



NOVEMBER '01 INHALTSVERZEICHNIS

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

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Front Cover -Truly a picture worthy of Pano! This photo by Ron Faust features his bright yellow 2001 Boxster S and his 1964 356C.

Back Cover -Taking the adage 'light is faster' a bit too seriously?!" photo courtesy the Internet.

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**HOW TO JOIN
NORD STERN & PCA**

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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**

Addresses available upon request for chairperson/s or Board members.

Call Christie Boeder 952 593-5544.

While life ever so slowly gets back to 'normal' after all the worldwide life changing events of the past weeks—which undoubtedly means different things to different people, the business of getting this newsletter out every month never ceases! Lots of stuff in here - there is a pictorial display from our big Club Race weekend this past August up at the Colonel's Brainerd International Raceway. It was a beautiful weekend, with lots of activities, driving, racing, socializing that included a live and silent auction to benefit our designated charitable organization. This year again it was Courage Center. Check out the various pictures and accompanying captions to get a bit of a feel for what was a wonderful weekend. The Boeders had a very good time, both on and off the track. We managed to have the winning bids on several items - even son Geoffrey came home with something (and Mom made him pay for it out of his own money!). All for a great organization that provides a multitude

of services and support for many physically challenged individuals.

Also, all the year end information on our Driver Education series is included here. You can check to see what events you participated in, perhaps scored some points in and those who managed to attend enough events, score enough points and thereby earn a trophy for their year of track fun. The DE awards will be part of the evenings festivities planned for the night of Saturday, November 17th. Check page 7 of this issue for your registration form. Not only is this awards night, but is the annual meeting of our club at which time the officers for 2002 will step forward to begin their journey! Always a fun night, be sure to plan on attending.

Also, next month I plan on featuring our annual North Shore Fall Color Tour both with pictures and words. Watch for that, as well as more pictures from this past summer's parade. Am hoping to also have more definitive reporting of the number of Nord

Sterners who participated in various events and how they did. Unfortunately official results from the various events have not been posted or available. Perhaps in the upcoming *Pano*? We shall see!

Finally just wanted to mention that if any of you out there are closet photographers, I can always use more car shots for covers. Do you have a favorite picture of your car? Don't hesitate to share it with the rest of us! Digitals don't work as well for cover shots and since so many of the recent submissions are digital, I am always on the hunt for 35mm prints. My ever faithful **Ron Faust** in Rochester has been my saving grace of late. And while I have some wonderful shots from him waiting their turn, I can always use others. And you don't have to be a professional photographer (right, Ron?!) at all, we all love seeing each other's cars. Thanks!

Til Next Month
—Christie

Nord Stern Newsletter - Advertising Rates

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

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Complete Garage	5
Cyrogenics Diversified	13
FlatSix	27
Johnson Autosport	IBC
Leighton's Garage, Inc.	29
Maplewood Imports	11
Mortgage Marketing Associates	12
Nurburgring, Inc.	14
Pinnacle Signs	15
Royal Tire	33
Sears Imported Autos	14
Speedi-Bleed	14
TJR Collision Center	26

Welcome New Members

(and returning members!)
We hope to see you
at upcoming events!



Eric Bloomquist
1999 Ocean Blue Boxster
Minnetonka, MN

David Fierek
1970 Black 914-6
Moundview, MN

Marcus Brown
1996 Silver 993 C4S
Eden Prairie, MN

Joel and Susan Fredrickson
1971 Blood Orange 911 T Targa
Rochester, MN

Todd Jennings
1991 911 T
Minneapolis, MN

Sarah DeLong and Tim Fahey
1987 Black 930
Richfield, MN

Jeff and Amy Hagen
2001 Black Boxster S
Chanhassen

David Schall
1983 Red 911 SC
Woodbury, MN

Letters to the Editor . . .



Just a quick note to thank those people who helped to make the Last Fling event at Brainerd such a success. **Scott Anderst** and **Don Miller** were everywhere checking on the myriad of safety issues. **John Velure**, who did his usual excellent job of preparing registration and run groups and attended even though he is between Porsches. **Lon Tusler**, who stepped up to be my co-event-master and also attended while his Porsche is being repaired. **Dave Anderson** who was the expert corner cone meister. **Ed Hazelwood** who provided the social libation. **Roy**

Henneberger and **Ed Vasquez**, who assisted in registration. **Ed Tripet** and **Andy Schmidt** who stayed until the end to complete the timing and scoring.

And finally, to **Joe Rothman** and **Susan Lee** who did an outstanding job of putting together a school that, from what I heard, was well appreciated by both students and instructors.

If you helped and I missed you, my apologies. As you can tell, it takes a large number of volunteers to make one of these events run as smoothly as they appear to.

I wish I could have controlled the weather but only part of Saturday was

filled with liquid sunshine and the run groups continued through it.

—*Jon Beatty*

And a big “THANK YOU” to **Jon Beatty** for being our event-master!

—*Ron Lewis*

Hi guys, the first snowflakes of the season swirled down around me today. A definite sign that I had better attend to getting my Porsche ready for its annual rite of hibernation and into storage.

