



SEPTEMBER '01 INHALTSVERZEICHNIS

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

Table of Contents

2	Offiziere	20	Last Fling Driver Training
3	Nachrichten vom Editor	21	Last Fling Driver Education
4	Letters to the Editor . . .	24	Parade Concours Scenes . . . by Mark Read
4	Willkommen	25	Parade Concours Scenes . . . by Mark Read
5	Unser Leiter	26	Blackhawk Farms Results
6	Kalender	27	DE Points Standings 2001
8	Porsche Parade Personality	28	9th Annual Nord Stern Fall North Shore Tour!
12	Safety Sense - Oil Spills	30	Virginia City Hill Climb
12	Safety Sense: Staying Alert	32	Need Help—Have a Question?
14	2001 Parade Concours	33	Why a 968 ?
14	2001 Parade Concours	36	Flaming Fall Weekend Ozark Lakes Region
75	2001 Parade Scenes . . . photos by Kelley Mayer	37	The Truth About Tools
16	2001 Parade Scenes . . . photos by Marsha Drake	38	Want Ads
16	2001 Parade Concours . . . photos by Marsha Drake	40	Care and Feeding of the Porsche Clutch
19	Early Porsche Parades		

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Front Cover - The beautiful 959 at this year's Porsche Parade Concours d'Elegance. This car has only 842 miles on it!
Photo by Marsha Drake

Back Cover - "the Happy Boxster" courtesy PCA

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ADDRESS CHANGES OR

HOW TO JOIN NORD STERN AND PCA

Call Susanne Dvorak at 763 559-8098
or email:

sdvorak@tela.com

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

**Please Contact Membership Chair with
Address Changes**

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Pinnacle Signs	35
Professional Auto Storage	28
Royal Tire	18
Sears Imported Autos	30
Speedi-Bleed	32
TJR Collision Center	35
Yellow River Rare Coin & Bullion	39

Wow, has this been a busy past several weeks. There have been a number of Porsche events such as the Club Race, Blackhawk DE, Afton Concours and Road America DE. Hopefully we will be able to provide some kind of post event coverage, whether it be an article or a pictorial recap! This issue showcases some of the 2001 Porsche Parade in Milwaukee. Several members submitted photos, Marsha Drake's interview—not to be missed—features charter PCA members Jack and Ginny Case from San Diego. A delightful couple. Accompanying that is a piece Ginny did for their region's newsletter on the first Parade held back in 1956. What a memory she has. Check how many Porsches, and the variety, they have owned over the years. October issue will feature the Club Race and more Parade stuff.

Speaking of variety of cars, I remembered what I recently read that I thought would make a good subject for an editorial. It had to do with factions within PCA feeling 'left out' or

'not a part of the club' based on the car model they happen to own. That surprised me immensely! In my opinion a Porsche, is a Porsche, is a Porsche and that the clubs are here to support everyone. Certainly, there are specialty clubs out there - like the 356 Registry. Perhaps I am a bit obtuse, or naive as the case may be, but it has never struck me in Nord Stern that members 'judge' each other on the car model owned. I am well aware that there is a certain amount of good-natured rivalry between 911s, 944s, 924s, etc. with a bit of 'dissing' between air-cooled and water-cooled. But, with the type of activities we usually sponsor each year, there is opportunity for all models and all their owners to get something out of the club. I am a big believer in 'getting out what you put in!'

In fact, one of the first things that struck me 11 years ago as we were becoming more involved with the club was the sense of 'equality' in this shared passion for the Marque. I found that incredibly refreshing. For the

most part, none of us knew who did for a living, nor was it a major topic - we all came together with cars that varied hugely in cost. There was a common thread of interest and willingness to share expertise, time, helpfulness as we explored having fun with our vehicles. It did not matter much who owned what kind of car.

Hopefully I can and will continue to find a variety of articles on car care, maintenance and technical concerns that will address the various car models. If anyone sees me neglecting this, please let me know!

Let's keep our general spirit of inclusiveness continue and I sincerely hope that no one feels neglected - if so, speak up and let us know what you need and desire from our club! Whether you are a 356, 914, 911, 912, 944, 968, 993, 996, Boxster (and soon, Cayenne) owner, I hope everyone feels there is a place for them! (and please don't point out what models I missed, I am just happy that after all these years I actually can tell most models apart!)

Til Next Month

—Christie

Nord Stern Newsletter - Advertising Rates

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
Back Cover	N/A	N/A	84

Ad Sizes:
Full Page: 7" wide x 10" High
1/2 Page: 7" wide x 4-3/4" high
1/4 Page: 7" wide x 2-3/8" high
1/8 Page: 2-1/8" wide x 4-3/4" high
Back Cover: 7" wide x 7" high
Color: All ads appear in black and white
 All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

Welcome New Members

(and returning members!)

We hope to see you
at upcoming events!



David Anderson and Kris Kalenda

Eden Prairie, MN
1990 Black 911 Carrera

Ryan and John Drewitz

Minnetonka, MN
1985 Guard's Red 944

Steve Hayden

Eden Prairie, MN
1991 Black 911T

Kyle Johnson

Minneapolis, MN
1991 Black 911 C4

Michael Donald LeSage

Wayzata, MN
1972 Black 911

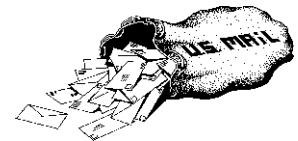
Roland Manarin

Elkhorn, NE
1987 White 930

Christy and Phil White

St. Paul, MN
1993 Red 911 RS America

Letters to the Editor . . .



Re: Blackhawk. Great event. Thanks to **Ron Lewis** and the Milwaukee guys. Tons of track time on Thurs, and even more on Fri (2 run groups, 30 minute sessions on the hour and half hour from 9 a.m. until 2:30, when we started the timed runs. About as much driving as a body could stand.

Those of you who haven't yet done this event, try to make it next year.

—Fred Jacobberger

Thursday and Friday at Blackhawk Farms Raceway were "*just about as good as it gets.*" The weather was perfect. No significant incidents. More track time than drivers could use.

Great dinner at the track Thursday (salmon steaks). A stimulating time trial. Fun and camaraderie among ourselves and the very nice folks from Milwaukee Region.

Thanks to all the Nord Sterners who made the trip. A particular thanks **Fred Jacobberger** who ably performed as race control most of Friday after his car flat-spotted a tire. (Imagine that!) To **Dean Podevels** who ex-

peditionously handled timing and scoring. To **David Anderson** who relieved Fred at race control. To **Alan Hamilton** for schlepping the timing equipment (and my tires!) to and from Minneapolis. To **Rick Laverdiere** who headed the track clean-up and closing tasks. And to everyone else who pitched in to make the event run smoothly.

For fun and challenge, Blackhawk is not to be missed. We hope to see more of you next year.

—Ron Lewis, Eventmaster

I'm wiring this column on the day after our Nord Stern Club Race/DE weekend. I still have enough adrenaline left over to power our air conditioner for the rest of the week!

If you were there for the weekend, I'm sure you'll agree that this year's Club Race/DE ranks up there with our best efforts ever! As is always the case, the weekend was successful because of the hard work of many of our club members. I am continually amazed at the level these individuals operate at when there are goals to accomplish.

As I just stated, the weekend was a success on many fronts.

We ran another high speed Driver Education event without a major incident. Everyone, pat yourself on the back! Zero incidents means we're driving responsibly. Thanks to **Fred Jaccobberger** for his work running this event. Let's also give some much deserved credit to the safety chairs **Scott Anderst** and **Don Miller** as well as our Driver Training chairs **Susan Lee** and **Joe Rothman**. Sue and Joe have done a sensational job of making sure our members new to DE learn the right stuff, and Scott and Don have done an outstanding job of keeping us safe and applying just the right amount whoops to those of us who sometimes push the envelope beyond our current limits.

Courage Center wins again thanks to the efforts of all of us who brought in pledges and participated in the auctions. The silent and live auctions alone brought in over ten thousand

dollars! At the drivers meeting prior to the Courage Challenge and Lapping for Courage DE, we had the pleasure of meeting Joe Joe Kleiner, Junior at Pine River- Backus H.S, a young athlete confined to a wheelchair who, through the efforts of Courage Center will most likely compete in the 2004 Paralympics. Joe told all of us that without Courage Centers' help; his life would be very different than it is today. Truly inspirational makes you feel awfully good when you see the differences you can make in another persons' life. Of course a very big thanks to **Bobby Piper** for his hard work in making the charity aspect of the weekend a success in it's own right.

