



OCTOBER '01 INHALTSVERZEICHNIS

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

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

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Front Cover -Spotted at the Milwaukee Parade Concours this past July, a gorgeous black, 1957 356 Speedster with appropriate license plate!
photo by Marsha Drake.

Back Cover -Courtesy the Internet, Apache Highway Patrol!!
A picture is worth a thousand words!

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ADDRESS CHANGES

—OR—

HOW TO JOIN NORD STERN & 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!

Address Changes:

Name: _____

Old: _____

New: _____

Send to:

**Susanne Dvorak
5450 Vinewood Rd.
Plymouth, MN 55442**

It is exactly one week after September 11th as I sit at the computer trying to finish up *Nord Stern*. The thoughts that go through my mind are undoubtedly similar to many of you. Disbelief, shock, horror, anger, outrage, sadness of a magnitude I have not known before; they all tumble around as I go about my day to day life. While this column is supposed to be a space to editorialize in, I don't often do that. I have occasionally expressed my opinion on various matters; or I sometimes use this space to complain, compliment and otherwise comment on Nord Stern activities as they relate to myself, my family and my fellow Nord Sterners.

But with the events of last Tuesday so freshly etched in our psyches, I have pondered what I could or possibly would contribute in my column. So much has been said, so much has been debated and will

continue to be debated, so much has been seen and felt by so many. Wonderful words have been spoken and shared, wonderful sentiments have flared, a wonderful sense of community nationwide has been felt. Yet, it frankly leaves me wordless with just an overall sense of sadness. My personal sadness seems to be mostly centered around that sense of how changed our life and lives will be, and are already. I look at the children and it hits me that they will know a world that is more guarded, more paranoid, less free, less secure. Having always been interested in history, I always have felt how great it was to live in this country with its freedoms and opportunities. Now I feel the loss of that sense of security. Not for myself personally, but for our society as a whole. How sad for our children. How sad for our country. That is my personal sadness. I will never under-

stand that desire to hurt, that rage, that fanaticism. I hope I never do.

Again, this issue has a number of pictures from several events. I am still sorting through all the Club Race photos I received and will feature a different photographer in subsequent issues. I also expect to have more coverage from the Milwaukee Parade (I have a whole disc of digitals just waiting for their turn!). Please enjoy these reminders of the joy there is in life and let's keep treasuring that joy.

On that note, too, we have all the information on our upcoming annual dinner/awards presentation. Take a look at page 7 for date, time, location and registration form. Looks good, get your rsvp back as soon as possible! The watch the November issue for the announcement of our annual holiday get-together. Again, we will be featuring a well known car driver!

*With my best always,
—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		
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Royal Tire	11
Sears Imported Autos	26
Speedi-Bleed	36
TJR Collision Center	28

Welcome New Members

(and returning members!)

We hope to see you
at upcoming events!



Merrill Ferguson
Greenwood, MN
2001 Boxster S

Steven and Alex Graser
Pinewood, MN
1987 Red 944

Tim Graser
Rochester, MN
1973 Red 911

Tom Johnson
Mound, MN
1979 Black 930

Kenny Payne
Minneapolis, MN
1986 Black 944

Dawn & Jeremy Peterson
Chaska, MN
1987 Grey 951

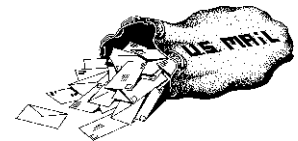
Steven & Candace Sabers
Minnetonka, MN
1990 Green 911 C4

Fred & Karen Shearer
Mound, MN
1988 White 911 Targa

John & Margit Steinke
Crystal, MN
1982 Blue 911 SC

Brad & Stacey Wessman
Maple Grove, MN
1987 Black 911 Cab

Letters to the Editor . . .



What a great weekend! Thank you to **Roger Johnson** and **Mike Hoke**, **Fred Jacobberger**, **Bobby Piper** - for organizing our Courage Center fund raising, and all of our Nord Stern volunteers and all of our corner workers for working all weekend so I could play. I really appreciate the hard work that went into producing a wonderful event.

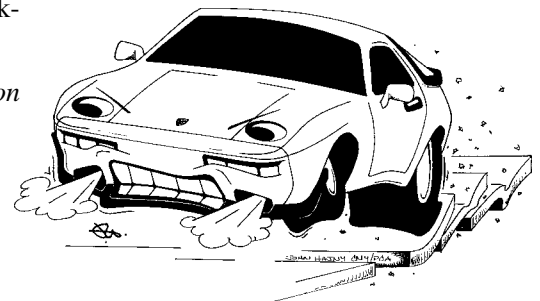
—Teresa Vickery

Teresa aptly speaks for all of us that were up at CBIR for the weekend! We couldn't begin to accomplish all we do without the incredible support that we get from club members, corner workers, CBIR, and friends. Thanks to everyone who made this year's Club Race/DE weekend such a huge success!

—Jim Holton

My thoughts as well! Lots of work & preparation. I thank you all for putting on a great event.

—Jerry Greene



The recent tragedies in New York and Washington last month are probably still topics at the dinner table or the office, but the conversation now focuses on what's next for us. I hope for all of us that we can somehow manage to grab hold of whatever we consider "normal" and get back to life as it was prior to September 11, 2001.

Timing being what it is, I was able to write this after returning from the Last Fling. I'm sure I'm suffering the same withdrawal symptoms that you are, now that another year of DE comes to a close. September can offer up almost any type of weather, and this past event was no exception. On Saturday, even as the first group was going out the rain began to fall. There is always something to learn from driving in the rain and many of our members went out and drove the "rain line." Not too many years ago, I learned the rain line at the Skip Barber School that was held at CBIR. We had a torrential rainstorm, and incredibly, the instructors put us out. It was the last day of their 3-day school, and the first opportunity we had to fully run the track. We were running the Formula Dodge cars and the rooster tail coming off all the wheels was about absolutely incredible. All I could think of were the scenes from those rainy F1 races. The mirrors were useless . . . I couldn't see 5 feet behind me in the "fun race," so you had no idea if there was anyone even near you. As usual, we were running the center of the drag strip where the best contact could be had. Tire contact

aside, as I ran down the straight there was water everywhere. I started hydroplaning and suddenly jumped laterally about three feet to the right. That's when the spinning began. Then I established contact (not the tire type, either) with the left wall. About the best thing the Skip Barber program promises is you drive someone else's car and don't have to cover the damage on the first shunt. What a relief!

Besides the rain, one of the other elements present was the camaraderie of the club and the generosity that we always collectively exude. We always put our best foot forward and come to the aid of anyone who needs a hand. The event was well run, and on schedule. **Jon Beatty** and **Lon Tusler** did an excellent job of running the Last Fling. We almost had a no hitter with regard to incidents this year . . . just one minor incident on Sunday morning. Just one incident for the whole season! Congratulations to all for driving safely.

The Driver Training event that occurred on Friday September 21st also completes a successful season of teaching our members the safe and correct way of car control and handling. The feedback I get from the members that complete the school is how amazed they are that they learn so much in a day! We definitely have one of the best programs available anywhere.

There are many people to thank at the close of this years DE/DT season. So much of what they do happens behind the scenes that we sometimes

don't realize the effort they put into making our DE events successful. Make a point to find out who our chair-people are and let them know that you appreciate their hard work. DE chair **Don Erickson**, DE registrar **Jon Velure**, BIR relations **Roger Johnson**, DT chairs **Susan Lee** and **Joe Rothman**, Rules chair **Ron Lewis** along with **Jim Seubert** and **Scott Mayer**, Safety chairs **Don Miller** and **Scott Anderst**, and the Timing & Scoring crew, **Dean Podevels**, **Andy Schmidt**, and **Ed Tripet**. Thanks guys for your time, talent, and excellent efforts!