Fortunately for me, as #66 ages, the list of must do's is growing smaller.

Well, this is the home stretch for yours truly. **Mark Skweres**; my capable Vice President is busy planning to make next year a success. The more involved you get in the club, the more you realize how much foresight and planning is needed to make all the events that you participate in run so seamlessly. Shortly, we'll be nailing down next years dates at CBIR and Road America, as well as determining the right weekend for our 10th annual Club Race. The national Club race schedule gets larger every year, and CBIR's unique proximity to almost nowhere except the Twin Cities always adds to the challenge of drawing club racers.

The official Nord Stern ballot for next years' club officers was in the October issue. If you haven't done so yet, please take a moment to review the choices and vote. And mail them in by just adding a stamp and dropping them into the mailbox!

The annual Awards Banquet is scheduled for Saturday, November 17th. The invitation and information about this wonderful get together can also be found within this issue. I always look forward to the evenings' festivities. We'll recognize the enthu-

siasts in our club that get involved. It's not really about who beat who . . . it's really a testament to who participated, who showed up. In addition to awarding our members for their skills at auto crossing, the concours, and rallying, we'll also spotlight some members and families that embody the spirit of what belonging to Nord Stern is really all about, helping others, being involved, and embracing enthusiasm. Additionally, **Teresa Vickery** has graciously accepted my invitation to recognize (maybe a better suited word is roast) some additional club members that have achieved greatness in their own special way. You do not want to miss this evening; it's going to be a lot of fun. *(editor's note: Oooh, if Teresa is involved, this means the*

evening will be really fun! I just love those little reminiscences from the year just past as no deed is sacred!)

Nord Stern is a dynamic organization. The one certainty is that there will be change. As I become an ex officio of the club, I would like to make one last pitch to you. We need your help. We need your participation next year. Your involvement will help shape the future of our club.

I am looking forward to writing next month's column with mixed emotions. It's been my one surefire way to reach all of you, and I'll truly miss that.

Til next month,
Jim

November

2001

- 9 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-8098
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 763 559-8098
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

June 2002

2002

- 8 **German CarFest!** Once again, the German Carfest 2002 will be held next year on
Saturday, June 8, 2002 at Schaar's Bluff Pica Area in Spring Lake Park Reserve
located in Hastings, MN. Runs from 9 am to 3 pm. Watch in *Nord Stern* for more info.

A Perfect Pair . . .

Discriminating club members know that the Nord Stern logo dome leather key fob is an absolute must. The handsome teardrop-shaped key fob features the 4-color Nord Stern logo protected by a clear acrylic dome. And for a limited time, when you purchase the key fob, you will receive the 3" embroidered Nord Stern patch for just an addition \$2.50. That's 40% discount off the regular price of the patch!

The leather key fob and embroidered patch are the perfect pair for gift giving, so order your official Nord Stern key fob and patch today!

Send check or money order for \$12.50 (includes s/h) payable to Nord Stern,

Jill Daneu
12706 Florida Lane
Apple Valley, MN 55124



Only \$8.50



Only \$2.50

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
Sautéed 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: Ray Bentdahl

Residence city: Edina, MN

Member of PCA: 1980

Current Porsches and when acquired:

Ray Bentdahl has been a Minnesota banker much of his life. He grew up in rural Minnesota and had his first bank job in 1963 at Rushford State Bank in Rushford, MN. In 1967 at the age of 30, Ray bought his first bank, a very small one, located in a town of 800 people just west of LaCrosse, and became president and chairman. During the next 27 years, he owned, managed,



Ray Bentdahl's 1947 Hurricane Doodle Bug.
Photo courtesy of Ray Bentdahl.

and sold seven additional rural banks in Minnesota. In Ray's garage is a brass sign from Commercial State Bank in Hokah, MN. This was the bank that started it all.

In 1978 Ray bought Americana Bank in Edina, now known as Excel Bank. Ray is Chairman, and his family owns the bank and its three locations which provide business banking services to entrepreneurs in the Twin Cities. Ray's son, Craig, is president of the bank, and his daughter, Ann, is an executive officer. Ray and his wife, Shirley, have lived in Edina since 1978.

The red, two-wheel Hurricane "Doodle Bug" that's parked in Ray Bentdahl's garage is identical to the one he owned as a 13-year-old. He purchased it for \$20 then, and when he got his driver's license two years later, sold it for \$20. He was able to purchase the one in the garage a few years ago, with a substantially increased price tag of \$3,000. Its market value has doubled since then, but Ray's reminiscence value has probably quadrupled by having the Doodle Bug in the garage. He says it was "the beginning."

After the Doodle Bug, Ray's sports car and "wheels" passion began with a 1955 MGTF 1500, later a 1972 white cabriolet XKE V12, then with motorcycles



1977 911 Targa.
Photo courtesy of Ray Bentdahl.

in the mid-70s, and in 1978 with the first of seven Porsches. He believes there's an interest crossover, in that a lot of people who love Porsche cars also love motorcycles. He's been as involved in motorcycles as he has been in sports cars.