The Club Race/DE weekend was well run thanks to the many volunteers who pitched in. You know who you are and thanks from all of us for making the weekend run so smoothly. A giant thanks to **Roger Johnson** and **Mike Hoke**. If you were there, you saw how hard Roger and Mike worked. Couple those efforts with several months of 'behind the scenes' efforts by these guys. I remember attending a planning meeting with them back in January. I know for sure they probably slept a little less than normal this past week prior to the event. Thanks to you for stepping up and donating your time and efforts to the club.

The racing was exhilarating. I hope they were as fun to watch, as they were to drive in. A new twist was added this year - all of the classes raced together in the 90 minute Enduro on Saturday

and the Sunday Sprint. I wish I could have viewed the action up front but I was deep in the pack trying to fend off my fellow club racers. How about the scene in and around the paddock? At times it was difficult to tell the difference between our paddock and the one I walked around at Daytona last January. It's simply amazing to see the incredible amount of racing talent and machinery that shows up for our event.

So, you may ask, what's club racing all about. Certainly, it has something to do with competitiveness and racing - that's for sure. No matter where you are in the pack, there's always someone to put the move on, and someone trying to put the move on you! It's a lot of fun to say the least. But for me, it's not really about winning or losing. It has more to do with the simple pleasure of enjoying all aspects of the weekend. It's meeting folks from other regions who share our passion, and getting to spend time with our members who also share that passion. It's about honing skills, understanding and knowing limits, and respecting everyone out there on the track. Porsche Club Racing is about recognizing all who competed, not just who won.

Til next month!

— *Jim*

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, Eventmasters Joe Rothman & Susan Lee
- 22,23 Last Fling Nord Stern Driver Education and Time Trial at CBIR, Eventmaster: Jon Beatty
- 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)

PORSCHE PARADE PERSONALITY

by Marsha Drake

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

Porsche Enthusiast of the Month . . .

Name: Jack & Ginny
Case, San Diego Region

Residence city: Irvine, CA

Member of PCA: 1955

**Current Porsches and when
acquired:**
2000 Boxster, silver with navy
top and interior

Previous Porsche(s):
1953 356; 1954 cabriolet; 1956
356A Speedster; 1960 356A
Roadster; 1963 356B cabriolet;
1961 356A Roadster with
Carrera 2 engine; 1979 914;
1972 914; 1970 911S Targa

At one of the dinners at the 2001 Porsche Parade in Milwaukee, I sat next to Dr. Vince Knauf, a physician from California. One of our topics of discussion was how other people have in-

spired us in the sport and the love of Porsches. He mentioned that a couple who have inspired him are the Cases, members since 1955 and two of the original founding members of the Porsche Club of America.

As we continued talking for a few minutes, my mind sped ahead to when Vince would take a breath and I could express my request to be introduced to the Cases. What a great interview opportunity they would be! Eventually I asked Vince to introduce me, and he was extremely gracious in going over to their table to speak with them immediately.

By the end of the evening, I had met Jack and Ginny Case, and by the end of the Parade week, Mike and I had talked with them several times, had a delightful lunch with them, and began another great Porsche Personality friendship to add to those we already have.

Because this was our first Parade and we enjoyed it so very much, including meeting Jack and Ginny Case, I thought it was fitting to have our column this month highlight a "Porsche Parade Personality." We were very privileged to meet them, so why not share them with you? Here they are:

Our lunch in the cafe at the Hilton Hotel, Parade Headquarters, was great fun. We learned that Jack and Ginny have owned two MG TDs, 10 Porsches, 3 BMWs, and 2 Honda Preludes. They told us about the cars in chronological order, and because there were so many of them, we didn't get a lot of detail on all of them. (Mike and I hope someday that our fate is the same!) The most memorable Porsches for us to remember were:

Jack and Ginny's first sports car was a 1950 MG TD, purchased by trading a 1948 Packard convertible for it. They both loved the small car and used it not only for trips, but for grocery shopping and everyday driving, since it was their only car. Their families thought they were crazy for liking such a small car, but since they didn't have any children, and they're both slender body frames - it seemed like a perfect vehicle for them! The change from power top and windows was a challenge. Especially with winters in New Jersey!



Ginny and Jack Case with their medallions from 2001 Parade Rallye, photo courtesy Jack Case

PORSCHE PARADE PERSONALITY



The Rallye at High Point, New Jersey. 1956 parade plate below license.
photo courtesy Jack Case

The “love at first sight” Porsche for Jack and Ginny was at Watkins Glen, NY, where distributor Max Hoffman had a pale metallic blue 356 on display. It wasn’t for sale, but they went back home and soon purchased a similar one, a 1953 356 coupe.

Jack and Ginny’s first new Porsche was a white 1956 356A Speedster. Unfortunately it was damaged in a hail storm on their way back home from Sebring one year. Thereafter they avoided storms if at all possible.

The 1970 silver 911S Targa was also special, because the Cases loved it as they had all the cabriolets in their Porsche collection. The 911S had been a body shop owner’s car and was in great shape.

Their current car is a 2000 silver Boxster - and it is ready for the 50,000 mile check!! That’s proof that Jack and Ginny are enjoying their retirement and are traveling a lot in it.

As we talked with Jack and Ginny about the cars, there were also bits of information interjected about past Parades, their experiences in helping start PCA, and their activities in so many Porsche events. Their enthusiasm and sparkle just radiated.

At one point they were telling us about the locations of past Parades and mentioned a place in Wisconsin (Nippersink) that neither I nor Mike

(who grew up in Wisconsin) had heard of. We asked Ginny to repeat the name, and we both told her we hadn’t heard of it. She laughed and said, “Well, where have you two been?” Obviously not to enough Parades, that’s for sure!

Knowing that Cases are from the San Diego PCA region, I couldn’t quite reconcile their slight accent with the accent of the California folks I’ve known in the past. So in our discussion I wasn’t surprised to hear that they both grew up in New Jersey. They met after World War II through a mutual friend and were married in 1948. Jack’s career was engineering, and Ginny’s was nursing administration in a county health department.

They lived in New Jersey and were called on by Bill Sholar to help form the Porsche Club of America in Alexandria, VA in 1955. One of the purposes of the club was to bring people together who owned the cars and to have a voice with the Porsche factory. Parts and qualified mechanics were

Continued on page 10



Jack with their 1970 911 S Targa along the California Coast, photo courtesy Jack Case



**Ginny with 911
Esses Group,
photo by Jack
Case**

Personality

... continued from page 9

difficult to find, and improvements were definitely needed.

Cases moved to Pennsylvania in 1956 and started the Eastern Pennsylvania Region (now Reisentoter) there. At the beginning there were 10 people in that club. Jack was the first president and Ginny was the first secretary. Jack was also a regional director of PCA when they expanded nationally. He later became PCA National Executive Vice President. After moving to California in 1957 they were first president and secretary of the Los Angeles Region.

The first Parade was held in 1956 in Maryland, and Jack and Ginny won the first rally. They also won the over-

especially good memories from the first Aspen Parade and Mont Trembleant. The Parades have changed a lot, they say, with more rules and much more formality.

(For a little more detail on those first Parades, read a reprint of an article Ginny wrote for the *Windblown Witness* called "Early Porsche Parades" which appears on page 17 of this month's *Nord Stern*. A shortened version of this article was included in the 2000 Parade Book.)

We could have talked for a long time with Jack and Ginny, but they

**Jack and
Ginny Case at
Los Angeles
Christmas
Party 1999.
Photo courtesy
Jack Case**



all award. They have participated in Parades, autocrossing, rallies, and two Treffens through the years. They have

had an appointment to keep, and we parted with them after lunch. We do plan to keep in touch with them and hopefully see them at the next Parade in Boise.

I agree with Vince Knauf, that this enthusiastic, energetic, lively couple is an inspiration. They fell in love with Porsches soon after they fell in love with each other, and it certainly seems it's been a happy love affair all the way around for over 50 years!



**Montage entry in
1999 Parade of all
of the Case cars
from Model 1
Ford! Space at the
lower right for the
Boxster which is
now filled. Metal
Loon is the award
for Honorable
Mention. Photo by
Jack Case**

Safety Sense - Oil Spills

by Tom Comeau, Safety Chair, San Diego Region (from The Windblown Witness)

One hazard at driving events that we must minimize is oil spills on the track. This is required both for the safety implications, and to avoid event disruption while revising the track layout to eliminate the spill area. Oil leaks are the plague of air-cooled engines. Remember the last time you went to a vintage air show and had to use care not to step in the oil puddles

under the B-17 engines? We drivers of air-cooled cars have to stay on top of our oil leaks and fix any major leaks. Drivers of water pumpers have fewer oil leak problems, but have to deal with coolant leaks that can also be a hazard.

During events we all need to be alert for oil leaks and prevent cars with significant leaks from entering the

track. As course workers, if we see a smoking car on the track we must immediately flag down the car to a stop and have the fire extinguisher ready. If the car is leaking oil it must stay off the track while returning to the pits.