As we head into fall, there are some upcoming events for me to promote. The Awards Banquet is slated for November 17th. The banquet is always a great time. **Ed Tripet** has risen to the challenge once again and is running point on organizing this event. Mark your calendars now for the 17th. See page 7 of this *Nord Stern* for all the needed info and registration form.

Come and socialize with club members on the 2nd Friday of each month. We are meeting on October 12 at the Town Hall Brewery, November 9th at The Local, and December 14th at The Dock in Stillwater (RSVP). Contact **Susanne Dvorak** if you have any questions. She can be reached at 763-559-9098.

I'm looking forward to seeing you at one of these events!

—Jim

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
- 17 **Annual Meeting and Awards Dinner** 6:00 p.m. Questions? Ed Tripet at 952 471-0065
Embassy Suites Hotel - Bloomington. Cost \$25, see page 7 for details

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)

Jim

ANNUAL MEETING NOTICE

NORD STERN ANNUAL AWARDS BANQUET *Saturday, November 17, 2001*

Where: Embassy Suites Hotel
2800 W. 80th St.
Bloomington, MN 5541
952 884-4811

Registration: 5:30-6:00 p.m.
Cash Bar: 6:00 p.m.
Dinner: 7:00 p.m.
Cost: \$25 per person

Menu: ***Beef Bourguignon***
Top round of Beef
Sauteed in a burgundy
wine sauce, garnished w/
pearl onions, mushrooms
and bacon

Chicken Chasseur
Roasted, boneless chicken
breast with pearl onions,
parisian mushrooms with a
madeivra demi-glaze

Dinner includes: House salad, french bread, dessert: chocolate mousse, and coffee

RSVP to:
Ed Tripet
4428 West Arm Rd.
Spring Park, MN 55384

Name: _____

☐ Beef

☐ Chicken

Name: _____

☐ Beef

☐ Chicken

Make checks payable to Nord Stern. Questions?
Call at 952 471-0065 or email: tripet@visi.com

PORSCHE PERSONALITY —Very Memorable First Porsche Parade

by *Marsha Drake*

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

Porsche Enthusiast of the Month . . .

Name: Mike Drake

Residence city: Burnsville

Member of PCA: 1999

**Current Porsches and when
acquired:**

1985 911 Targa, white

Summer, 1957: There's a young boy named Mike, very slender, wearing glasses, with a quiet, shy demeanor. His parents own a business near Milwaukee where his dad trains American Saddlebred show horses and his mother gives riding lessons. He likes horses and is learning to become an excellent rider, with good balance, quick reflexes, and wisdom in the show ring. His real heartbeat interest, though, is cars.

He's gotten to drive tractors on the farm pretty often, and his dad has let him drive the cars around the farm since he was old enough to sit on dad's lap and see through the windshield. Clutches and gear boxes are no strangers to him by the time he can sit in the seat on his own. One day this summer he even drove a customer's Mercedes 190 SL, at age nine.

He faithfully reads *Road & Track*, *Car and Driver*, and *Sports Car Graphic*. He knows all about sports cars, race drivers, and the race tracks. Every customer or visitor that comes to the farm that has a nice car - especially one that he's

read about - gets his attention, admiration of the car, and (if he's brave enough) a comment to the owner, "Nice car!" He hopes they'll talk to him, show him the engine, and offer to take him for a ride, even though he doesn't ask for it himself.

To Mike, horses and horse shows are okay, and he's required to be there with his parents, but often he strolls around the parking lots looking for the cool cars. He's seen Ferraris, Jaguars, Corvettes, Mercedes, Triumphs, and Lotuses. When he's at home riding the horses, he pretends they're sports cars or race cars. Everyone else is there for the horses, the show, and loving the beauty of the animals. He's there wishing the horses were cars.

1961: Mike is 12 years old. Mr. and Mrs. Theim, with their daughters Darea and Debbie, visit the farm and later become customers, with the girls and their horses to be trained for the horse show circuit. Darea and Debbie's brother, Douglas, is a sports car race driver and ends up coming to the farm only once in a while. Mr. Theim, however, comes often, and brings his current favorite sports car. He talks to Mike, tells him about the cars, and share their common interest.

One day Mr. Theim drives his burnt yellow Ferrari GT V12. He calls Mike over, opens the hood, and they talk about the car. He then takes him for a fantastic

Mike Drake, 8 years old, presenting a first-place ribbon and trophy to the winner of a five-gaited American Saddlebred class. Photo by Gerber Photographers, courtesy of Mike Drake.

PORSCHE PARADE PERSONALITY

ride down Oakwood Road in front of the farm, through tight corners, past Oakwood Bay, and down some back-country curvy roads. Mr. Theim lets the V12 horses run free, and with plenty of rein.

This was Mike's first ride in a high performance sports car, and what an impression it made! He's never, ever forgotten it.

1965: Mike is now 16, and one of the customers has promised him he could drive with her to the horse show in Green Bay, Wisconsin. She lets him drive the entire four-hour trip in her Triumph TR4. It's a milestone in Mike's mind to remember the year he got his driver's license.

1966-1967: A horse named Jaguar had been donated to the farm and eventually becomes Mike's horse. He shows Jaguar very successfully in the five-gaited classes at shows. He's very tall and dark; big and powerful; with long mane and tail flying in the wind. Picture a Black Knight's charger, or look at the Porsche or Ferrari crests, because that's what he looks like. He's a man's horse, a real challenge to keep

under control, and if you aren't careful, will run away with you. In car terms, he's a high performance race car.

Many customers come to the farm to ride, and there are two very special ones. Two of the husbands that come with their wives bring their sports cars. One has a 1966 red Jaguar XKE, and the other has a silver 427 Corvette. Mike, a real salesman already, talks to the men to make a deal. It's a "one-for-one" deal, where he will teach them to ride Jaguar if they'll teach him to drive their high performance cars. It's a deal and works like a charm, especially with the XKE owner. Through this time period, they both profit immensely from the "horses"—one from a great single horse, and the other one



Darea Theim, Mike Drake, and Debbie Theim, at their July 4, 2001 reunion.
Photo by Marsha Drake.

from several hundred horses under the hood.

Sometime during the summer of 1967, Mike sees for the first time an early Porsche 911 Targa, and he likes it a lot. He's seen pictures of Porsches before this time but never a real one in person. Then later on that summer, Mr. Theim brings his Porsche to the farm—a 1967 silver-gray 911S with Weber carburetors. Of course Mr. Theim and Mike have many long conversations about it. A statement he makes that Mike never forgets is, "*Mike, this car will corner like swinging a ball on a string!*" *The hook is set!*

In reflection: There was a true bonding between Mike, the Theim family, and sports cars. It was Mr. Theim who gave him his first **REAL** high performance ride in the Ferrari, and Mr. Theim who inspired him with a deep love and appreciation for Por-



Spliced picture of Knollwood Farm's school barn (on right) and tool shed and riding ring (on left). The white Porsche on the left is parked in the place where Mike admired Mr. Theim's Ferrari in 1961, and where Justin admired our Porsche in 2001. Photo by Marsha Drake.

Continued on page 10

Personality

... continued from page 9

sches and Ferraris. It was Douglas who raced a Ferrari Dino, Corvette, and drove a Porsche 911. Mike and Mr. Theim often went to races together and watched Douglas, sometimes while the rest of their families were at the horse shows. Darea, Debbie, and their mother liked horses and horse shows, but Mr. Theim, Douglas, and Mike loved cars. This very special relationship and meaningful common interest was very valuable to Mike, more valuable than words can really express.

June 30, 2001: Mike and I have planned since last fall to go to our first Porsche Parade. It's in the Milwaukee area and will be great to take our 1985 911 Targa on the trip. We will be making the trip along with Ken and Marion Kamstra, driving their 1985 928S, staying in Madison overnight and driving to Milwaukee the next day.