Ray says that when he was growing up, ". . .there was such disdain for people who rode Harley Davidson motorcycles, there was no way that I would do it. I have a cousin who had one and in high school,

I tried to not acknowledge the fact that he was my cousin because he had a Harley. But later, before moving to Minneapolis, we lived in the LaCrosse area. A college professor was my next-door neighbor, and he and I pondered for about two or three years if we could keep our jobs if we got motorcycles. I was a bank president and he was a college professor, and we decided we'd both take a chance. We've both had motorcycles ever since."

Ray has taken a lot of trips and rallies on his motorcycles through the years, and one of the most memorable ones was the USA 4 Corners Ride. The trip had to be done in 21 days or less, and Ray did it in 17 days, covering 10,170 miles. That meant traveling about 600 miles per day, starting in St. Paul, on to the northern tip of Maine, down to Key West, FL, across to San Diego, CA, up the coast to Blaine, WA, and finally, back to Minneapolis.

Another noteworthy event was the Minnesota 1000—a 24-hour endurance ride and rally within the state. In 1996 through 1999 Ray covered 5,000 miles in four of the rallies. The Minnesota 1000 Rally Committee set up an award that's given to others who accomplish the same. It's called the "Ray Bentsdahl 5,000 Mile Award."

In 1978 Ray bought his first Porsche, a 1977 silver 911 Targa. He kept it two years, and then in 1980, it appears he was really stung by the Porsche passion. Here's his account of the event that led to his purchase of a new silver 928:



The 1980 silver Porsche 928 that beat out a DeLorean!
Photo courtesy of Ray Bentsdahl.

"There was a lot of hoop-de-la because John DeLorean was coming out with his wonderful creation, and it was being officially introduced to Minneapolis at Carousel . . . I had been waiting for this; I was going to get one. So I went out to Carousel, and here it was, . . . in the showroom, and off to the side was this car (a Porsche 928). I spent very little time on the DeLorean, and got the 928 which I had for 9 years. And that's the car that I joined Nord Stern with, in about 1980 . . . Bye, bye, DeLorean, hello 928!"

Ray continues, revealing more about his Porsche Personality to us: *"That 928 still lives in Scottsdale, Arizona and belongs to a guy who's nearly 80 years old. I go to visit the car about once a year, and he has promised me that when he no longer needs it, he will sell it back to me. He's driven it 5,000 miles since he acquired it in 1989. It has about 50,000 miles total on it now. So it may come back some day."*

Several years ago, Ray acquired an F 355 Ferrari Spyder, because he really wanted to have the "Ferrari experience." It was a very low mileage car owned by

When you think of a bank president driving into the parking lot on Monday morning, in business suit and tie, ready to begin a new week of providing professional financial services to the community, what's your first mental image of his vehicle? A Cadillac? Lexus? Lincoln Continental? Or maybe a Tahoe?

Well, in this case, if we're placing this event sometime about 1975, and the bank president is Ray Bentsdahl, his vehicle might very well have been a Jaguar XKE or a Harley Davidson motorcycle. If we're placing the event this week, with the bank chairman being Ray Bentsdahl, the vehicle might be a black Boxster S, a red Twin Turbo Porsche, or a BMW or Harley motorcycle. Another vehicle Ray could drive, but probably wouldn't, is a red 1947 2-wheel, 1 3/4 hp Doodle Bug, capable of a whopping 17 miles per hour!

Read on to find out which of all these vehicles Ray describes as being the "greatest" one in his life!

Personality

... continued from page 9

a man in California. When asked to describe the Ferrari experience, Ray says, *"It's exhilarating, it's exciting; it's a sound like none other in the world. It's also a little scary when you approach a garage with a water pump that's not working!"*

From 1989 until 1996 there was a stretch in Ray's car life that he didn't have a Porsche. He resolved that with a 1996 red C4S coupe, and then with a red Boxster the next year. In the interim he had enjoyed a 1991 Acura NSX and a Panoz Roadster. The Roadster was one of only about 250 limited production cars produced by Panoz each year, basically a Ford Mustang Cobra underneath.

In the next several years a triple-black Boxster S replaced the red Boxster, and a silver Carrera 2 coupe replaced the red C4S. But then the Carrera 2 was replaced, and we'll let Ray tell the story:



1997 Panoz Roadster.
Photo courtesy of Ray Bentdahl.

"... And then this brings us up to the latest and the greatest car of my life, a 2001 twin turbo with the Tiptronic, which is 'courtesy of Consultant Roger Johnson,' who talked me into it. He had written an article in the Nord Stern extolling the virtues of the Tiptronic shortly before, and I called him and talked to him about it. I originally had ordered the car with a stick shift and then I

changed it to the Tiptronic, and I'm happy that I did."