With a little prevention, and quick action when necessary, this hazard can be minimized.

Safety Sense: Staying Alert

By Tom Comeau, Safety Chair, San Diego Region (from The Windblown Witness)

An element to consider when going over your checklist prior to driving an event is mental alertness. It's easy, in the rush and excitement of preparation, to get lax about safety. We should keep in mind that along with the pleasure we get from driving our vehicles goes the responsibility of staying alert to inopportune danger.

The pit area is a beehive of frenetic activity during a driving event,

with vehicles in motion from every quadrant of the compass. We should always look carefully before engaging gears and, if necessary, use a spotter to be sure that your area is clear before backing up: proceed slowly through the pit area.

Please bear in mind that it's very easy to exceed safe speeds in the pit area when coming off a fast track and overdosed on adrenaline. What may

seem like 5 mph to you may in fact be closer to 30 mph. A good habit to develop as you leave the track is to say aloud "Slow Down!" I found that habit useful and I hope others will also. We have a great safety record, let's stay alert and keep it that way!

RHEINFEST GALA PROMISES MEMORABLE EVENING

*Gala Preview Fundraising event offers food and beverage tasting,
a silent and live auction, and the Fantastic Fanfares*

September 7, 2001

Landmark Center



Delight in an evening of fine German cuisine, Alt bier and Rhein wine at a black tie gala benefiting Rheinfest on the Mississippi, the Twin Cities' annual premier Germanic cultural event. On Friday evening, September 7th, the Landmark Center Musser Cortile will transform into a radiant Schloss.

The night will feature a command performance by the Fantastic Fanfares, a world-class 39-piece brass band from Neuss, Germany. Begin your evening at 6:30 p.m. with a delectable array of Hors d'oeuvres and enjoy the enchanting sounds of the Golden Strings.

Following a 7:30 p.m. dinner, the Fantastic Fanfares will provide a riveting performance that will surround you with a sense of Germanic heritage and provide you with an unforgettable experience.

For ticket information, please contact: Saint Paul Festival and Heritage Foundation at 651.223.4700

RHEINFEST ON THE MISSISSIPPI 2001

*Traditional and contemporary folk and festival music,
entertainment and educational programs to celebrate Germanic Culture in the Twin Cities*

SAINT PAUL, Minn., September 8, 2001 - If your mouth waters for the taste of Viennese pastries, Alt bier or grilled pork tenderloin; if your eyes delight in children's puppet shows, historical exhibits or ethnic dancing; if you are enchanted by the sounds of Strauss, great storytellers or children's laughter...Rheinfest on the Mississippi *is* the place to be! Starting at 12 p.m. noon, the festivities begin at the beautiful Harriet Island Pavilion Saturday, September 8th, 2001. Performances range from the Fantastic Fanfares of Neuss, Germany, to the renowned Ethnic Dance Theater and the Minneapolis Accordion Orchestra. Folk artists will be demonstrating the art of basket weaving, woodcarving, star making and bauernmalerei. The captivating educational moments of the Schiffley Puppets and Hamline University's "Rivers of Life" will entrance children of all ages.

Following a day with Rheinfest, attend the grand opening of the new Target Stage at 8 p.m., where the distinguished Minnesota Orchestra will perform. Fireworks display to follow. Don't miss this premier event where Germanic heritage and culture comes to Saint Paul, Minnesota! Groups participating at Rheinfest on the Mississippi, Saturday, September 8, 2001: Fantastic Fanfares, Minnesota State Band, Land of Lakes Choir Boys, Reflections on the Rhein Ethnic Dance Theatre, Musikmeisters, SG Edelweiss Dancers, Kenwood Orchestra, Minneapolis Accordion Orchestra, and more . . .

Rheinfest on the Mississippi was brought to the city of Saint Paul in celebration of a Sister City Partnership with Neuss, Germany, in 1999. Like Saint Paul, Neuss is located across the German Rhine River from a neighbor city, Dusseldorf. The leaders in both cities acknowledged these and other parallelisms, leading them to establish this grand cultural event. Rheinfest on the Mississippi showcases the great Germanic heritage and culture in Minnesota.

For more information on this historical event, please contact Angela Yender at the Saint Paul Festival and Heritage Foundation at 651.223.4700 ext. 4.

2001 Parade Concours

by Jon LeVure

I just got back from the Concours Levent in Milwaukee. I had a great time. Arrived Saturday for the Welcome party. The weather was very warm (93 degrees) and sticky . . . not common for Milwaukee. In the evening we went to a great little park at which they served Germany food while a German band played. Prior to the party, I looked at all the spit polished cars in the concourse tech area . . . they all looked great . . . I even saw cars in diapers!

Unfortunately, at about 7:30 pm a big storm blew in and dumped lots of rain. The concours participants were scrambling to attend to their cars.

Very early on Sunday morning it rained again. I headed to the concourse at 10:00 am. The event was held at a Veteran's Park, which runs along the waterfront. They had a roped off area for the cars. Outside the roped off area they allowed the non-competing cars to park.

Inside I saw the following notable cars:

- ✓ 904 - dark silver metallic
. . . incredible
- ✓ 550 Spyder - silver
- ✓ 959 - white, 800 actual miles
- ✓ 911 Weissach - dark silver metallic, tan/red piping interior
- ✓ 996 GT3 - G&W Motorsports teams
- ✓ 911 Spyders; black, white and red ones

- ✓ Slant nose, 911 Turbo
Pearl white

- ✓ Lots of 356s in all colors

I also saw some interesting specialty cars:

Boxster/550; a guy took a Boxster and fabricated steel fenders to look like those from a 550 spyder. He used the round headlights from a new Mercedes. It had a red interior and all of the black interior pieces were painted red (incredible attention to detail). The rear deck lid was fabricated to eliminate the brake light. The car had 19 in Ruf wheels and Racing Seats. New front spoiler, fabricated out of fiberglass; It followed the curve of the front tire just like the 550s. If you are looking for a great looking alternative to the mundane Boxster this is it. I can't wait to see the fenders on a 996.

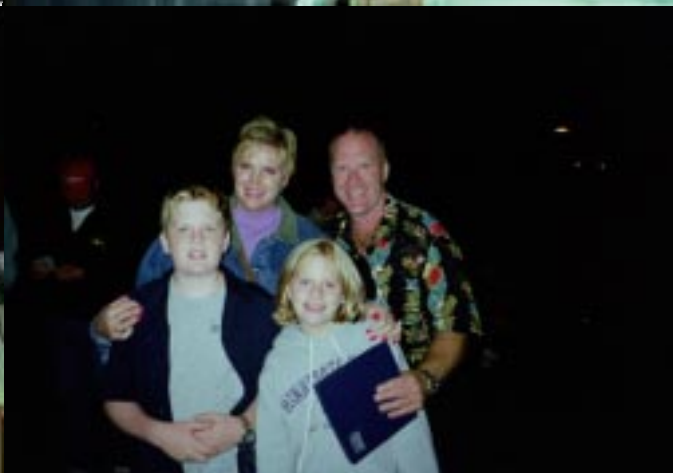
Ruf Boxster; Kermit the frog green; big tires, big brakes, lots of other stuff.

928/Boxster on Steroids Convertible; that 928 sub-framed convertible that was seen in *Pano* late last year or early this year was at the show. Interesting concept; but it looks like a Boxster on steroids; they destroyed the beautiful lines of the 928 - it looked like it weighted about 6,000 lbs.

I am sure I forgot some of the cars. It was well worth the run to Milwaukee.

EDITOR'S NOTE: JON SHARED THIS HIS RECAP ON THE CLUBTALK LIST AND I HAVE APPROPRIATED IT FOR *NORD STERN* AS I KNOW NOT EVERYONE SUBSCRIBES TO CLUBTALK OR TECHTALK. OUR WEBMASTER, MIKE SELNER, SUPPORTS THIS SERVICE FOR MEMBERS AND IT IS FUN TO WATCH AND READ THE COMMENTARY AND QUESTIONS. IF YOU ARE INTERESTED IN BEING A PART OF THIS NETWORK, GO TO OUR WEBSITE AND FOLLOW THE DIRECTIONS FOR JOINING. IT'S EASY AND UNLIKE MANY CHATROOMS, IT'S NOT THAT HEAVILY USED!

2001 Parade Scenes . . . photos by Kelley Mayer



Photos Clockwise, starting upper left:
Nord Sterns fare very well at Parade Autocross - First in Class for almost everyone!
Ron Lewis, Kim Crumb, Jeff Lawrence, Dean Podevels, Bill Berard, Scott Mayer (not pictured Brian Hanson)

Marsha and Mike Drake talking with Peter Porsche

Rudy and Jayne Mueller

Kathy and Bill Berard and family

Concours Prepsite with the 'baggie' L to R: Jim Seubert, Scott Mayer and John Wen

Scott working on Concours Prep - it paid off, First in class!