The day for the final leg of the trip to Milwaukee has gorgeous blue sky and warm summer temperature. Half way to Milwaukee, Mike wonders if Ken and Marion would want to stop by the farm and see where he grew up and where he and I met and were married. They agree, and we arrive at the farm in Hartland, Wisconsin, around noon.

The farm is now owned by a childhood friend of Mike, and the facilities are beautifully maintained,

painted in gray and red. There's the main show horse barn, indoor riding ring stretching 180' by 50', the school horse barn, brood mare barn, tool shed, groom apartments, garages, the



Mike Drake with his 1985 911 Targa. Photo by Marsha Drake.

farm house, two outdoor rings, and pasture areas.

We visit the show horse barn, its customer lounge, tack room, and main area with stalls, cross-ties, and grooming isles. Everything looks the same as it did in 1976, when we last worked here. The only exceptions are that it's now Knollwood Farm instead of Oakwood Farm, and the trees outside have grown tremendously.

There's something else that we don't expect that's very much the same, too. As the four of us go back out to the Porsches parked next to each other, there's a young boy, very slender, wearing glasses, with a quiet, shy demeanor. He's standing behind the Porsches, looking at them, and then says to Mike, "Nice car!"

Mike starts talking to him and learns that both his parents work at Knollwood. His dad is one of the horse trainers, and his mother gives riding lessons. He rides the horses once in a while, but he really likes cars. His dad has a Firebird Trans Am, and he tells Mike about it, including that he's driven it and knows how to drive with a clutch. His name is Justin, and he's 12 years old.

Mike asks him if he'd like a ride in the Porsche, and of course he says yes. The similarities between this 12-year-old car enthusiast and Mike's life when he was a 12-year-old are almost overwhelming. We're even standing in the very parking area that Mike

saw Mr. Theim's Ferrari for the first time 40 years ago. Filled with emotion, Mike asks me to show Justin the engine compartment, then to take him for a ride in the car.

He specifically says to go out of the driveway, turn left onto Oakwood Road, and go down past Oakwood Bay - the same route as 40 years earlier. I knew exactly why, and I do precisely that. This is an extremely important ride I am giving to this young man, and as I look at him and talk to him, I envision Mike sitting in that seat with Mr. Theim, many years earlier.

We chatter about Justin's dad's car, and the clutch and shifting, and turning the corner at Oakwood Bay, and what great cars Porsches are. He

Continued on page 12

Personality

... continued from page 11

has obviously learned a lot about cars. Had he read a lot of the same magazines that Mike did? Did he go out to the parking lot when his mom and dad were working and look for the sports cars? Did he wish for the owners to talk to him, show him the engine, and give him a ride? Is that why he ended up looking at our Porsches? When he rode a horse, did he pretend it was really a sports or race car? I'm sure Mike is asking himself the same questions while I am giving Justin the ride.

In reflection: We didn't take a picture of Justin, and we didn't get his last name, but his memory is very clear in our minds. As Mike loved

cars, became acquainted with Porsches at age 12, and then later passed that enthusiasm for Porsches along to me, so we were both able to inspire another 12-year-old boy, give him a high-performance ride, and encourage him in his interest. We'll never forget it. As we were leaving, Mike shook his hand, and said, "*When you get your first Porsche, remember me.*" He smiled and said, "*I will!*"

July 4, 2001: The day has been planned by talking with Darea. We have seen her on previous visits back to the Milwaukee area, but Mike hasn't seen Debbie in over 30 years, and I have never met her. Debbie and her husband always have a July 4th party at their house, with lots of

friends, neighbors, and family. We have been invited to join them, and we are both looking forward to the reunion.

We arrive early and have plenty of time to talk to Debbie and Darea, their husbands and families. We show them our Porsche and the book, *Great Cars of All Time* that Debbie and Darea gave Mike for Christmas when he was 14 years old, signed, "To Mike, from Debbie & Darea."

Both Darea and Debbie married car enthusiasts. Darea's husband has a white '70s vintage Jaguar XKE that he got from Mr. Theim. Debbie's husband has a brand new 2001 BMW M5 that he just took delivery on a few days before.

Mike, Darea, and Debbie reminisce about the farm, their horses, and many good times they had years ago. Darea and Debbie were like Mike's big sisters that he never had as an only child. He tells them how their Dad inspired him in his sports car interest, and talks about Douglas's races. He tells them about Justin, too.

We wish we could see the whole family, but Mr. Theim passed away several years ago, Mrs. Theim is not strong enough to come to the party, and Douglas was tragically killed in an accident years before. Even though these three are not present, their memories are ingrained in our minds.

The day melts into the evening, and friends of Debbie and her husband provide a great private display of fireworks on their huge front lawn. We can see the reflection of the colors and sparkles in the hood of our white Porsche parked in their driveway. After the fireworks, we exchange phone numbers, promise to keep in touch, and say good-bye.

In reflection: On the way back to our hotel, Mike and I talked about what was a very significant week for us, with the connection between the Drakes and the Theims, and Justin. The Theim family inspired Mike as a 12-year-old, and the relationship with them was reconnected today. And we were able to inspire Justin as a 12-year-old, when we connected with him just a few days before. The legacy has been passed on to the next generation. This first Porsche Parade was very, very memorable, and will never be forgotten.



Main show horse barn at Knollwood Farm in Hartland, WI. Many horses and sports cars have crossed over this road through the years. Photo by Marsha Drake.

Firestone Tire Slogans, *courtesy Red River Ramblings, Red River PCA Region*

10. "Safer than a Russian sub."
9. "The perfect gift for your mother-in-law."
8. "Because there's a lot riding on your lawsuit."
7. "Better than driving around on your axles, right?"
6. "Pop a set on your car today."
5. "C'mon, did you really expect good tires on a new Ford?"
4. "Reinforcing the importance of the speed limit."
3. "Hey, it's not like we crashed our blimp or something."
2. "Best Blow Job In Town."
1. "You can't recall a better tire."

2001 Afton Concours . . . photos by Bret Bailey



Editor's Note: Above are various cars and folks at this past August's annual Concours d'Elegance. All photos are by Bret Bailey who was attending his first concours. Notice the dappled shadows in most of the photos—a indication of what a fabulous day it was. The sun was brightly shining, the breeze was light, the ice cream was yummy across the street, the socializing was great—all of which added up to a lovely day for a concours. Be sure to put this annual event on your calendar for next year, too. It is hard to beat a lovely day in Afton with so many great people and great cars!

Note the 1974 914 2.0 (above, it happens to be a sort of yellow green which I wish we had color here to show). It is owned by Riley Rodgers/Chris Treat who came all the way from Fargo! And they drove it! Beautiful car (spoken by someone who has only ever owned 911s).



Congratulations to our 2001 Afton Concours d'Elegance Award Winners

courtesy Mitchell Berry

Watercooled (full)

1st	Mitchell Berry	289.5
2nd	Scott & Kelley Mayer	287.0
3rd	Pam Viau	276.0

Watercooled (late)

1st	Bob Lunde	269.0
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Late 6 cyl (full)

1st	Luis Fraguada	294.5
2nd	Bob Powless	269.0

Mid 6 cyl (full)

1st	Ed Vazquez	253.0
2nd	Chris Dvorak	229.0

Early 6 cyl (full)

1st	Mike Kuipers	275.5
2nd	Dave Weisel	253.0

Early 4cyl (full)

1st	Riley Rogers	281.5
2nd	Tom Trutna	267.0

Race

1st	Jim Potts	183.5
-----	-----------	-------

Watercooled (top)

1st	Jim Tourtillotte	149.5
2nd	Jon Tetzloff	140.5
3rd	Richard Hascall	134.0

Watercooled Late (top)

1st	Ron Faust	147.0
2nd	Joe & Shari Plumb	142.0

Late 6 cyl(top)

1st	Jim Ingle	141.5
-----	-----------	-------

Mid 6 cyl (top)