"Now the only negative thing about it," Ray continues, "was that when Kim Crumb learned of the upcoming delivery of the Twin Turbo, he invited me to be his partner in One Lap of America, the huge event that goes to all the race tracks and includes a 4,000 to 5,000 mile trip. He was very enthusiastically contemplating our doing this together, until he found out I changed the order to a Tiptronic, at which time he concluded it was a 'deal breaker.' ... I've had this car on the Brainerd track and Phoenix International Raceway, and I have 13,000 miles on the car. I waited for 34 months after I ordered it until it arrived. It was the first 2001 Turbo in Minnesota, and while waiting for it to arrive I had to get a look at one (I ordered it before they were in manufacture.), So I went to Frankfurt, Germany, to the International Car Show, with George Andewig, and we got our



1995 F 355 Ferrari Spyder.
Photo courtesy of Ray Bentdahl.

Continued on page 12

Personality

*... continued from page 11
first look at the new Turbo at the
worldwide introduction of the car."*

Ray summarizes his feelings about his Turbo this way, answering whether the Ferrari or the Turbo was more fun to drive: *"The Twin Turbo. It just is a far more versatile car; the handling I think is superior; I just think it's a marvelous, wonderful fun car to drive. It's everything."*

Don't you think Ray is a great example of Porsche Personality, as well as sports car personality and wheels personality? You should see his garage! It's a museum of memories of his life, with marque signs, awards, autographs, and pictures of cars, mo-



2000 "triple black" Boxster. Photo courtesy of Ray Bentdahl.

torcycles, airplanes, people, and cockpit instrument panels. It's beautifully

painted and meticulously spotless. And of course there are the vehicles

PORSCHE PERSONALITY



Left: The “latest and greatest car” of Ray’s life, a 2001 Twin Turbo. Photo courtesy of Ray Bentsahl.

Below: George Andewig (left) and Ray Bentsahl (right) at the 1999 International Car show in Frankfurt, Germany. Photo courtesy of Ray Bentsahl.

themselves—a BMW motorcycle, two Harleys, the black Boxster, and the gorgeous red Twin Turbo. Over in the corner, with a very visible, protected, and special place of honor is the red Doodle Bug. It was the beginning . . . the Twin Turbo is now . . . and there will probably be much more to add to Ray’s car memories in the future!



New PCA web site!

by Chris Huck

I'm happy to let you all know that the www.pca.org website continues to grow and be improved. We have October updates and a new addition for you to check out.

The Tech section is now active at <http://www.pca.org/tech/index.html>. PCA members can ask tech questions through the site. The online form routes your question directly to the tech committee member and you will be notified via e mail of their response. The response will also be posted on the site for other members to reference.

The Photos of the Month have been quite popular and we now have a third selection of Porsche pics from around the Regions that you can see at <http://www.pca.org/news/index.html>. Don't forget to check the Calendar link on the same page, as Regions have been actively adding their own list of coming events.

We continue with our second Panorama Photo Gallery at <http://www.pca.org/panorama/index.html> featuring a selection of photos from the Milwaukee Porsche Parade KidsCross. On that same page you'll

find a link to the Mart that will absolutely amaze you—161 cars for sale, 89 parts ads, 24 race cars, 3 trailers and 15 “miscellaneous” ads too!

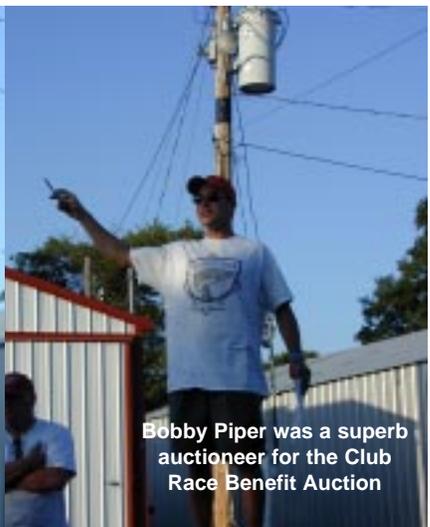
If you like what you see, or have other input or suggestions, please let us know on the Forum. I also hope you'll please forward this on to everyone you know in the Porsche Community!



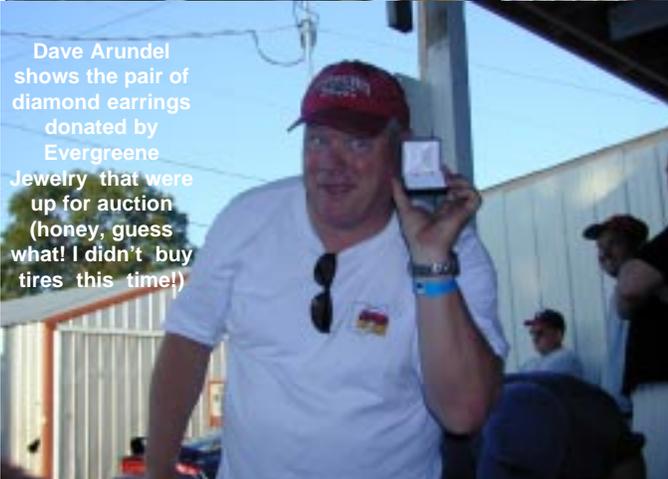
President Jim Holton exhorting the crowds during the Club Race Live Auction



