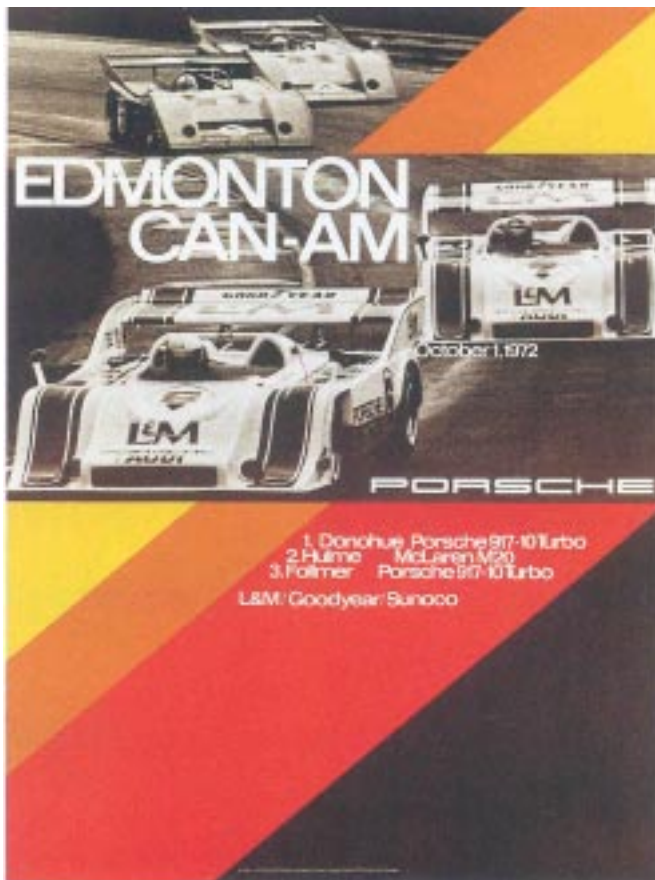
The Porsche factory's Final Standings poster recaps the driver's championship standings with Porsche in first (Follmer), second (Minter), and fourth (Donohue). Denny Hulme's McLaren finished third. It was McLaren's first non-championship Can-Am season.

Continued on page 22

Collectibles

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Today, these posters are still readily available, although they are no longer selling for the \$5 that they brought in the mid-1970's. The favorite posters are those for Mid-Ohio, which has a good depiction of the car, and the two California tracks, Laguna Seca and Riverside - because so much of the collectibles hobby is accounted for by West Coast collectors. These three posters usually trade in the \$200 - \$250 price range, while the other three race posters (Road Atlanta, Road America and Edmonton) and the Final Standings are typically about \$150. The Final Standings poster is the only one that shows the championship car in full four color and it is therefore quite popular, but there was a large print run for that poster so the supply



By October Donohue was back at it, albeit with still injured legs, and he won the Can-Am race at Edmonton after a decent first return effort (which ended in a spinout) at Donnybrooke

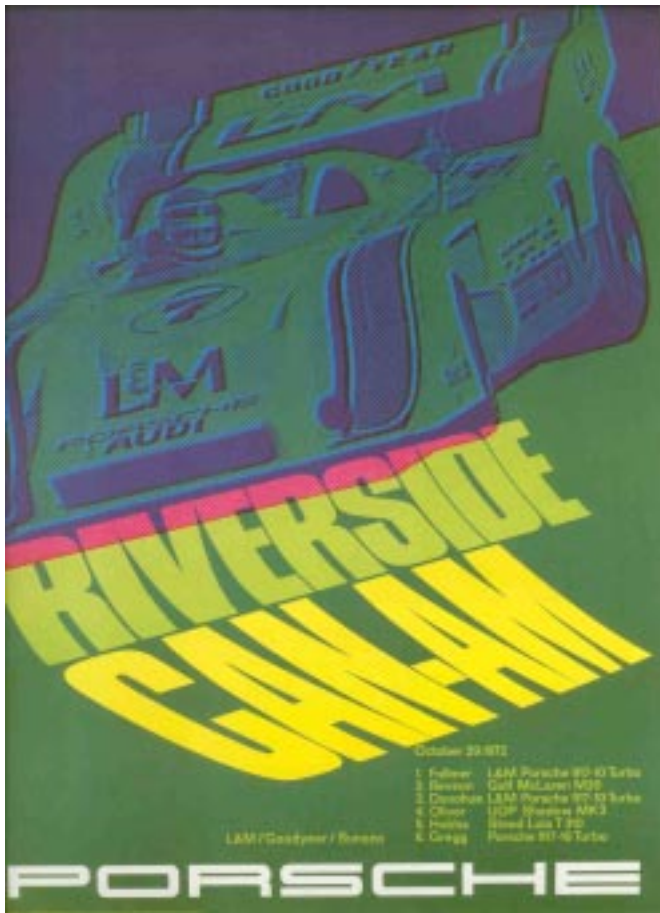


At Laguna Seca in Mid-October, Penske ordered Donohue to slow up and let Follmer by so George could wrap up the season championship with a race in hand.