1st	Mike/Marsha Drake	147.5
2nd	John Velure	136.4
3rd	Kelly Strebis	134.5
4th	Scott Roth	131.0

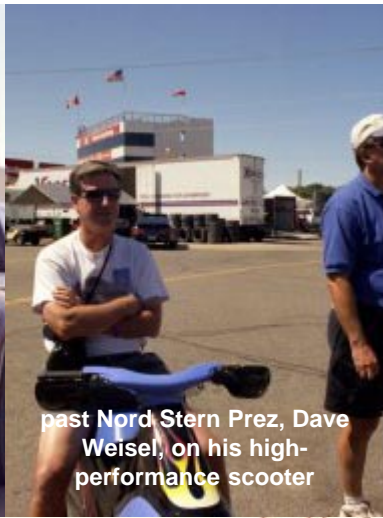
Early 4 cyl (top)

1st	Bob Church	140.0
2nd	Paul Cofal	136.0
3rd	Phil Saari	131.0
4th	Jeff & B.J. Boehm	125.0

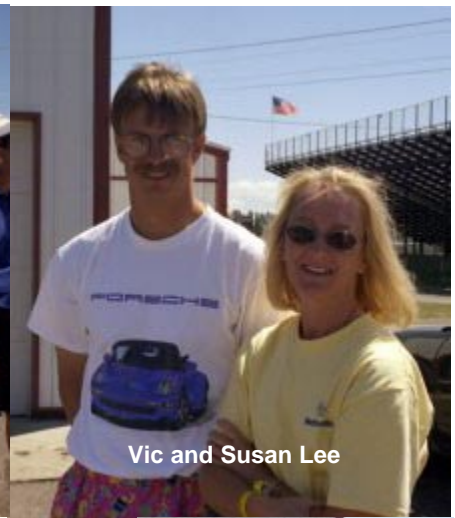
I would like to again thank everyone who participated. Special thanks goes to **George Andeweg**, and to both **Maplewood Imports, and Carousel Automobiles**, as well as **Porsche Cars N.A.** Together, we raised \$635 for the Childrens Cancer Fund. I'll hope to see everyone again next year.



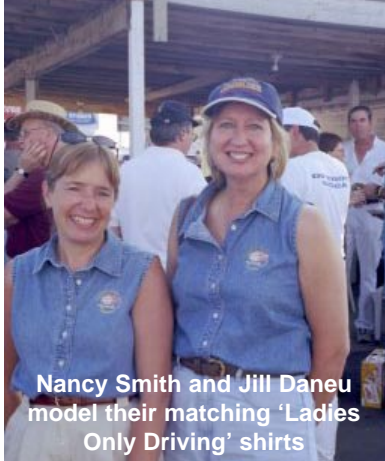
Bob and Pam Viau of AutoEdge get ready for Club Race



past Nord Stern Prez, Dave Weisel, on his high-performance scooter



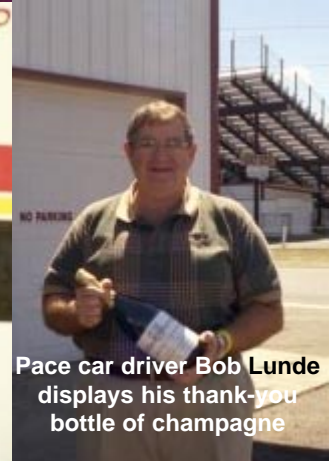
Vic and Susan Lee



Nancy Smith and Jill Daneu model their matching 'Ladies Only Driving' shirts



Nord Stern President Jim Holton and his wife, Cid.



Pace car driver Bob Lunde displays his thank-you bottle of champagne



Fred Senn gets ready for the Enduro



Bill Votel and friends watch club race from turn 9 bridge



Joe Rothman thanks David Grant for loaning spindle caliper and rotor in order to compete in Sunday's Club Race



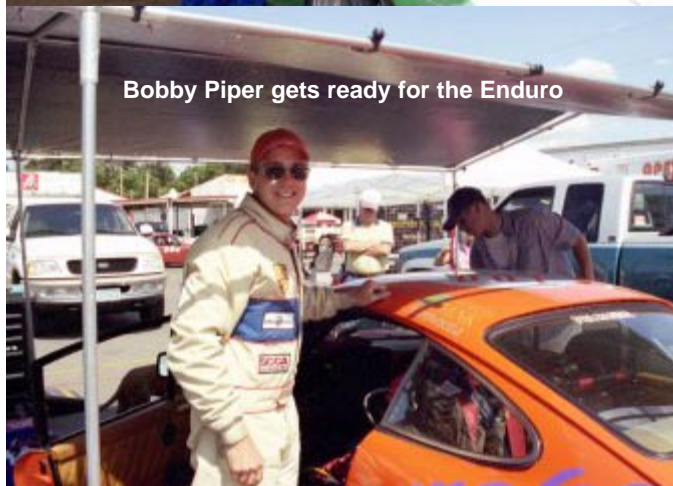
Roger Johnson displays importance of always having both hands on the champagne as well as on the wheel!



Congrats to Enduro Champ, Nord Sterner Tom McGlynn



Bob Johnson in an Aussie moment a top his trailer



Bobby Piper gets ready for the Enduro



Bob Fleming (L) and Jeff Evenson (R) chat before Club Race



Bob Lunde and his yellow Boxster S get ready to lead the way as the pace car



Joe and Michelle Rothman and their class winning 944



Bob Johnson of Johnson Autosport holds a pre-race strategy meeting



Jim Buckley of Maverick: At least I was able to race in the Enduro before the piston broke!



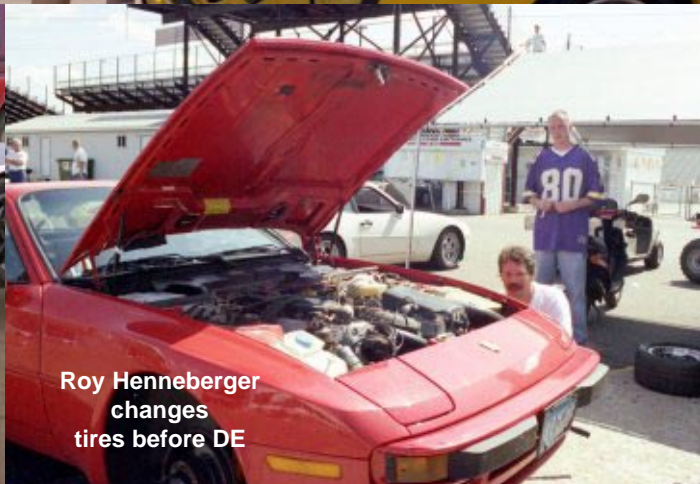
Joel Pfister and Tom McGlynn share notes before Enduro



Clint Sawinski shares his secret high-octance Subway fueling system!



Ouch A 1970 911S from Ft. Worth Maverick PCA region displays a broken piston



Roy Henneberger changes tires before DE



Jim Benedict and his 1970 914-5



Third place Enduro champs, Joel Pfister and Teresa Vickery savor the moment

New PCA web site!

by Chris Huck,

I'm happy to report the PCA National web site is growing and trying hard to bring new value to our members.

In addition to PCA's usual Pano representation at last month's Rennsport Reunion, the PCA web site had it's first official event representative. **Bob Chapman** gathered some spectacular images for the site. Look for more of his work soon as he's currently at the Monterey Historics!

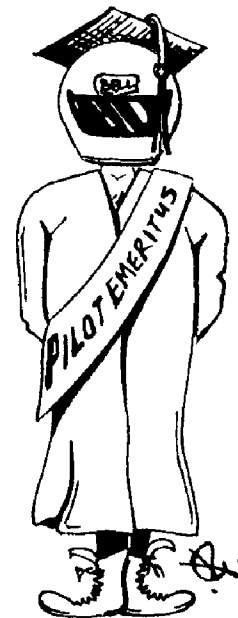
I'll consider posting any PCA member images that anyone wants to send my way to post on our new Photos of the Month page. If there's

enough contributions, this might turn into Photos of the Week! Of course with competition from **Bob Chapman** and **Leonard Turner** (coming to pca.org soon!), this is going to require some mighty fine photo skills!