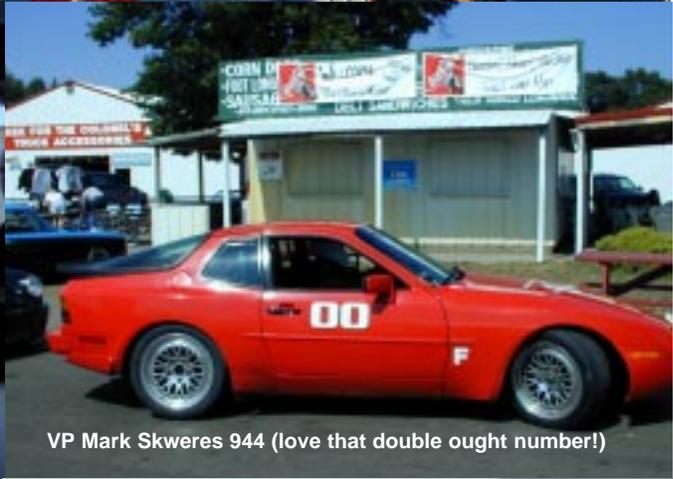
Club Race Chair Roger Johnson modeling the Target pitcrew race suit auctioned off to benefit Courage Center



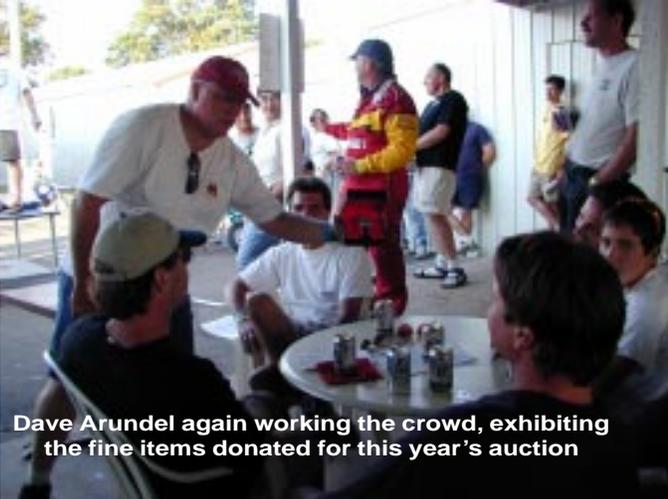
Bobby Piper was a superb auctioneer for the Club Race Benefit Auction



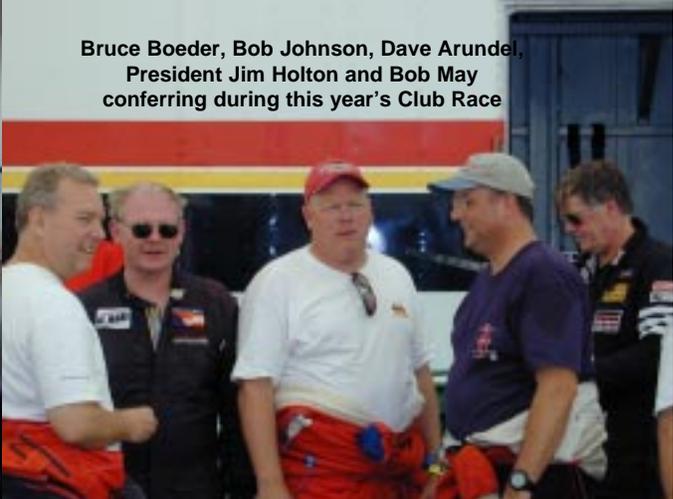
Dave Arundel shows the pair of diamond earrings donated by Evergreene Jewelry that were up for auction (honey, guess what! I didn't buy tires this time!)



VP Mark Skweres 944 (love that double ought number!)



Dave Arundel again working the crowd, exhibiting the fine items donated for this year's auction



Bruce Boeder, Bob Johnson, Dave Arundel, President Jim Holton and Bob May conferring during this year's Club Race



Gee, Mom, maybe this is a little Too Big!



Time to ante up and pay for all those silent auction items I bid on!



Tom McGlynn has quite the fan club!



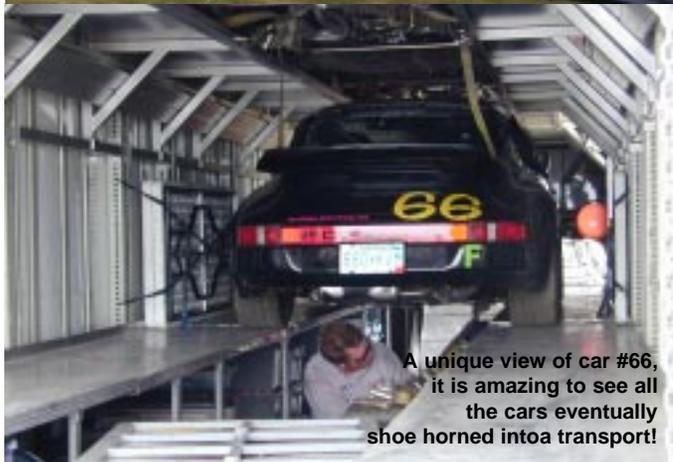
Lining up for one of the club race sessions: #13 is Chip Smith, #66 is President Jim Holton, #3 is Bruce Boeder



On track heading down the front straight is Jim Holton (#66) being hotly pursued by Clint Sawinski with Mark Hufnagel (#744) ever so close, too!