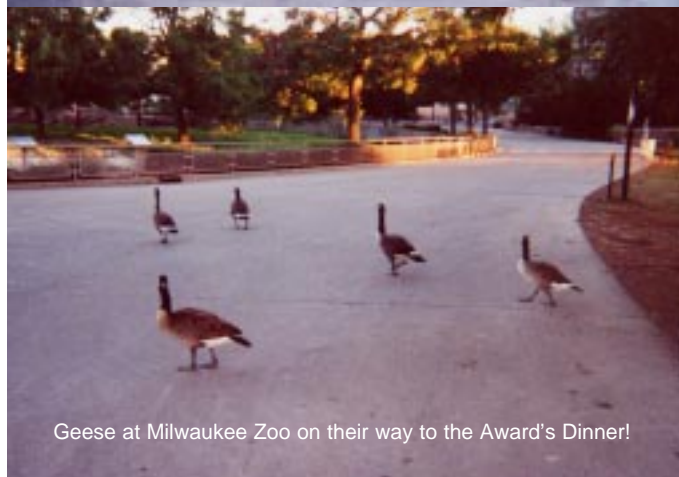
Scott Mayer Autocrossing, photo by Mike Brewer



Entertainment before the storm at the Welcome Party



L to R: Marion Kamstra, Mike Drake, Jayne Mueller, "A friendly German!", Marsha Drake, Rudy Mueller, Ken Kamstra dining at Mader's in Milwaukee - good German food!



Geese at Milwaukee Zoo on their way to the Award's Dinner!



Kelley and Scott Mayer with their First Place Concours Award!



Mike Drake at the Welcome Party



Marion & Ken Kamstra, Mike Drake at a stop-off on the way to the Parade.

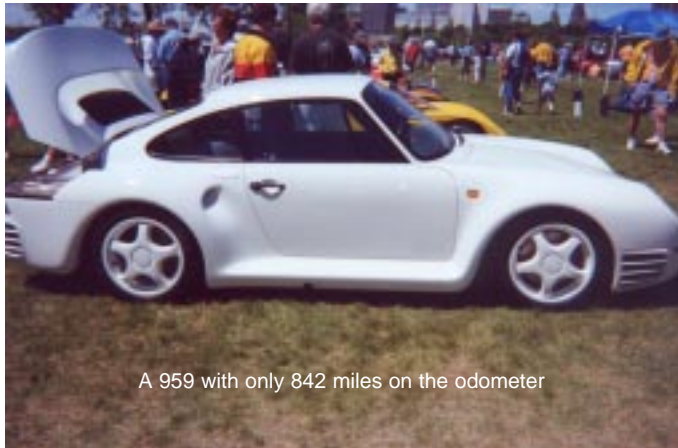


1955 Speedster being judged at 2001 Parade Concours, in Milwaukee

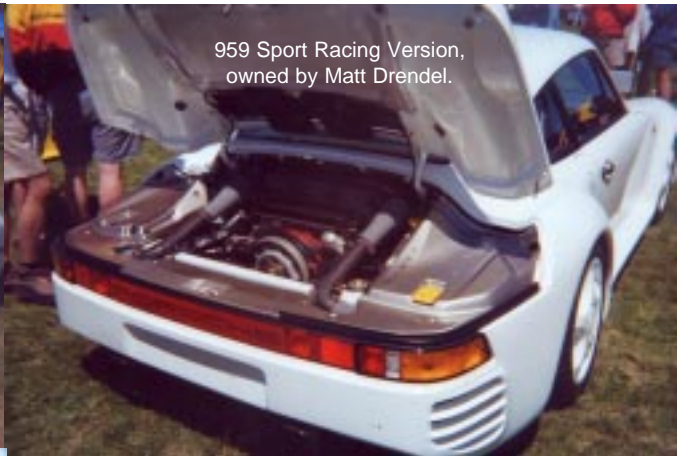


Too bad this is not in color! A lovely panorama of cars at the Parade Concours - a gorgeous spot with lakeshore on one side and the Milwaukee skyline on the other

2001 Parade Concours . . . photos by Marsha Drake



A 959 with only 842 miles on the odometer



959 Sport Racing Version,
owned by Matt Drendel.



G&W Motorsports 917/30-004 Donohue Can Am Car - a favorite!



1958 356 Speedster @ 2001 Parade Concours



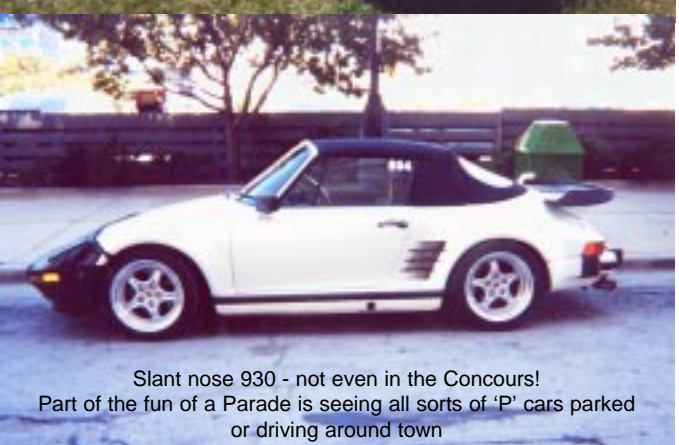
Kelly Moss Racing Boxster XS



904 Carrera GTS



Very cool - 1955 550 018 Spyder



Slant nose 930 - not even in the Concours!
Part of the fun of a Parade is seeing all sorts of 'P' cars parked
or driving around town

Early Porsche Parades

by Ginny Case,, *Windblown Witness*, San Diego Region June 2000

It is almost Parade time again. This brings to mind the First Porsche Parade held in Gaitersburg, Maryland in July, 1956 at the Motel Washingtonian. It was a four day event and the room rent was \$12.00 a day.

We were excited to attend the First Parade and to meet Bill Sholar who started it all, and to talk with other Porsche enthusiasts. The event consisted of a gymkana, rally, and a written test of technical questions. There were 71 cars registered. We also had one Victory Banquet with the awarding of trophies. The attending Porsche factory representatives were Herbert Dramm and Wolfgang Reitzel. Karl Grassow came from Max Hoffman in New York City, Importer of Porsche cars. The Factory Representatives had a limited command of the English language as this was their first time in America. It was amazing how well we all communicated. When questions would come up about fixing our Porsches or "souping them up" they understood them well enough. Herb Dramm answered one of these questions with: *"That's none of your domm business."* Everyone roared laughing at that.

As the days progressed however, he mellowed some and was looking in his little black book and saying, *"Yah, you can do that."* The Porsche Factory was not enthused about having us work on our cars. Another of

Herb's "Drammisms" occurred when a number of Porsche novices wondered what would happen if they ran their engines beyond the red line. That question was asked him over a midnight "bull" session . . . Dramm, whose rapidly expanding command of the English language was something of a wonderment to everyone, including himself, observed: *"Take off duh hut and put it auf dem tailpipe."* We bit... and asked *"why?"* *"To catch der vah-l-vuzz as they come oot!"* They were wonderful and worked very hard. A nice "bonus" was having them check everyone's car and finished with a test drive to show up any defects! We did have several technical sessions on maintenance, ignition, clutch, carburation, valve train, transmission, steering and finally, driving our cars.

One of the reasons the club was formed was to be able to collectively have a voice to the Porsche Factory requesting parts and better service. In those days a good Porsche mechanic was hard to find. You had to do some work on your cars. By the time the third Parade was held, there were Factory



Jack and Ginny Case,
photo by Skip Carter

Representatives giving talks on: "How to Drive der Porsche" and "How to Fix der Porsche."

The First Parade naturally spent time in organization. I was amused to read again from the Panorama issue following the Parade regarding Family Memberships . . . and I quote: "The Family Membership is to give the wives of PCAers an official status in the club and the dignity of 'belonging' inasmuch as they are called upon to work on rallies, committees, gymkana, and social activities." How times have changed! We recently had

Continued on page 22



Bill Sholar's International Porsche Club badges,
photo courtesy of Jack Case

Last Fling Driver Training

Brainerd International Raceway

Friday, September 21, 2001

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

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

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

Nord Stern reserves the right to cancel DE 2000 if needed to accommodate a large DE 1000/1001 enrollment. Your registration and payment must be received before 9/14/2001, cancellations prior to 9/17/2001 will receive full refund. Course descriptions:

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

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

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

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

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



Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice? _____ Advanced: _____

Class, if known _____ Prior high speed school? _____

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

Signed: _____

Last Fling Driver Education & Time Trial at BIR

Saturday & Sunday, Sept. 22 & 23, 2001

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

- **Eventmasters:** Jon Beatty 952 934-6902
- **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 September 14, 2001.** Late fee: \$20 per driver! However, full refund if you cancel by calling one day before event.