Please spread the word - The NEW pca.org, is open for business! Here's the link to the new page—
<http://www.pca.org/news/potm.html>

Chris Huck

www.pca.org photo editor
www.pcasdr.org co-webmaster
www.pioneercentres.com sales



Digital Photos 101

So you want your pictures published . . .

by Chris Huck, Windblown Witness, San Diego Region

But how do you make sure they're ready to be printed? Do you want them on your web site or in the Region Newsletter? Are you shooting film, slides or digital? For both the web site, and the newsletter, most people prefer digital images. While a print or a slide can be scanned, we've found over the past year that digital images print out better, even in black and white. The range of greyscale is better than with a scanned image, too.

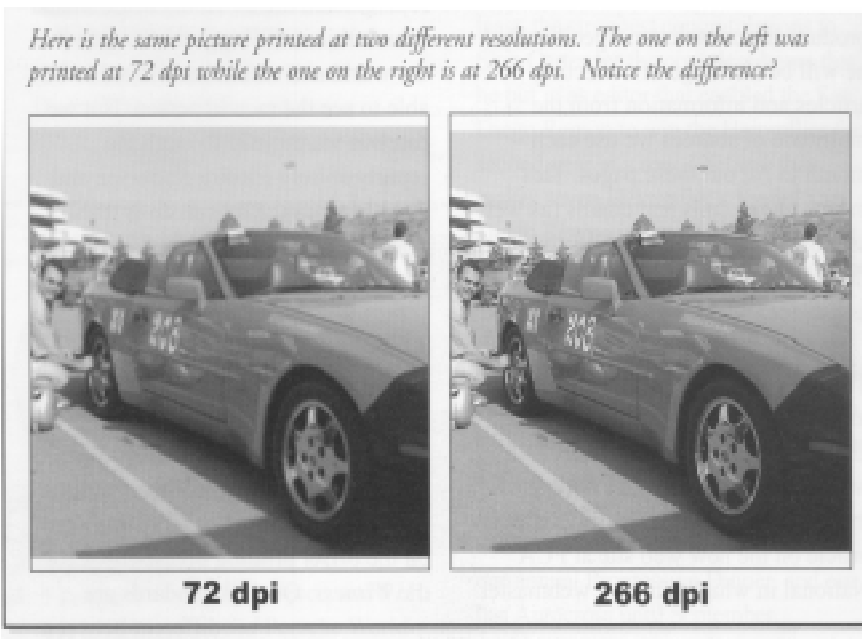
Now that you have that wonderful digital camera, how can you make sure your pictures are everything they should be? There are quite a few things to know, but anyone can learn. Apart from picking a suitable subject, it is important to make sure that you get as good a shot as possible. Try to get as close as possible, filling the frame with your subject. Use your optical zoom abilities but just forget the camera has a digital zoom, it's never sharp enough! If you do leave a little room for cropping, this is where having a higher resolution cameras (3 mega-pixel or better) comes in handy.

Unless the sun is directly in front of your subject (behind your head) make sure the camera's flash is on. This will eliminate strange shadows. Yes, even outdoors! Trying playing with your shutter speed if possible. A car in motion, shot at a high shutter

speed, looks "parked" even at 70 m.p.h.. I like 1/160th of a second to blur the car a little (or if panning with the car to blur the background). The better (more expensive) cameras give you a lot of manual controls—shutter speed, f-stop, even over/under exposing the image. Artistically, there are a lot potential variations in what we've already mentioned. But what follows is really critical—make sure your camera's setting ensure the best qual-

image size and quality (or compression) are the most critical.

Knowing how you'll be using your images will dictate how you should have your settings specified. If your goal is to view the image on your computer monitor (no printing) then any of the cameras' default settings are probably OK. Even a small image size of 640 x 480 is big enough to see well on a computer monitor. And you can store LOTS of them on a small



ity image possible. Even with a film camera, all the best composition won't make up for cheap film. Most digital cameras let you have great control of a large number of recording settings—

memory card! Digital cameras shoot at 72 dpi and most monitors display 72 dpi also. Some high end monitors display at 96 dpi. Enhancing the image will usually results in a sharper

Continued on page 23

Steve's Tech Corner: Racer Lingo – Bump Steer

By Steve Grosekemper, San Diego Region (from The Windblown Witness)

If you spend enough time at the various PCA events, you will eventually hear a multitude of new words that may not be in your daily vocabulary. These are words used by track and bench racers alike. They are best described as racer lingo, or Porschese.

You may hear words like apex, heel and toe, corner balance and bump



Figure 1: 356 example showing two uneven length tie rods.

steer. It is my goal to explain this sometimes-foreign tongue and convert it into plain English.

Bump steer is one of the few terms which is actually what it says (unlike heel and toe). If you hit a bump, the car steers to one side. On early Porsches, such as 356s, the tie rod ends were of two very different lengths (see figure #1). They were installed in the car at an angle. When the car hit a

bump and lowered, the short tie rod would straighten more than the long one. This would increase the amount of toe the car would see on the short tie rod side, causing the car to steer to the right when it hit a bump.

Later on, when the 911 was introduced, this problem was addressed by using rack and pinion steering with equal length tie rods. In these cars the tie rods were parallel with the ground and caused very little toe change as the car went through bumps (see figure #2). As time went on, people discovered that if you lowered a 911 it would handle much better. However, this caused yet another problem: the tie rods were now at such an angle that a bump in the road would cause excessive toe change (see figure #3). While this problem would not cause the car to pull to one side or another, it did create a very darty feeling. The cure was to install spacers between the steering rack and the front suspension member to raise the steering rack. This levels out the angled tie rods causing less toe change. This is what is done when someone is said to set the bump steer.

Next month the myth of heal & toe!

Steve Grosekemper is shop foreman at Dieter's Porsche and BMW Service in downtown San Diego. For

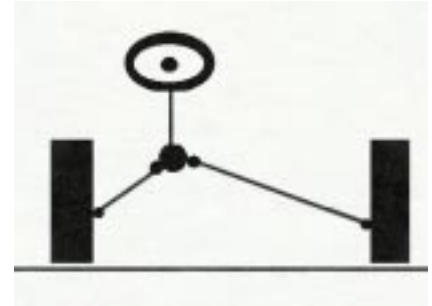


Figure 2: shows the change made with the introduction of the 911, which introduced rack and pinion steering with equal length tie rods

previous technical articles with full size color photos go to www.dietersmotorsports.com and click on Technical Articles.



Figure 3: Spacers between the steering rack and the front suspension member raise the steering rack.

Digital

... continued from page 21

image. If, on the other hand, you want to print an image on a modern ink jet printer, 300 dpi will result in a photo quality image. But what about your newsletter? Many newsletters are printed on a very sophisticated printing press at 133 vertical lines per inch. A digital image at 250-275 dpi will print out very well. Knowing how you will use your pictures will help determine which camera to get and when you should upgrade.

One megapixel cameras are the least expensive and shoot images at 1280 x 760 pixels (1280 x 760 = 972,800 pixels). Viewing an image on your computer monitor at 72 dpi means the image could be 17.7 inches wide! (1280/72 = 17.7 inches). Printed at 300 dpi on an ink jet printer you could be a 4.2 inch picture to print out nearly perfectly. Photo paper makes a big difference too! The latest crop of digital cameras are taking three megapixel images. There have even been a handful of four and six megapixel consumer cameras released within the past few months. Image a three megapixel camera shooting at 2048 x 1536 pixels. You crop out some unwanted content and end up at 1700 x 1200 and can still print a 6.8 inch wide photograph at 250 dpi in *Windblown Witness* (editor's note: this is the San Diego's newsletter). Turn your camera vertical and, if the image doesn't need to be cropped, it could even end up on the cover at 8 x 11 inches!