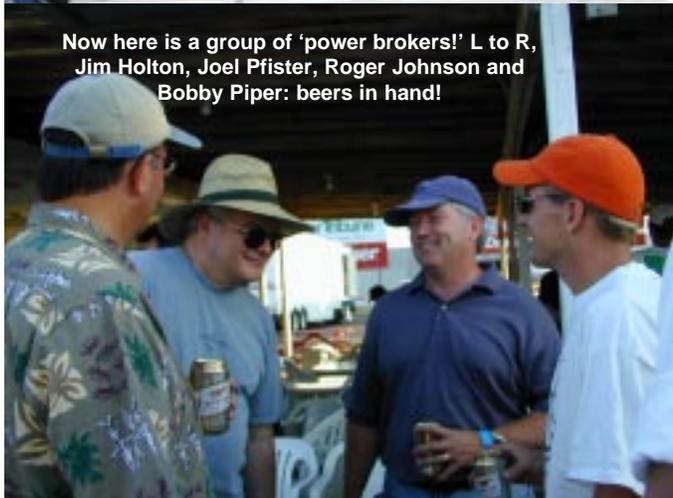
Tom McGlynn (#99) leads the pack exiting Turn 10 during!



A unique view of car #66, it is amazing to see all the cars eventually shoe horned into a transport!



A littlest racer wanna be!



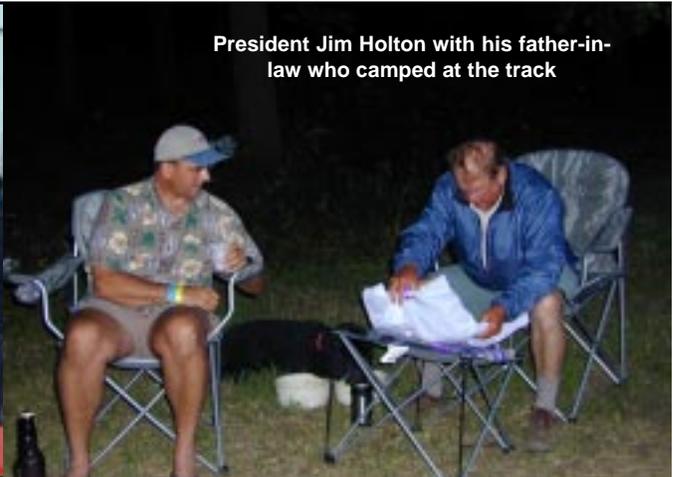
Now here is a group of 'power brokers!' L to R, Jim Holton, Joel Pfister, Roger Johnson and Bobby Piper: beers in hand!



The Kelly Moss 996 GT1 race car - gorgeous in its red, white and blue colors



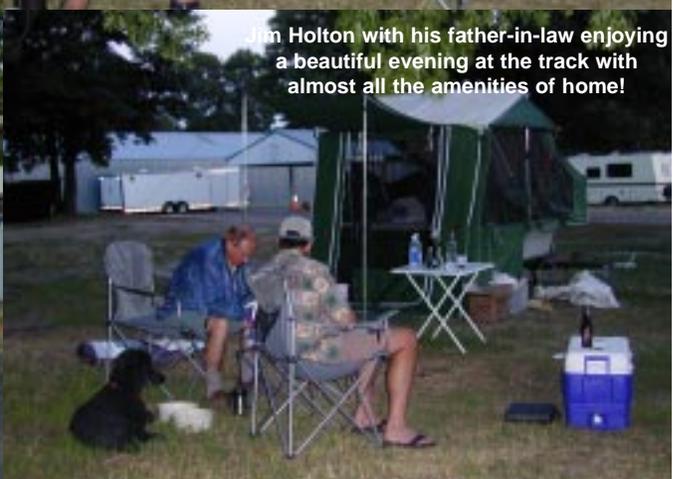
R, Rick Polk hands the 'keys to the car' to Bill Berard who excited to be the high bidder for lapping for Courage Center! Now, how much per lap was that bid, Bill?!



President Jim Holton with his father-in-law who camped at the track



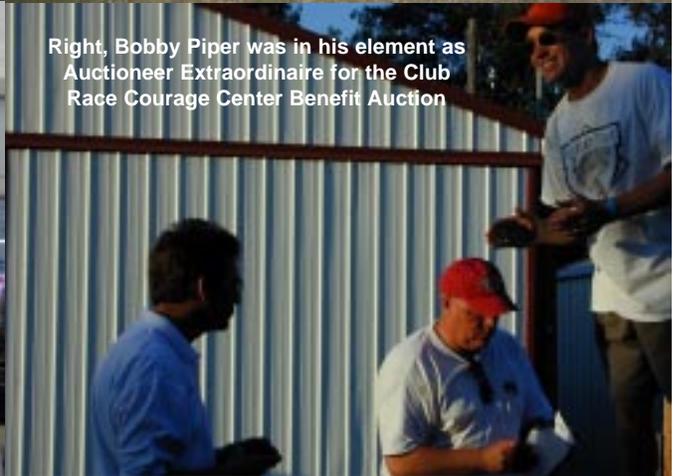
Forever to be known as the 'Weiselmobile', Christie Boeder enjoys trying out their newest 'project'!