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

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

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

NS Assigned Car Number(s) _____

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

Signed: _____

Co:Driver _____

Early Parade

... continued from page 19

an excellent, enthusiastic female President and continue to have a female National Editor who manages to turn out exciting and informative issues every month.

We didn't have a Concours d'Elegance until the second Parade in 1957, held at the same Washingtonian. There were 117 Porsches registered from 18 states. Jack was elected Executive Vice President. His job transferred him to California, so his task then was to help the Western Regions organize. We also flagged down every Porsche we saw to give them a PCA application form. We then met Paul Madigan, the founder of the San Diego PCA Region.

Jack was also associate editor for Panorama. This was great for us as Press Passes got us into the pits at the races and corners of Laguna Seca.

It is hard for us sometimes, to adjust to the fact that the club has gotten so large and the Parades sometimes cumbersome. We look back to those simpler times when we really did have a Parade through the streets and everyone just enjoyed driving their Porsches. The fun was immeasurable!

From August, 1956 Porsche Panorama

FIRST ANNUAL PORSCHE PARADE RALLYE

The First Annual Porsche Parade Rallye turned out to be a lulu...the kind to gladden the hearts of Porsche dealers and service garages.

Due to the tight time schedule of the Parade it was decided to compensate for the short rallye course by making it a rugged one in order to do justice to the handsome First Place trophy donated by Hoffman as well as to the other awards. It was...and did.

The course ran for 125 miles (a shade more for some contestants) thru the hills of Central Maryland, with National Pike 240 as an axis. All cars and contestants arrived at the finish line looking as tho they had driven thru a flour mill. Few Paraders had the courage to examine their Porsche's belly pans after the constant din of boulders, stones, rocks, rabbits, fishes, turtles and whatnot throughout most of the Rallye.

The Porsche Parade Rallye Champions for 1956 are John and Virginia Case of Levittown, Pa. John and Ginny, a smooth functioning team, ran a remarkably steady rallye thru all checkpoints, including secret ones, for the low score of the day.

The first ten cars in the rallye finished as follows:

Position	Driver	Navigator
1st	John Case	Virginia Case
2nd	Nick Sakiotis	Gamble Mann
3rd)	Max Bunnell	Herb McGough
3rd)	John Christian	Ray Pitts
4th	Norman Williard	Harvey David
5th	Bob McCarthy	Rudy Salchi
6th	Don Wester	Earl Kirschbaum
7th	Williard Van Nest	Donna Van Nest
8th	Peggy Lusk	Elizabeth Mann
9th	Allen Fine	Tom Donaldson

The Porsches proved themselves on the rallye. Herb McGough, who came to the Parade as Max Bunnell's navigator, after seeing how the Porsches handled and survived the beating of the rough course, decided "That's for me." Herb is now arranging to take delivery on a 1600 Convertible next Spring, join PCA and will be at the next Parade with bells on.

PORSCHE MEMORIAL TROPHY

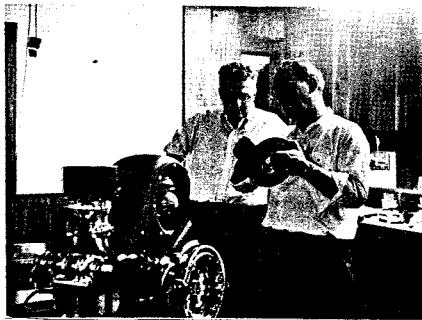
The Porsche Memorial Trophy, donated by the Porsche Factory in memory of the late Dr. Ferdinand Porsche as a perpetual award to the Overall Winner of the Parade, was won by John and Ginny Case of Levittown, Pa. John and Ginny accumulated the best score overall on the Rallye, Gymkhana and written test for Drivers to take home the "loot" for this year.



This was one of the first Carrera GT Speedsters in the gymkhana, photo by Jack Case



Herbert Dramm showing us the new Carrera engine. Karl Grassow in background.



Wolfgang Rietzel "Up-fixing der Porsche".



Jack and Ginny Case are charter members of the PCA. Here is Ginny with their license plate and San Diego Region and PCA badges. Photo by Jack Case.



First Parade trophies, photo by Jack Case

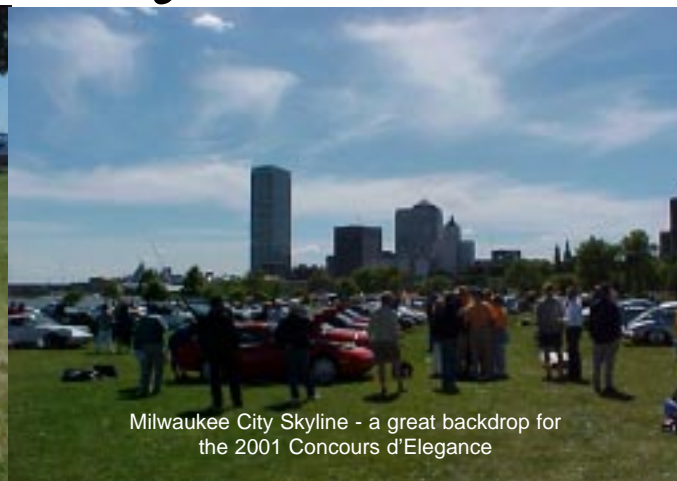


The cars were lined up to form a "P" for Porsche Parade, photo by Ginny Case

Parade Concours Scenes . . . by Mark Read



1986 911 Carrera wide body silver



Milwaukee City Skyline - a great backdrop for the 2001 Concours d'Elegance



Kelley and Scott Mayer's winning 89 951 T



Dual 01 Boxstr hardtop and Boxster S Cabrio



1990 944S2 Cabrio with 13,637 miles



2964 356A All steel - Resembles a 904



G & W Motorsports - Rick Polk



1966 911(Tan) with Bob Fleming checking the details (and perhaps the serial number?!)

Parade Concours Scenes . . . by Mark Read



1970 914-6 Yellow



2001 Green Ruf Boxster



1964 356 SC Black



1964 356 SC



1956 356A Modified (stretched, sunroof, 911 engine)



1974 911 Carrera RS 3.0



1955 550 Spyder - right rear



1956 550 with an admiring Bill Groschen

Blackhawk Farms Results

BlackHawk Farms Time Trial Results

July 27, 2001

Place	Class	Car#	Driver	Region	Car	Best Time
1	10M	90	Ron Lewis	NS	97 993	1:22:686***
					1:23:256	1:22:686
1	10W	400	Suruchi Kelly	NS	98 993C2S	1:34:690***
					1:35:123	1:34:690
1	11M	401	Patrick Kelly	NS	00 996C4	1:28:287***
					1:28:287	1:28:395
1	4M	279	Chuck Ready	NS	93 968	1:30:182***
			1:30:752	1:30:182	1:31:057	1:30:883
2	4M	15	Mark Kittock	NS	86 944T	1:31:630***
					1:31:630	1:31:911
1	5M	104	David Anderson	NS	89 944TS	1:26:697***
			1:26:697	1:27:821	1:27:312	1:27:288
1	8W	166	Eleanor Renwick	NS	81 911SC	1:42:577***
				1:42:577	1:42:767	1:43:203rr
1	9M	296	Alan Hamilton	NS	84 911	1:24:741***
			1:25:513	1:24:741	1:25:143	1:25:309
2	9M	779	Dean Podevels	NS	99 Boxster	1:33:080***
					1:33:080	1:35:161
1	ASP	47	Doug Lee	NS	99 BMW Z3	1:26:042***
					1:26:042	1:26:486

Milwaukee Region Results July 27, 2001

1		369	Mark Lundstrom	MW	83 911	1:29:614***
			1:29:814	1:30:319	1:29:614	1:29:903
2		516	Michael Schmitz	MW	01 996	1:30:472***
			1:30:472	1:31:116	1:30:982	1:32:763
3		504	Jim Walters	MW	90 911C2	1:33:342***
			1:33:342	1:34:021	1:35:528	1:34:061
4		503	Leonard Krebs	MW	00 Corvette	1:33:527***
					1:33:527	1:34:287
5		275	Grant Gallinger	CHI	85 911	1:34:058***
			1:35:084	1:34:058	1:35:424	1:34:446
5		502	Trevor Davies	MW	68 911	1:36:642***
			1:38:033	1:37:126	1:37:015rr	1:36:642rr
6	DSP	527	Greg Lampricht	MW	91 VWGTI	1:39:586***
			1:39:586	1:39:688	1:39:817	1:40:180