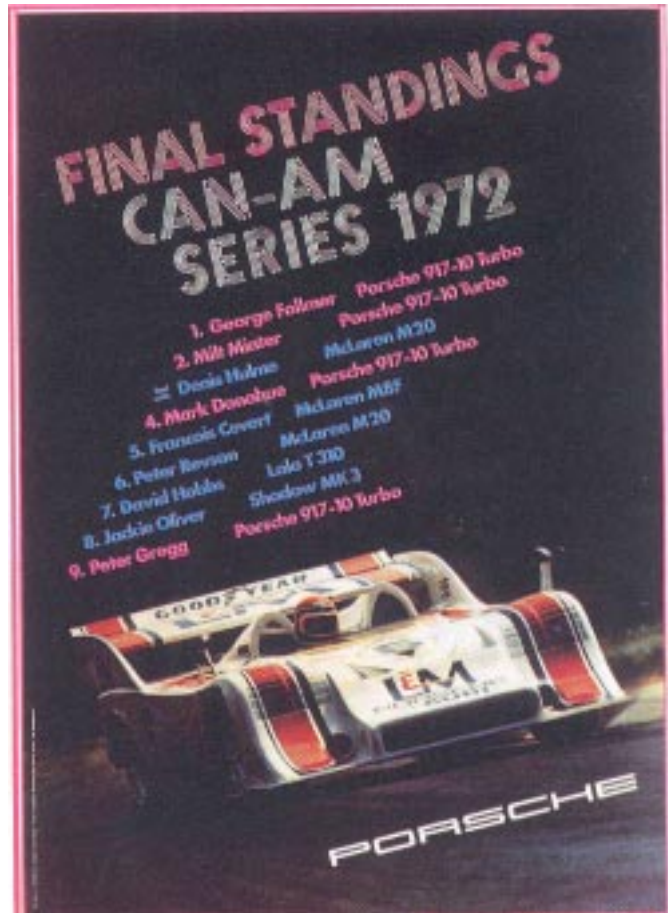
runs pretty deep. Edmonton, on the other hand, was little saved and is rare today, although not in great demand.

Want to have a piece of history which commemorates one of Porsche's greatest years in American competition? Look for one of these posters at a swap meet near you. Then negotiate with the spousal unit about the wall space in the family room now occupied by the portrait of grandpa. (The kids will love you.) And, late at night when no one is around, you can sit under the poster and make verbal racing noises.

Ed: Prescott would like to hear from anyone with questions or an interesting Porsche collectible story. The best way to reach him is through email to: pamandprescott@cs.com or email at: PVKelly@TheInstituteInc.com or phone: 203-227-7770 (home, eastern time!) or snail mail: 16 Silver Ridge, Weston, CT 06883



At Riverside, the last race of the season, Follmer won again. The two California track posters are somewhat rarer than the others, presumably because so many collectors are on the West Coast and they want these "home" tracks.



The Final Standings poster is the only one which shows the car in full four-color. Although all of these posters are quite colorful (lots of reds), the car shots on the event posters are all B&W or colorized/stylized B&W.



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. However, there are many other accommodations in the area (AmericInn, Lutsen Sea Villas, etc. Call Eventmaster John Dixon (952 939-9071) for suggestions or BlueFin directly; they will give callers recommendations for other lodging. Also, cancellations do occur! This annual fall tour has become one of the *premier events* on the Nord Stern Calendar! If you have never gone, join us 'Up North' this year. We drive, we eat, we hike (optional), we shop (optional!), we ooh and ahh (not optional!).

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!



—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**

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) 949-0873
- **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*

—A Children's Cancer Fund Benefit—

*Sunday, August 19, 2001
Afton City Park*

There will be NO entry fees, but Donations
to Children's Cancer Fund will be accepted,
as will People's Choice voting 'fees!'



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.



Just the Details: Why Wash Your Car

by David Bynon, San Diego Region (from *The Windblown Witness*)

It was European coach builders that first applied coatings of animal fats and wax to protect the custom paint on their horse drawn carriages. This tradition has endured over 100 years and is still the best way to protect the paint on modern-day coaches.