Jim Holton with his father-in-law enjoying a beautiful evening at the track with almost all the amenities of home!



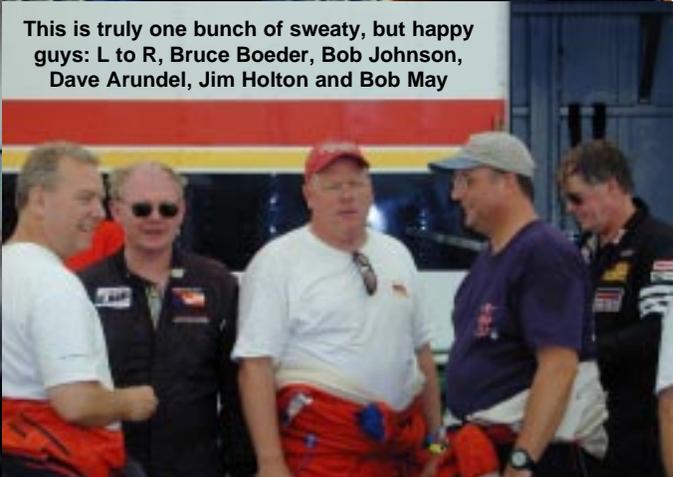
L to R, Bill May, Teresa Vickery and Joel Pfister confer 'under the big top' of Johnson Autosport



Right, Bobby Piper was in his element as Auctioneer Extraordinaire for the Club Race Courage Center Benefit Auction



Helping the bidding on the Boxster Watch donated by Maplewood Imports is Dave Arundel - okay guys, open those wallets!



This is truly one bunch of sweaty, but happy guys: L to R, Bruce Boeder, Bob Johnson, Dave Arundel, Jim Holton and Bob May



Scott Kuhne slaving away!



Spectating in the infield is very popular with man and beast alike!



Not all the action was to be found on the track, this group was having a lot of fun



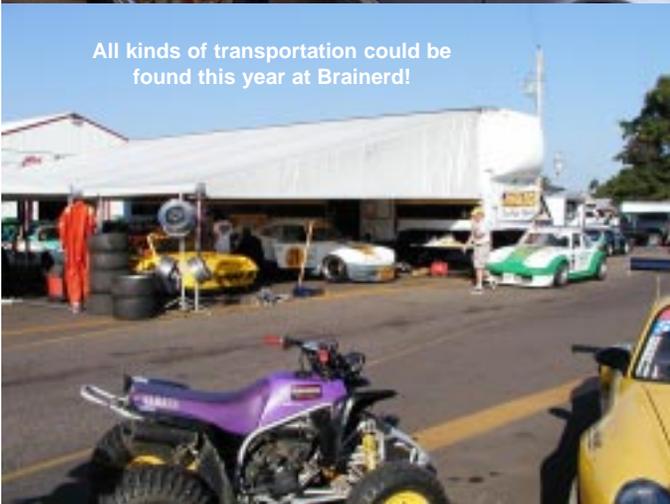
Hanging out with Fred Jacobberger (Car #438) where there was some shade!



Mike Courtney working away on his F car, always something to be done!



To be found at the Kelly Moss transport: truly the ultimate in relaxation - race seats!



All kinds of transportation could be found this year at Brainerd!



Racing through turn 9 at this year's CBIR Club Race!