Many new cameras give you a choice of recording the image in either Jpeg (.jpg) or Tagged Image File format (.tif). The '.tif' file is the best quality but also results in a very large file, limiting how many images can be saved onto your camera's memory card. '.Jpgs' will usually have a variety of storage settings. These could be labeled Standard, High or Super High Quality. Other cameras might use Normal, Fine and Super fine settings. Set your camera to take the largest image possible and in the best quality possible. A high quality three megapixel image is about 600 kb in size. If you want to take a lot of pictures, you'll want to get a larger memory card for your camera. (A 64 mg memory card should hold about 80 high quality images.) Take a look at www.sandisk.com for some good deals. I carry two 64 mb and three 32 mb cards with my camera. Enough to shoot about 250 images! (Editor's note: Oh, that would be overload for me!)

The image you shoot with a digital camera will almost always look better when 'manipulated' with software like Adobe Photoshop, Macromedia Fireworks, Microsoft PictureIt, etc. It is kind of like digital pictures still need to be "developed." The "raw" image downloaded from a digital camera will usually look a bit "soft" or "fuzzy." Using photo manipulating software you can "resize" your image from, say, 1280 x 760 to 800 x 600, then "sharpen" it. This will result in a much clearer image as seen

on your monitor. If your image has dead space (maybe a garbage can on the edge or just lots of parking lot in front of your car on the track) you can "crop" to the part of the image you want to save. This is where more advanced three megapixel, or better, cameras come in handy.

Digital manipulation is also rewarding because you can correct colors, replace unwanted parts of the image with better parts (try playing with the "rubber stamp" tool) and even superimpose one image over another. While all of this manipulating is exciting, this is also where a lot of pictures get totally destroyed. (Editor's note: And frankly, who has the time!) Pay close attention here—when you go to save the new image you'll be given a number of options on how it's saved. I recommend your images always be saved as jpegs, but be very careful here. You will also be given an option to set the file compression, also known as image quality. Make sure the image is not "compress" more than 10% (or quality stays set to "maximum." Use 8 or 9 if using Adobe Photoshop.)

Also remember to always save your image in a different file from the original. You may want to rename the original from the typical P00004563 to something more easily recognizable ("red968in mountains" for example). When you find you've got a bad copy, this will make searching through hundreds of images a lot easier. There are even photo management software op-

Continued on page 27

Dave Ingraham and Lee Jacobsohn's Most Excellent Adventure: 2001 Chicago Historics at Road America, photos by Lee Jacobsohn



Left: Detail of Holbert Porsche 962 with the driver's names for the 24 hour of Daytona.



Right, Pete "Pistons" Cogsworth. Life long friend and mechanic of Jim Hall's. Often credited with dreaming up the idea of the Chaparral 2J fan car.



Below, right: Dave Ingraham enjoying the drive to Road America in a Porsche 993



Above, In addition to the race cars, many of the wealthy car owners bring along their other toys. In this case it looks like the owner took liberty with modifying the body work during the restoration.



Left: Porsche 962 restored to the final colors of Holbert racing as campaigned in the IMSA series.

Right: Modern era Formula 1 car entering the Carousel. Listening to the sound of this car was worth the price of admission.



Left: Jim Hall driving the the Chaparral 2C Can-Am car. Chaparral was the featured marquee of the event.

Right: Porsche 935 in IMSA racing trim



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

Digital photos

... continued from page 23

tions like ACDSee that will make this much easier. Think of the original as the film and just save it somewhere safe. Preferably onto a CD-R, so you always have your original.

Once you are happy with your image and want to share it, you next need to get it to either your editor or webmaster. Just sending via e-mail can create a few new problems. A three megapixel image will be about a 600 kb file. Most e-mail accounts limit their users inbox to 10 mb. Add into the mix dial-up modem's notoriously slow speeds and you may just prefer to save your images onto a disc and hand it over in person.

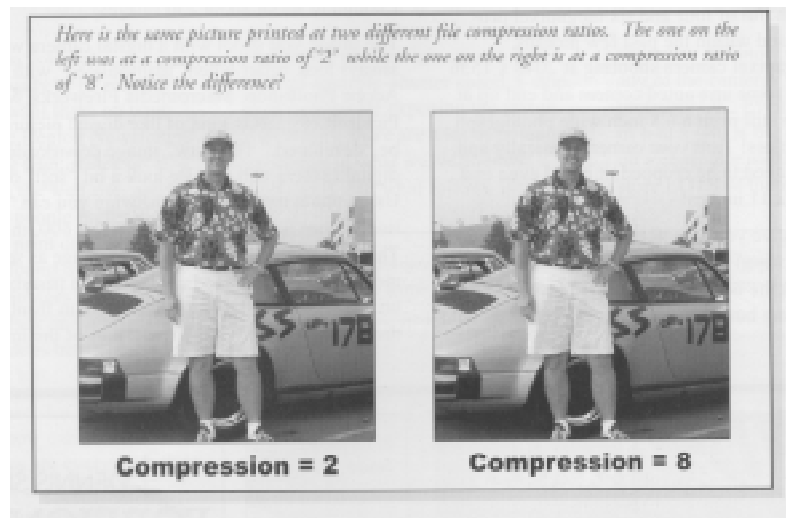
Broadband users (cable, DSL or T1) can send and receive up to 10 mb pretty quickly. Attach 2-3 images to an e-mail and go ahead and send them. For larger groups of images, there are .ftp options. Get in touch with your webmaster or editor for more info. For a more in depth look into this subject, try visiting the following sites:

<http://www.steves-digicams.com/>

<http://www.imaging-resource.com/TIPS1.HTM>

<http://www.dpreview.com/learn/>

Editor's Note: I have been getting questions from members on this very subject and wanted to include this article. I think Chris (who is the new PCA webmaster, by the way!) fairly clearly lays out some of the issues regarding digital images and digital cameras. As stated, I prefer .jpgs and preferably at the higher resolution/



high quality. Our newsletter is offset printing and even the lower resolution jpgs (in the 20-72 dpi range) print pretty well. When the individual file is anyway from, say, 250 kb to 600 kb, the quality is much better. When I scan prints, I usually scan at 300 dpi for best results. The two images accompanying this article were actually scanned here right out of *Windblown Witness*. So may not show exactly as intended in the original article.

Now, my only complaint—and this is minor!—is that with the ease and convenience of digital cameras, I at times, end up being the recipient of LOTS of photos from events. Consequently, it can get time consuming weeding through them all. So anytime you, as a photographer, can take the time to do a little of your own 'editing'/'weeding' out selections it is greatly appreciated!

Ruf at Viper Days

by Steve Beddor

For a small club, Viper Days offers a first-rate club racing program: Well prepared Viper race cars driven by good drivers competing at famous tracks and run by a very efficient and enthusiastic organization. Of all the Detroit Iron, Vipers are my favorite, so when they invited me to race with them with my Ruf CTR2sport for their doubleheader at Road America August 9 and 10, I did not hesitate to say yes.

I was surprised to learn that besides two classes for Vipers (GT1 for fully prepared race Vipers and GT2



Ruf persued by pack of Vipers. Photo courtesy Steve Beddor

for more showroom stock Vipers), Viper Days races also have a Porsche class. It turns out that when the Viper Days was first being launched, most of their instructors came from the Por-

sche Club. Bonds were formed, so Viper Days developed the Porsche Challenge as a way to race with their Porsche friends.