DE POINTS STANDINGS 2001

Nord Stern DE Scores as of July 27, 2001

Class	Car#	Driver	Car	4/29	6/17	6/24	7/15	7/27	8/12 (best of 4 count)	Total	Qualify/Trophy
1M	30	Vaughn Johnson	75 914	20						20	
1M	43	John Rebane	74 914	16						16	
2M	67	Charles Porter	83 944		20					20	
2M	189	John Meier	85.5 944			16	20			36	
2M	214	Tom Volkman	87 924S	20	16	20				56	
2W	149	Linda Olson	88 924S		20					20	
3M	138	Roy Henneberger	89 944	20	20		20			60	
4M	00	Mark Skweres	89 944S2	13		16				29	
4M	15	Mark Kittock	86 944 T					16		16	
4M	60	Brent Winter-Holm	86 944 T	11	13					24	
4M	110	Brian Hanson	94 968				1			1	
4M	194	John Konicek	87 928S4	20	16	20	20			76	
4M	223	Jim Bahner	87 944 T				16			16	
4M	267	Jeff Johnson	90 944S2				11			11	
4M	279	Chuck Ready	93 968	9		13	13	20		55	
4M	283	Steve Gamble	87 944 T	8						8	
4M	325	Louis Zachary	86 944 T	16	20					36	
5M	26	Scott Mayer	89 944 TS				20			20	
5M	39	Mike Selner	89 944 T	13	16					29	
5M	59	Kim Crumb	89 928GT		20	20	13			53	
5M	104	David Anderson	89 944 TS	16	13	16	16	20		81	
5M	143	Bob Houston	89 944 TS	20						20	
5W	159	BettyAnn Crumb	89 928GTS		20	20	20			60	
7M	158	Peter George	70 911S			20	20			40	
7M	291	Jonathan Wen	77 911S			16				16	
8M	13	Chip Smith	79 911SC	16						16	
8M	29	Victor Lee	78 911SC							0	
8M	47	Ron Faust	80 911SC		11					11	
8M	150	Glenn Lysaker	78 911SC	11	20		16			47	
8M	254	Mark Searls	80 911SC Euro	20	16		20			56	
8M	277	Harvey Robideau	83 911SC	13	13		13			39	
8M	324	Scott Weaver	81 911SC			20				20	
8M	333	Darryl Sjoberg	83 911SC		9					9	
8M	744	Francis Hufnagel	78 911SC							0	
8W	129	Susan Lee	78 911SC							0	
8W	166	Eleanor Renwick	81 911SC	20	20			20		60	
9M	131	Mike Courtney	85 911	20	20					40	
9M	193	Jeffrey Lawrence	84 911	16	13	16	16			61	
9M	247	Richard Schultz	87 911 Cab			9				9	
9M	296	Alan Hamilton	84 911	DNF	16			20		36	
9M	302	Bret Bailey	86 911	13	11	13	13			50	
9M	307	Don Delaria	87 911 Cab	9						9	
9M	324	Jerome Weaver	87 911SC				9			9	
9M	779	Dean Podevels	99 Boxster			20	20	16		56	
9M	911	Edmund Vazquez	85 911	11	9	11	11			42	
10M	17	Jon Beatty	94 911RSA		16					16	
10M	35	Nick Cirillo	91 911C4							0	
10M	47	Ron Faust	01 Boxster S				9			9	
10M	90	Ronald Lewis	97 993	20	20	20		20		80	
10M	250	Edward Tripet	87 911 Turbo	DNF			11			11	
10M	259	Darryll Dodson	88 930 T	16						16	
10M	285	Mark Pladson	89 930 T				20			20	
10M	290	Stephen Mendel	91 911C2				13			13	
10M	375	Charles Burnside	00 Boxster S				8			8	
10M	666	Dick Beers	97 911C4			16	16			32	
10W	400	Suruchi Kelly	98 993S2				20	20		40	
11M	54	Bob Lunde	99 996C2	20	20	20				60	
11M	188	Tony Carideo	96 996CS4		11					11	
11M	272	Jim Breakey	99 996C2		13					29	
11M	306	Mark Brabec	92 911 T	16			13			29	
11M	401	Patrick Kelly	00 996C4			16	20	20		56	
P2	438	Fred Jacobberger	73 911T	20						20	
P3	24	David Steen	92 911 TS2	20	20	20	20			80	
P4	330	Bill Berard	81 911SC	20		20				40	
P5	271	Ed Hazelwood	87 944	20		20	20			60	



9th Annual Nord Stern Fall North Shore Tour!



Friday, Saturday, Sunday: Sept 28 - 30, 2001

Headquarters: BlueFin Bay (1-800-BlueFin)

—9th Annual Fall Color Tour Agenda—

Friday, September 28, 2001

Arrive during the day and enjoy the fall colors.

7:00 pm: Welcome Party at Conference Room above the pool, by the checkin area. Bring a favorite appetizer to share. An adult beverage as well. Wine and cheese to be provided by Bluefin. Don't forget your swimming suit!

Saturday, September 29, 2001

8:30 am: Meet at Coho Cafe parking lot, coffee and rolls/baked goods are available

9:30 am: Depart to Temperance River for hike up to the kettles.

10:30 am: Leave Temperance River to head down HWY 61 to Cutoff to HWY 1 to Ely, Mn.

12:30 pm: Lunch at a place to be announced.

2:00pm: Head back to Tofte for soak in outdoor hot tub, swim and favorite beverage.

Evening: Dinner on your own. I have a reservation for 24 at 7:30 pm in the Bluefin Dining Room. Email me to get on list (eyerack@uswest.net).

Sunday, September 30, 2001

9:30-10:00 am: Meet at Coho Cafe for early coffee and rolls, great homebaked breads and morning treats. Depart for home at your leisure.

—Slowpokes—

Open Track Event

Brainerd International Raceway

August 31&/or September 19, 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: _____

Virginia City Hill Climb

by Steve Beddor

Ya gotta love the state of Nevada! The state with more relaxed speed limits is more than willing to shut down sections of it's highway system to let sports car enthusiasts play. But not all Nevada speed events are on flat straight roads. For the past 30 years, a curvaceous but fast 5 mile section of state highway from Silver City up 1,200 feet to the doorsteps of the Sheriff's office in Virginia City (the rustic gold mining town near Nevada's capital, Carson City) is shut down for the Ferrari Owners Club (FOC). Best of all, the FOC is not selfish, so they open up the event to all marquees.

And the best of the best come out to play at the Virginia City Hill Climb as this venue showcases acceleration, braking and cornering power (as opposed to just top speed). For example, past entrants include Porsche 993 Twin Turbo and 944 Turbo, L a m b o r g h i n i Countach, Lotus Turbo Esprit, Audi Sport Quattro, Shelby Cobra, Dodge Viper, Corvette



ZR1, Acura NSX, Ferrari Testarossa and F40.

For this year, the 30th running, a Ruf CTR2 sport not only won the Virginia City Hill Climb (once again for the sixth time), but it set two records in the process:

- Quickest time up the mountain at 3 minutes, 12.06 seconds averaging 98 m.p.h. (and a Ruf has set and reset the all time record four times now) and,
- Top speed at the end of the longest chute: 140.9 m.p.h. (first time any one has broken 140 m.p.h.)!



Left, Steve Beddor with his Ruf CTR2 sport, photo by Chris DeLadi
Above, the CTR2 on the road, photo courtesy Steve Beddor

Continued on page 11

Need Help—Have a Question? or, who you gonna call!



Looking for advice on prepping your car for Driver's Ed events, Club Racing or Sunday drives? The names shown below represent people who have considerable experience and expertise with the respective models. Feel free to call them at reasonable hours and please also respect the fact that everybody leads busy lives! This is, by no means, a complete list!

356	Bill Siggelkow	507 282-3970
	Gordon Maltby	651 439-0204
914-4	Tom Solstad	651 687-0804
914-6	Corey Johnson	952 881-2364
911 thru 1977	Jim Seubert	763 788-2663
911 SC/911 Carrera	Joel Pfister	763 546-4919 (W)
	Jon Beatty	952 449-0187 (W)
924-944	Jim Bryant	651 730-0009
944T/944S2/928	Mike Selner	651 488-9847
	Terry Johnson	651 731-4540
911C2/C4/RSA/911T	Roger Johnson	763 557-9578
	Brian Smillie	651 436-7196
928	Kim Crumb	952 881-0113

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Why a 968 ?

Author unknown, s

I recently bought a new, 1995 968. While PCA members might not think that too unusual, and while everyone at the office is really jealous, the decision wasn't an easy one. In fact, I was on the verge of ordering a new BMW M3. So what happened ?