Today, the multi-layered finish on your car, from the primer through the top (clear) coat is only .006 to .008 of an inch thick. Regardless of how fine the finish is now, it will deteriorate and dull. Radiant and ultraviolet energy, acid rain, salt, atmospheric pollution, insect fluids, and bird droppings wage a constant war on your car's finish. Waxing provides an easily renewable transparent barrier between the finish and a hostile environment.

Waxing also makes your car, new or old, look better. Quality waxes now combine enriching oils that 'wet' the surface with protective formulas of Brazilian Carnauba or modern polymers for a high gloss shine. This brings us to the subject of selecting a wax. Waxes can be made from a natural wax, usually Brazilian Carnauba, or synthetically made of polymers and acrylic resins. In choosing a wax, here are some things to consider:

Carnauba Waxes

Carnauba comes from the fronds of the 'Tree of life' (*Copernicia Cerifera*) native to Brazil. It is nature's hardest, purest, and most transparent wax. Carnauba car waxes tend to produce

a deeper, darker, richer shine that is often described as 'three-dimensional'. Many enthusiasts and show-car owners prefer the shine of Carnauba waxes, especially on black and red and other dark colors. Carnauba waxes bead water nicely, absorb the acid content in rain and hide minor swirls in the paint. Meguiar's No. 26 Pure Wax, Mothers California Gold, Eagle One Pure Carnauba Paste Wax, and Pinnacle Paste Glaz are a few of the many Carnauba waxes available.

On the minus side, Carnauba waxes are not as durable as synthetic waxes. Depending on your climate, they typically last up to 90 days. Paste Carnauba waxes will outlast liquid Carnauba waxes due to their higher wax content). Some Carnauba waxes can be more difficult to apply and remove. Additionally, Carnauba waxes can be temperamental, occasionally streaking under certain conditions.

Synthetic Waxes

Made from modern polymers and acrylic resins, synthetic waxes offer excellent durability and ease of application. Synthetic waxes can last six to nine months or longer and typically wipe on and off easily. These waxes create a very bright shine and are resistant to clouding and streaking.

On the down side, many enthusiasts feel synthetic waxes lack depth and richness. Black cars can look a little sterile or silvery white in the direct sunlight. And, the

mirror-like polymers can collect minor swirls and highlight flaws.

Show-Car Tricks

Detailers that prepare show cars will often layer a Carnauba wax on top of a synthetic wax. The synthetic wax acts as a gloss layer while the Carnauba wax adds depth and liquidity. One combination that works well is an initial coating of Klasse All-In-One followed by one or more coats of Pinnacle Paste Glaz or Souveran wax. The latter two waxes are super-pure Carnauba waxes which can be layered without any yellowing effects.

EDITOR'S NOTE: ANOTHER ARTICLE BY DAVID BYNON ON WHAT IS CARNAUBA WAX APPEARS ON PAGE 40, BE SURE TO READ THAT ALSO!

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Send ads to:

Christie Boeder - NORD STERN
11919 Hilloway Rd. W.
Minnetonka, MN 55305

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

FOR SALE

1999 Boxster

Arctic Silver with Metropolis Blue top and interior. Sport touring package which includes cruise control, alarm, sound system, CD changer, on-board computer, aluminum dials, brake handle and shifter, etc. 17" Boxster design wheels with Porsche crests. Arctic Silver roll bars. NO dings, scratches, smoke, snow, food, etc. Exceptional, pampered condition with only 15xxx miles. Two years remain on factory warranty. Must sell; '02 S on order for August!! \$42,900. Please call Al or Shari Meyer at 651-458-0939.

1984 911 Carrera

Bob Viau/AutoEdge-Built race car. 3.2 converted to 3.4 race motor (freshened in 2000, less than 20 hours), KMR Penske coil-over suspension, Porsche Big Red/Alcon brakes, new paint (Champagne, HRE 17" 535 wheels, Autothority mass-flow with K&N filter, extruded intake, Recaro seats, roll cage, all glass replaced with Lexan (new windshield), Wevo gated shifter kit, IROC bumpers, external oil cooler, header kit, Tri-flow muffler, Big bore throttle body, twin plug, hot lap with performance module, race tachometer, \$52,500. Don Erickson, 651-456-0080, done@baywest.com

TIRES

(5) 245/45-16 G-Force R1's and (1) 225/50-16 G-Force R1 These have one event on them. \$45 ea. or take them all for \$250. Email: pingebriigtsen@qwest.net, 651-503-5403, Paul Ingebriigtsen.