But in inviting me, I think they figured a 3,100 pound, showroom stock Ruf would be little match against their race prepared Vipers. Due to time constraints, I was only able to run one hot

lap during qualifying, yet it was good enough to put the Ruf third on the starting grid for the first race. At the green flag, I wasted little time moving to the front and began to build up a nice margin. But I don't need to write to Miss Manners to know how an invited guest should behave at someone else's party. After the last corner of the very last lap, I pulled and waited for the 2nd place Viper. When he caught up, we had a drag race to the checker and it was surprisingly difficult to time it out so the Ruf crossed the finish line in 2nd place by only a nose.

For the second race, I opted to start from the rear and had worked the Ruf up to the lead within about 10 laps. It

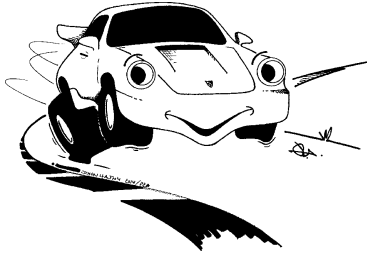
was not easy work as these Vipers are very fast through Road America's high speed corners. Then with a few laps to go, a full course yellow was called due to a Viper bursting into a spectacular ball of flames, but the pace car was sent out behind me. The chief steward then black flagged me to come into the pits so he could personally apologize for missing me with the pace car. While I was sitting in pit lane, the race went green and I went a lap down. Although I did not win the race, I had a great time and the Viper people are great and put on a wonderful event.

For PCA club racers who are interested in learning more about the Viper Days racing program and their

Porsche Challenge, check out their schedule and rule book at <http://www.viperdays.com>. If you want to be invited to run with them, contact Bruce via email at mtammyandbruce@aol.com.



Ruf & Viper one on one. Photo courtesy
Steve Beddor



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.

Tech Stop

by John Mingst, Metro New York Region

Now and then I get calls from members who are working on their cars, sometimes for the first time. Then they get to a point where they cannot remember how to put things back together. One of the most asked for questions is the procedures in doing an oil change on earlier 911's is to not only drain the oil but to remove the plate and screen assembly to clean out as well. Herein lies the problem. The sump plate has an offset drain bolt will be partially blocked. (I am sure I do not need to explain what happens

next). Looking from the rear of the car the bolt is on the left side pointing directly towards the left tire. This is a simple process but often overlooked during reassembly. Now, for my fool-proof solution.

I have mentioned this to members many a time. The best thing you can do, before you take it apart, is to take a picture of the assembly with a digital camera, if you have the means. I often do this when working on my car. How many of you have disassembled drum brakes on a car only later to

guess where the springs should go. Ah ha! Just what I thought! A picture gives you the chance to see what it looked like before you took it apart. Oh, and about those extra parts that you were left with when you put it back together, you get the picture. (No pun here.) I have a pail full of these that I have accumulated over the years. They seem to come from nowhere. If you do not have access to a camera or a repair manual, make a simple diagram of the part locations. This will certainly help you in the end.

**It's that time once again when
we test your ability to read! Say what? Yes, it is
Nord Stern membership renewal time. Dues are due.
This is when you need to check your mailing label for the
expiration date of your subscription.**

Yr 2001 expires 12/01. Rates are:

\$20 - one year: expires 12/2002

\$55 - three year: expires 12/2004

\$90 - five year: expires 12/2006

**December issue of Nord Stern will include an envelope to
send dues to Susanne Dvorak, Membership Chair.**

**Questions?? Call her at 763 559-8098
or email: sdvorak@tela.com**

Just the Details: Detailing Upholstery

by David Bynon, San Diego Region, The Windblown Witness

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

Regular vacuuming and dusting of your car's interior is the best way to keep it looking good. Surface cleaning alone is not enough. Two to three times a year you need to detail the upholstery to keep it looking its best. This article addresses how to best detail fabric, vinyl and leather upholstery.

Detailing Fabric Upholstery Fabric is the most difficult upholstery to detail. Unlike vinyl and leather, fabric upholstery easily soils and stains. You should expect to spend 2-3 hours detailing a sedan with fabric upholstery, a little less time for a truck or two-seater.

There are two basic methods and product choices to clean fabric:

1. **Spray-On/Wipe Off Cleaner** (foaming or non-foaming): These cleaners penetrate and lift dirt and stains to the surface where you can wipe them away.

2. **Shampoo:** A sudsy soap solution that requires agitation with a brush or sponge and rinsing. For quick spot cleaning, I recommend the spray on/wipe off type of cleaner. These cleaners are strong, and get deep into the soil or stain to thoroughly clean. However, for a complete cleaning, I

prefer good old soap and water. Before using any product on your car's fabric upholstery, test for color fading (colorfast) by cleaning a small, inconspicuous area. Do not use the product if it adversely changes your fabric's color or texture.

If there is any "detailer's secret" to shampooing car upholstery it's in the rinsing. If you don't rinse, the dirt and soap remain in the upholstery. Rinse water must be removed with a vacuum. Use a shop wet-dry vacuum, a coin-op car wash vacuum, or a carpet wet-dry machine rented from your local grocery store. Make sure you have the vacuum before you get started. Follow these easy steps: 1. Spray spots and heavily soiled areas with a good spot remover. I recommend Eimman Fabrik Carpet & Upholstery Cleaner or Eagle One Zap. 2. Mix two ounces of car shampoo with warm water in a 3-gallon bucket. P21S Bodywork Shampoo, Pinnacle Bodywork Shampoo and Eimann Fabrik Power Wash+ all work well. 3. Use an upholstery scrub brush and a sponge in a circular motion to agitate the upholstery. Use the suds from the top of your bucket, and apply as little water as possible. 4. Wipe away the suds with a sponge or damp terrycloth towel. 5. Empty your bucket of soapy water; refill with warm water. 6. Rinse your upholstery with clean water by wiping with a damp

terrycloth towel. Rinse the soap from our towel often and wring it out. Use as little water as necessary to rinse thoroughly. 6. Vacuum the upholstery to extract the remaining rinse water. 7. Use a hair dryer to complete the drying process. Be careful not to scorch the fabric by holding the dryer too close. 8. Allow the fabric to dry overnight before using. Keep your windows open slightly to allow the moisture to escape.

To keep your fabric upholstery looking factory fresh for many years, consider using a fabric protectant. My favorite is 303 Fabric Guard. It blocks the sun's damaging rays and repels water, oil, grease and dirt. Use a fabric guard only on new or just-cleaned upholstery. Your upholstery must be dry. Simply spray it on (two light coats is better than one) and let it dry.

Detailing Vinyl Upholstery Vinyl is the most durable upholstery, but it is not the easiest to keep clean. Unlike cloth or leather, the surface of vinyl generates static, which attracts dust. As a result, vinyl can quickly become grimy. The good news is, vinyl is the easiest upholstery to clean.

Do not use regular household soap and water on your vinyl upholstery. Detergent will permanently remove the sheen from the vinyl. Choose a cleaner made specifically for vinyl. My favorites are Pinnacle Vinyl &

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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

1979 911SC Euro Club Race Car
PCA class G. This car has everything and needs nothing. It truly is turn-key, fast and highly competitive. Johnson Autosport motor with 6 hours on motor, and 0 hours on new valve train and bearings. New in last 18 months: Charlie Bars, Torsion Bars, Jongbloed wheels, limited slip, transmission rebuild, fire system, Paget race seat, Sparco passenger seat, Nascar roll cage. No expense spared. Well over \$50,000 in receipts. #1 in class at Mid-Ohio PCA May, 2001. Minerva Blue, 3 sets of wheels. Trailer available. \$35,000/OBO. Please call Dave Arundel 952-380-5929, 952-474-2559

Wheels

Set of four OEM wheels and snow tires for 911/996/Boxster. Two 255/40R 17 and two 205/50R 17 Dunlop Sport M2 tires on 8-1/2 and 7 inch "twist" rims 996.362.126.05 (rear number). These are brand new, never used, balanced and ready to go. \$1,500. Gordon Maltby 651-439-0204, gmaltby@minn.net

Wanted

928, auto, '95-97, under \$10,000. 1997 Boxster under \$25,000. A8 Audi under \$25,000 or V8 Quattro Audi, under \$5,000. All to be in good condition. Cayenne 4-door, auto, SUV, any color, under \$30,000.