First, a little history. I previously owned a '68 912, and was a PCA member (Roadrunner and Rocky Mtn. regions) for much of the later 1980's. I've always loved 911's, and hoped to get a used one some day. Financially though, they were always out of reach. Nice used ones I considered were still too expensive, considering the car had to be a daily driver. In 1992, I leased one of the new BMW 325i's. What a great car (as all of the reviews pointed out). It was fast, looked great, and handled like a dream (sounds like a Porsche, doesn't it ?). And it was also practical. Four doors. A huge trunk. You get the picture. So why am I driving a 968 ? I'll get to that.

I soon joined the BMW CCA. A great owner's club. The monthly magazine, the Roundel, is pretty good, but certainly no Panorama. To my surprise, 325 owners were actually not considered second-class citizens (except by the 2002 owners - sound familiar, 356 types ?). After my experiences owning a 912 in the PCA, that was a pleasant change. Life was good.

As most of you know, BMW just came out with the new M3. What an incredible car. Faster than a 325, better handling, etc. Every deficiency of the 325 corrected. And at a list price of \$35,900 ! The dealers were even selling them at MSRP - no markups. Sounds like a no-brainer at this point. All you had to do was ante up the money and wait a couple of months for a car to come in. Since only 2000 were to be imported this year, the cars were definitely in demand.

About this time I noticed in AutoWeek magazine that Porsche dealers across the country were starting to heavily discount their remaining 968 Cabs. Obviously eager to clear them out in anticipation of those new Boxsters. Coupes were never mentioned in the ads, but I assumed they were also being discounted some. One Saturday not long ago, I noticed (as did a lot of you, I'm sure) that one of the local dealers was offering their remaining '94 & '95 968 coupes at dealer invoice (\$32,700) plus options. Since I was in the habit of visiting Porsche dealerships on Sundays to browse, I knew that translated to about \$36,000 for the usual car on the lot. Hmm...

I'd never driven a 968, although I did drive a 944 several years ago, and was suitably impressed. I figured I should at least give the car a try, if for no other reason than to say I did. I ar-

rived at the dealer bright and early. Six-speed or Tiptronic ? Why not try both ? Coupe or Cab ? Get real - a Cab was way out of my price range, even with the big discount. My drive in the six-speed coupe was exhilarating. The car was fast, much faster than the 325. And tight. And the handling ! The handling... As good or better than the M3, if that's possible. I'd never driven anything like it. It was so easy to drive this car, and drive it fast. So balanced. Time to try the Tiptronic. Very interesting. I like this transmission. Still loads of fun. Boy, would this be great in Houston traffic. Did you see those great in-car shots of the Mercedes drivers with the sequential gearboxes in the German Touring Car Championships on Prime Sports ? Alas, I'm afraid the three grand premium is a little steep. And I guess I'll never be comfortable in a Porsche without a clutch, even if the racing cars do it.

Should I buy the 968, or go with the M3 ? I figured the dealer was probably exaggerating about the discount - there's always a catch to those newspaper ads, aren't there ? But they were serious. So I did it. One of those 5-year, balloon-payment, "how can the monthly payment still be so high " deals. I won't say where I bought the car, but both dealers offered me basically the same deal, and both were

Continued on page 34

Why a 968

... continued from page 33

very helpful (as you would hope anyone would be, if you're thinking of spending 37 grand at their place).

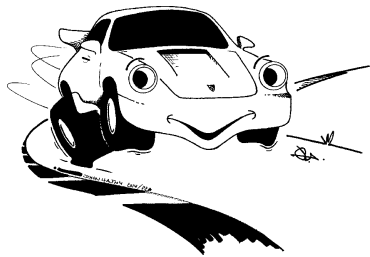
I've always been curious about why the 968 was not more popular. I'm sure price was the major factor. But at \$7000 off the sticker price, the car's a bargain. Sure the 4-cylinder is a little rough, especially after that silky smooth BMW six. But it's hard to beat that angry growl which starts at about 4000 rpm. The wonders of VarioCam. The six-speed gearbox is perfect - the abundant torque is always right there.

And I really don't understand those complaints various reviewers had about accidentally selecting reverse instead of first. I love the styling, especially the front end treatment - part 911, part 959, part 928.

Complaints ? Well, a two-year warranty doesn't seem like much. The sunroof requires Arnold Schwarzenegger with an engineering degree to remove or reinstall. I really wished the power door locks worked with the ignition off. But that's about it. Pretty minor stuff, really. Most importantly, the car feels like a Porsche, drives like a Porsche, sounds like one, and even

smells like one. I can sit in this car with my eyes closed and still smell my old 912.

I'm sorry I discovered this car so late. Part of the fun is lusting after a Porsche for a couple of years before you can get it. I still think about that M3, but not as much as I used to. I'm the proud owner of a Porsche, a new Porsche. Once again, I'm a part of all that history, all that tradition, all those successes. I'm looking forward to meeting each of you at a future event. I'll be the guy in the Aventurine Green 968 with the big smile !



Flaming Fall Weekend Ozark Lakes Region October 19-21, 2001 Lake of the Ozards, MO

This annual event once again features a Welcoming Party on Friday night, Concours d'Elegance on Saturday morning, Autocross on Saturday afternoon, Banquet on Saturday night, Rally on Sunday morning and the door prizes and trophy ceremony following the rally. The beautiful Compass Pointe Resort will be headquarters complete with reserved Porsche Club parking and concours prep

area. The Lake of the Ozarks area offers wonderful shopping and beautiful Ozark Fall scenery.

Reservations at the resort are due September 18th (1-866-475-1400) with event reservations due October 5 (make checks payable to Ozark Lakes Region PCA) to registrar.

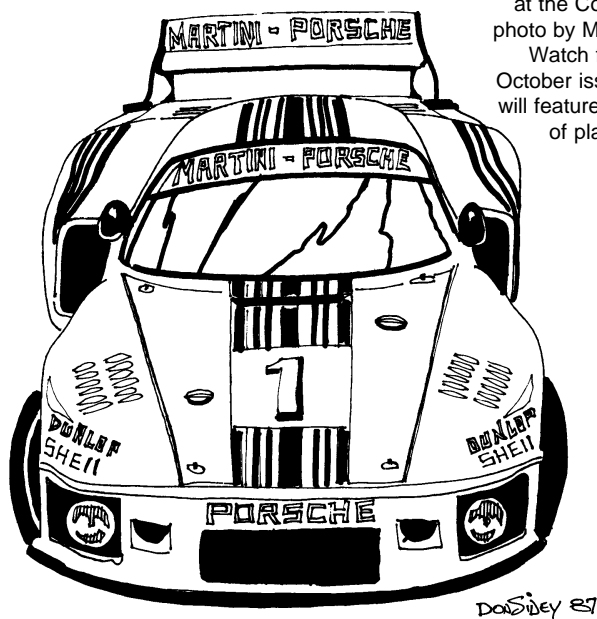
Entry fee for two adults is \$89, single is \$59, children under 18 are \$38 each (3 and under are free).

Springfield and Branson are located nearby for the non-Porsche experiences, lots of shopping, fall foliage and scenery.

Registrar: Horst Ressdorf, 2550 E. Sparkleberry Ln., Springfield, MO 65804

Or call, Jon & Renee Setina: 417 881-0925 (holtip@aol.com) or Horst Ressdorf: 417 883-9911, ressdorf@home.com.

Just one of many fun license plates spotted at the Milwaukee Parade. For the most part, they speak for themselves! This one was sited at the Concours, photo by Mark Read. Watch for the October issue which will feature a gallery of plates!





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The Truth About Tools

courtesy Kurt Gibson, via Internanet

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the original sin principle. It transforms human energy into

a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16" or 1/2" socket you've been searching for the last 15 minutes.

DRILL PRESS: A tall upright machine useful for suddenly snatching

flat metal bar stock out of your hands so that it smacks you in the chest and flings your coffee across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouc...."

HYDRAULIC FLOOR JACK: Used for lowering a motorcycle to the ground after you have installed your new front disk brake setup, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a motorcycle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

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

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eral vintage groups (SVRA, VSCDA, etc.), or win in PCA. One of the best to be found. Full documentation. Low \$50'sK. Brian Berninger, Madison, WI. (608)-238-1135

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968 Wheels tire/rims fit 944 & 924

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 225/50ZR 16 (2) Continentals. All for \$1,900. Andrew Golfis 651 699-6629 or email golfis570@aol.com

1980 911SC Targa
72,000 miles, brown/tan, none finer \$15,250 and

1970 911T Coupe
78,000 miles, orange/black, Webers (Zeniths available) \$9000 Both cars are rust-free, very solid, original examples. Dave Weisel 952-881-4268.