1989 944 Turbo S

Extensively modified by Bob Viau at Auto Edge including complete Huntley turbo and mass air flow system with electronic boost control, koni double adjustable shocks with coil overs on all wheels. Every thing on engine and suspension either upgraded or replaced with new parts. Perfect street / track car easily converted to E. car. Two sets of wheels, new yoko's third set of wheels available. Any questions on modifications or condition of car call Bob or Roland at Auto Edge. \$31,900, Jim Potts ph. 651 436 2512 (w), 715 377 1200 (h) or email jjpotts@prodigy.net

1983 Porsche 944

Guard's Red with Black Leather Int, low miles, perfect condition, 5 spp. Call 218 426-4910, Len Wenc.

968 wheels

Porsche five spoke cast alloy wheels 7J x 16 (2) and 8J x 16 (2), with gold Porsche crest, plus new 205/55ZR 16 (2) and 225/50 ZR 16 (2) Continentals. All for \$2,100. Andrew Golfis (651) 699-6629 or email Golfis570@aol.com.

1973 911 RS

2.7 engine, 17 inch Cup wheels. Everything new in car. \$12,500. BBS 3-pc wheel with tires: 205 & 285/ 40-15 Yokohoma \$500. New Yokohoma tires: 205/50-15, 335/35-15, \$300. Sol N'Jie at 952 541-1094, fax 952 541-1905 or cell at 612 978-4734.

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/snrf, 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

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. Chip Smith, 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

Just the Details: What is Carnauba

By David Bynon, San Diego Region (from The Windblown Witness)

Carnauba is a vegetable fat obtained from the leaves of a Brazilian palm tree called the “Tree of Life” (Copernica Cerifera). Pure Carnauba, in its natural state, is harder than concrete. One of its most interesting properties is that it swells and closes its pores when exposed to water.

Having a great affinity to water, Carnauba has the ability to retain oil and has excellent gloss properties making it applicable in many industries, including cosmetics, automotive and food. In cosmetics, Carnauba is widely used in stick applications. Carnauba is the hardest natural wax and has lustrous composition making it the leading choice for food coatings, pharmaceutical coatings and polishes. Number One Grade Carnauba varies from a very pale yellow (white), through a greenish brown (yellow).

Carnauba Wax is exuded by the leaves of the Copernica Cerifera palm to conserve the moisture within the tree and its leaves. The “Carnauba Palm” grows in the northern and northeastern parts of Brazil along the river banks, valleys, and lagoons where the soil is dark and fertile. The tree needs very little water to grow, is very prolific and attains a mature height of 40-50 feet. The natives in the surrounding area use the various products of the tree for many necessities in their lives; hence the name “Tree of Life.” Of interest is the fact

that only in northern Brazil does the Carnauba Palm produce wax. Palm leaves containing the wax are harvested from the trees during the period from September to March. The color and quality are governed by the age of the leaves, as well as the care used in processing the wax. The leaves are soaked in kerosene to soften the wax, resulting in a thick liquid that can be poured into molds for shipping.

Being a natural plant by-product that does not react with paint, Carnauba provides a very hard barrier over your car’s surface to protect against airborne contaminants such as acid rain, bugs, tar, road grime, salt, and bird droppings. Carnauba also dramatically reduces paint oxidation by diffusing (refracting) UV and infrared radiation from the sun. Typical Carnauba waxes contain 3 to 5% Car-

nauba wax (not necessarily Brazilian No. 1 Carnauba) by volume. The greater the concentration of Carnauba the greater the level of protection and the higher the level of shine.

All of the quality waxes Autopia Car Care offers contain 30% or more Brazilian No. 1 Carnauba by volume. The greater the concentration of Carnauba the greater the level of protection and the higher the level of shine.

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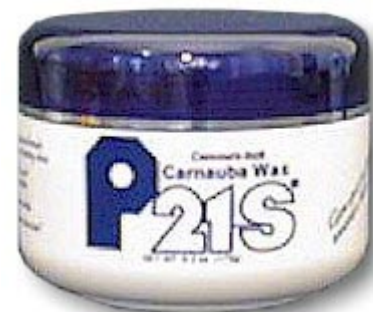
David Bynon operates the website Autopia-Carcare.com. Visit this site for more information about car care and as a source for most of the products and tools seen in this column.



Meguiar's No. 26 Hi-tech Paste Wax



Eagle One Pure Carnauba Paste Wax



P21S Carnauba Paste Wax