Send picture, prices, color to Elmer and Vietta Langren, 9548 Oliver N. Mpls, MN 55444.

Wheels

4 original 1991 Porsche 911 aluminum wheels with 3 good BFGoodrich Comp T/As - 16 in. Will take best offer. Bruce 952 938-4804

Tires

4 racing sticky BFGoodrich Comp T/A R1 sizes: Two 225/40 ZR17 and Two 235/45 ZR17. Will take \$200 or best offer. Bruce 952 938-4804

Trailer

1998 H&H heavy duty open car trailer for sale. Electric brakes. RV-style light connector. Stake pockets. Special order 5 degree beaver tail to clear lowered cars. 4 D-rings for tie-down. Hideaway ramps. White spoke wheels. Low fenders clear open car door. Tows like a dream. excellent condition with low miles. \$1,400. Free storage possible. Chip Smith 952 942-6686 (h), 651 697-8802 (w).

1988 Carrera Coupe

1979 930

1968 BSA motorcycle

Too many toys. 88' Carrera serviced at Maplewood is White/Navy and excellent condition. Many new parts. Hi miles-leakdown test done at dealer w/excellent results. Asking \$18K. 79' Turbo is Petrol Blue/Tan and very quick. Rebuild at 69K now has 74K. Runs excellent. \$25K firm. 1968 BSA Spitfire Special (650cc) motorcycle. Restored. Runs and looks great. \$4,500 Firm. Glen Page 952 888.2768 or email: gjp8791@aol.com

1987 Porsche 924S Race Car

PCA or SCCA ITS(have logbook). New engine by AutoEdge, chip, full cage, Koni's, limited slip, quickshift, springs, urethane bushings, new red paint, 3 sets of wheels, Butler seat,

harness, passenger seat, lots of spares, radio harness, supertrap. Street licensed. Fast car - race or school ready. \$11,000 OBO. Call Mac 218-763-3352 or email: mac_mcgowan@hotmail.com.

1990 Carrera 2-Cup

Former Roland Asch (D)/Longines. #11 of 50. 5th in 1990 Cup; wins at Nurburgring, Diepolz and Hockenheim. Fast and reliable factory racecar. 1990 can run with several 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

2001 Wells Cargo Auto Wagon

Premium quality, 18ft., wide body, lightweight (tows with a small V-8), beavertail with aluminum extension, nose cone, recessed storage, heavy-duty swivel D-rings, 4,800 lb. payload capacity. Purchased new in May 2001 for \$7,300. As new. \$6,300. Brian Berninger, Madison, WI. (608)-238-1135

968 Wheels

tire/rim 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

Just the Details

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Leather Cleaner and Eimman Fabric Spot Remover. Another excellent choice is XENIT.

Follow these easy steps for the perfect vinyl interior: 1. Spray vinyl with your favorite cleaner. 2. Work the cleaning solution into seams, edges and seat backs using an upholstery scrub brush. If necessary, use an old toothbrush to get into the small crevices. 3. Rinse the vinyl thoroughly with a bucket of clean water and a terrycloth towel. 4. Dry the upholstery with a clean, dry terrycloth towel. 5. Apply your favorite vinyl dressing to restore the sheen.

A quick word about vinyl dressings: they're not all the same. Choose a dressing that gives you the look you want (flat to shiny). Pinnacle and 303 create a matte to satin finish. Zymol is satin to shiny. Lexol Vinylex is shiny. Another thing to consider is protection from the sun. Pinnacle, 303 and Lexol Vinylex all offer good ultraviolet light protection.

Detailing Leather Upholstery
There are two cleaning related factors that can cause your leather to prematurely wear. The first is dirt and the second is oil from your skin. The oil from your skin is actually the most damaging to your leather. This is particularly true if you wear shorts or a tank top, and have recently applied lotion or a sunscreen to your skin.

Take this into consideration when determining your cleaning schedule.

Unlike fabric or vinyl upholstery, leather should be cleaned one section at a time. This means, when you have applied your cleaner or conditioner to one area, fully wipe down that area then proceed to the next, and so on. Work on an area no larger than 2-3 square feet at a time.

There are many different leather cleaners available. Based on my testing, I only recommend two products: Pinnacle Leather & Vinyl Cleaner and Lexol Leather Cleaner. They both work equally well, but the Pinnacle smells much better and does not leave as much residue to wipe off as the Lexol.

If you have a dark colored leather interior, I recommend cleaning twice a year. Light colored leather will need cleaning more often, even as much as every three months, depending on how easily the dirt is revealed. In between cleaning your leather (every other time you wash your car), use a clean damp towel to wipe down the surface. This removes the dust and light dirt so it won't have a chance to work into your leather.

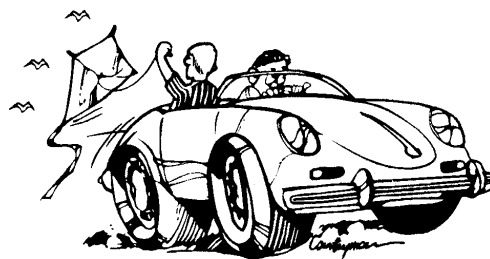
Follow these steps to clean your leather: 1. Apply the leather cleaner of your choice one section at a time and work the solution into a nice lather with a sponge. If your leather is heavily soiled, use an upholstery (interior detailing) brush. 2. When fin-

ished scrubbing, be sure to remove all soap from the surface with a damp towel. 3. Rinse and wipe several times, then dry the leather with a fresh, dry terrycloth towel.

By the way, water will not hurt your leather. Most leather is actually made (tanned) in water.

After the your car's leather has dried, apply the leather conditioner of your choice. Choose a leather protectant that gives you the look you want (flat to shiny). Pinnacle and Connolly Hide Food create a satin finish. Lexol is shiny.

Just like cleaning, apply leather conditioner one section at a time using a foam wax applicator. Work the conditioner in thoroughly. Allow the conditioner to sit (soak in) for a minute or two, then buff off the excess with a dry terry cloth towel. It's important to buff off the excess. If you allow the excess to stay, your seats will be slippery. After a few minutes of soak time, your leather has taken in all the moisture it can. The remainder will simply evaporate, leaving that nasty film on the inside of your windows.



Tech Stop

By John Mingst, Metro New York Region

Now and then I get calls from members who are working on their cars, sometimes for the first time. Then they get to a point where they cannot remember how to put things back together. One of the most asked for questions is the procedures in doing an oil change on earlier 911's is to not only drain the oil but to remove the plate and screen assembly to clean out as well. Herein lies the problem. The sump plate has an offset drain bolt will be partially blocked. (I am sure I do not need to explain what happens next). Looking from the rear of the car the bolt is on the left side pointing directly towards the left tire. This is a simple process but often overlooked during reassembly. Now, for my fool-proof solution.

I have mentioned this to members many a time. The best thing you can do, before you take it apart, is to take a picture of the assembly with a digital camera, if you have the means. I often do this when working on my car. How many of you have disassembled drum brakes on a car only later to guess where the springs should go. Ah ha! Just what I thought! A picture gives you the chance to see what it looked like before you took it apart. Oh, and about those extra parts that you were left with when you put it back together. You get the picture. (No pun here.) I have a pail full of these

that I have accumulated over the years. They seem to come from nowhere. If you do not have access to a camera or a repair manual, make a simple diagram of the part locations. This will certainly help you in the end.

Tip of the Month

By Matt Zakarian, Metro New York Region

To remove a dried bird dropping from paint, first cover with a water soaked sponge to make it soft. Then hose it off.