1974 914 2.0
CA car, in MN 3 years, garaged winters. New seals, frnt spoiler, rear valance, carpets, Corbeau seats, pedal/shift bushings, clutch, stereo, SS heat exchangers, Bursch, Terry cables, hi-torque starter, and more. Engine has around 5K on rebuild, running Webers. Console w/oil temp, pressure. Many extras. \$4800 includes stock FI, steel frnt valance, seats, extra top, old motor for spare parts (2.0 heads alone worth over

\$1K) Dave Thompson (952) 545-4752 or actiondesign@mn.rr.com.

1991 C2 Turbo for Sale
Black on Black , 33,000 miles (has had the 30,000 mile service performed by Nurburgring).Black supple leather interior, upgraded stereo system Stock w/Michelin Pilots, Excellent condition \$48,000, Marty Kaye 651-464-6190 (work).

1974 911 2.7L
89,000 miles, white, recent clutch and alternator, runs solid, extensive engine work at 73,000 miles, chain tensioner, cyl bolts, new oil cooler ~\$15,000 spent on updates in the last 12,000 miles. Records. Vin 9114101334 . Porsche wheels. I purchased it several years ago and never really used it. ~\$7,000. 612-759-2252.

Tires for sale
2 Pirelli P-Zero Asimmetrico 205/50 ZR17 N1, 2/3 tread left, \$150 for pair. Dave Mueller 952-472-3968 home or email dmueller@controlhouse.com.

1982 911 SC
95M, Dark Brown, new rubber and brakes, BBS Mags (763) 553-9392. \$13,000 or B.O. See photo on Carsoup.com

Boxster Winterizer Kit
Boxster Factory Hardtop (black or could be painted) used in the snow once otherwise stored: Four Blizzak MZ01 snow tires on 16" OEM rims with 150 miles; Aluminum rack (on wheels) for tires nad hardtop; soft zippered top cover with large Porsche medallion. \$5,750 invested. \$3,500 for all, firm, 952 922-8542 lv. msg. or 763 470-2443 lv. msg.

Porsche Clutch

... continued from page 40

your foot on the clutch pedal while driving, even lightly, for the same reason. The only condition under which the clutch will not wear is when the pedal is completely out and untouched. The same holds true for the shift lever; even the slight pressure of a resting hand is enough to cause wear on the shift forks inside the transmission, especially when multiplied over thousands of miles of driving.

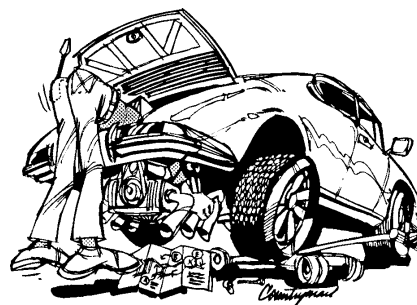
3. Keep the clutch in proper adjustment (it should be checked at each routine service; see your owners manual for details). In some cases, particularly the last of the cable operated 911s(1975-86), correct adjustment is a rather involved procedure which requires adherence to the factory workshop manual and the correct setting of three adjustments. Even with the simpler 914s and earlier 911s there is a correct procedure and at least two adjustments that should be checked. Contrary to popular belief, the hydraulic clutches used by Porsche are also adjustable, and in one case that I am aware of with a 968, failure to check the adjustment led to transmission damage that forced a transmission rebuild. Once mastered, proper clutch technique is largely a matter of habit. You may wish to have a friend ride with you and observe your clutch habits. Or, simply try some commentary driving: describe out loud what you are doing with clutch pedal and gear lever as you actually do it. This will help uncover any

bad clutch habits you may have developed. Improving them will result in your Porsche rewarding you with many trouble free miles of driving in its finest form.

4. Change the gearoil in your transmission every 30,000 miles. Use good quality oil, such as Swepco 201, and inspect and clean the magnetic drain plug. If you find any large items on the drain plug, save them for later inspection by an experienced technician. Its also a good idea to remove the fill plug first, before you remove the drain plug. If the fill plug is frozen, which is not uncommon on 924s and 944s, you will have to remove it before you are able to refill the transmission. Take a good look at the transmission to see if there are any signs of leakage, particularly at the shift rod seal, the axle flange seals, or under the bellhousing.

5. If your clutch seems very hard to push in, replace the clutch cable. While it is true that the diaphragm springs in clutch pressure plates can work-harden and result in abnormally high clutch pedal effort, a worn clutch cable is equally likely to be the cause of this problem and far less costly to replace. Replacing a clutch assembly is an excellent time to replace the clutch cable, since even if not worn or frayed, replacing it at your convenience is better than having to replace it after it fails on the way to the Parade. Some clutches, however, have been replaced only to find that the pedal was still very hard to push in. In which case it may have been preferable to replace the clutch cable,

clutch horseshoe spring, or clutch fork needle bearings rather than the entire clutch, any of which can cause the identical symptom. On the later model 911s with cable-operated clutches, there are auxiliary springs at both the clutch fork and pedal cluster assembly which must be inspected as well. When replacing a clutch, its best to know what you are doing. I know of no commercially available repair manuals, which properly address all of the items needing attention when replacing a Porsche clutch. 914s in particular are sensitive to the use of a reconditioned flywheel, and improper installation procedures can result in dramatically shortened clutch life or, in some cases, a clutch that will not function even when new. Porsche does not even recommend resurfacing on the 911 and 968 dual-mass flywheels, although conversions to conventional flywheels are available. In short, follow these tips and you may not have to replace the clutch, at least not nearly as often.



Care and Feeding of the Porsche Clutch

by Paul Lighthill. Riverside Region, Reprinted From PORSCHE GEDANKEN

A recent call inquired about severe clutch chatter in a Carrera 2 that had only 30,000 miles on the odometer. It has been my experience during forty years of dealing with things mechanical that the operator is the single most important factor in determining a machine's longevity and reliability. Perhaps nowhere is this more apparent than in the clutches and transmissions of our favorite cars, where PIO, or pilot-induced-oscillation as pilots call it, can shorten the life of components to less than half of their design life. From the first car to bear the distinguished name of Porsche to the very latest, the engineers at Gmünd, Stuttgart, and Weissach have been in a major battle with weight. One hundred pounds of weight removed from a car is roughly equal to adding six horsepower, and removing weight can save, and not add costs such as increasing horsepower usually does. Consequently, while Porsche has so far studiously avoided adopting the Lotus school of design, which states that if something does not break occasionally then it must be too heavy. They have gone to great lengths to ensure that the weight of their cars and the component parts is no more than is necessary for the intended purpose. This, of course, explains why their cars have always excelled in performance and efficiency. It also explains why driver

technique can be such a decisive factor in the longevity of components such as the clutch and transmission, since there is little excess material to allow for abuse or neglect. For example, one late-model 911 experienced clutch failure at less than thirty thousand miles. An identical 911, but with a different owner, saw the clutch reach one hundred thousand miles. I just replaced a clutch in a 924S that had gone over 150,000 miles. If you would prefer that your clutch (and transmission) last a little longer, there are certain techniques that, once made habit, will serve to greatly prolong the life of these major (and costly) parts of your Porsche.

1. Avoid slipping the clutch whenever you start out from rest or when you change gears up or down. Some slipping is necessary when starting out, but if you watch the tach you will see that it's possible to make entirely satisfactory starts using less than 2000 RPM. Less RPM equals less slippage. A good exercise is to stop your car on level ground, engage first gear, and then move off without using any throttle at all. This will help you find and memorize the friction point, or place in the clutch pedal travel where the clutch begins to engage. It's important to memorize the friction point for your car because if you cannot locate it quickly you are likely to slip the clutch and cause excessive wear.

When you shift up, let the clutch out smartly and don't open the throttle fully until the clutch is completely engaged. Coming in with too much throttle before the clutch is engaged will also cause slipping. When downshifting, mastering the double-clutch technique so that engine speed is matched to the speed of the rear wheels for the gear you are downshifting to will also prolong clutch life significantly. Double clutching technique is thoroughly covered both in high performance driving schools as well as in racing textbooks. Drivers who practice it religiously on the street find that it becomes second nature and helps them achieve greater smoothness on both road and track.

2. Whenever you are stopped for a traffic light, throw the gear lever into neutral and let the clutch pedal out. Even though you may miss a second or two by having to put the pedal down and engage first gear when the light turns green, you will save much wear on both the clutch disc and release bearing. If you are uncomfortable about that semi waiting behind you, just watch the opposing light and go into first gear when you see it change to yellow. Any time you touch the clutch pedal, the internal parts of the clutch are wearing against each other, even if the pedal is all the way down. You would not want to rest

Continued on page 39