DRIVER EDUCATION

Time Trial Results at Last Fling at CBIR, September 23, 2001

1	2M	25	Joe Rothman	NS	86 944	1:58:590***	1:59:027	1:58:590
2	2M	214	Tom Volkman	NS	87 924S	2:09:488***	2:09:488	2:10:057
1	3M	138	Roy Henneberger	NS	89 944	2:08:932***	2:08:932	
1	4M	77	Steve Michals	NS	92 968	1:57:291***	1:58:076	1:57:291
2	4M	38	Cliff Anderson	NS	90 944 S2	1:59:361***	2:00:252	1:59:361
3	4M	60	Brent Winter-Holm	NS	86 944 T	1:59:818***	2:00:252	1:59:818
4	4M	110	Brian Hanson	N	94 968	2:01:280***	2:01:332	2:01:280
1	5M	143	Bob Houston	NS	89 944 TS	1:54:562***	1:54:562	1:54:601
2	5M	39	Mike Selner	NS	89 944 T	1:57:026***	1:57:895	1:57:026
1	8M	52	Paul Olson	NS	80 911SC	1:58:200***	1:58:200	1:58:723
2	8M	150	Glen Lysaker	NS	78 911SC	1:59:040***	1:59:363	1:59:040
3	8M	277	Harvey Robideau	NS	83 911SC	2:01:503***	2:01:844	2:01:503
1	9M	193	Jeffrey Lawrence	NS	84 911	2:02:205***	2:04:175	2:02:205
2	9M	302	Bret Bailey	NS	86 911	2:04:648***	2:04:648	2:16:917
3	9M	911	Ed Vazquez	NS	85 911	2:15:512***	2:17:448	2:15:512
1	9W	802	Becky Bailey	NS	86 911	2:12:542***	2:13:224	2:12:542
1	10M	90	Ronald Lewis	NS	97 993	1:52:872***	1:53:680	1:52:872
1	10W	401	Suruchi Kelly	NS	00 996 C4	2:02:789***	2:02:789	2:04:091
1	11M	272	Jim Breakey	NS	99 996C2	1:57:048***	1:57:048	1:57:218
2	11M	400	Patrick Kelly	NS	00 996 C4	2:05:345***	2:06:854	2:05:345
1	P4	46	Bob Viau	NS	89 944 S2	1:54:015***	1:54:675	1:54:015
2	P4	330	Bill Berard	NS	81 911SC	1:54:607***	2:05:555	1:54:607
3	P4	146	David Anderson	NS	89 944 S2	2:01:807***	2:03:182	2:01:807
1	P5	271	Ed Hazelwood	NS	87 944	2:01:914***	2:02:933	2:01:914
Fastest Time of the Day:								
1	10M	90	Ronald Lewis	NS	97 993	1:52:872***	1:53:680	1:52:872

Last Fling at the Colonel's BIR

by Jon Beatty

As is typical with our last track event of the year, a class precedes the two-day driver's education event. This year was no exception as 38 eager students, 26 first timers, all converged on the track Friday morning. It was cool and cloudy but remained dry the entire day. Ideal driving weather if you want to see how responsive your car is and especially, if you have a turbo (note some serious turbo envy here). Also ideal for the students and instructors as the cars did not become ovens and the stresses of speed with heat did not sap all of your energy. Thanks to the planning of Joe Rothman and Susan Lee, I think the students as well as the instructors all had ample track time to test their latest lesson or just to blow off a bit of steam.

Saturday started on the wet side and stayed that way for the entire morning and into the afternoon. While brave souls practiced their wet driving line or tested their latest rain tires, most of the participants were congregated in one of the buildings and socializing was the activity of choice.

Of course you did have a couple of the stranger members who insisted on washing their car in the rain, but I will leave them nameless here (maybe a little birdie will pass this on as fodder for the next roast—Hey, Teresa, check your e-mail). Late in the afternoon on Saturday the rain subsided and the track began to dry. By everyone's last run session the track was dry and grip for the tires had been restored. Looking back on the day, with the exception of a few educational spins, no incidents occurred.

Sunday was a beautiful day, albeit somewhat on the cool side. With highs in the low 50's, jackets and sweatshirts were the common dress. For those seasoned track junkies, it is the kind of weather that makes for record setting laps. Due to some residual moisture on the straight, we did have an incident that brought us all back together for an impromptu driver's meeting. With a renewed

awareness of the slippery track, we resumed our run groups. After a short time the track was again bone dry and the normal line could be driven. We ran the remaining sessions and I believe everyone was satisfied that the season's finale was well worth attending. Late in the afternoon we started the time trials. With the experience and precision of the timing and scoring people, this was completed without any trouble and, as one would have predicted, there were three new class lap records set!

Personally, I'd like to thank all of the people that helped make this event a success. There were many members who stepped up and did a task or two that made the event run so well. My thanks also go to our corner workers, whose professionalism not only gives me comfort when I'm on the track, it assists in the seamless operation of the event. I'm already thinking about Spring Fling and all the things I'd like to get done before it gets here. It has been a great driving year!

DRIVER EDUCATION YEAR END

Nord Stern Autocross Series—Final Standings

Drivers w/ most events	Class	Car #	Driver	Car	First Fling	Fast Fling	St. Cloud 6/17	St. Cloud 6/24	Blackhawk Farms	Last Fling	Raw Total - only best 4 count	Events	Trophy
	1M	30	Vaughn Johnson	75 914	20						20		
	1M	43	John Rebane	74 914	16						16		
	2M	214	Tom Volkman	87 924S	20	16	20			16	72	72	1st
	2M	189	John Meier	85.5 944			16	20			36		
	2M	25	Joe Rothman	86 944						20	20		
	2M	67	Charles Porter	83 944		20					20		
	2W	149	Linda Olson	88 924S		20					20		
	3M	138	Roy Henneberger	89 944	20	20		20		20	80	80	1st
	4M	194	John Konicek	87 928S4	20	16	20	20			76	76	1st
	4M	279	Chuck Ready	93 968	9		13	13	20		55	55	
	4M	60	Brent Winter-Holm	86 944 T	11	13				13	37		
	4M	325	Louis Zachary	86 944 T	16	20					36		
	4M	00	Mark Skweres	89 944S2	13		16				29		
	4M	77	Steve Michals	92 968						20	20		
	4M	15	Mark Kittock	86 944 T					16		16		
	4M	38	Cliff Anderson	90 944 S2						16	16		
	4M	223	Jim Bahner	87 944 T				16			16		
	4M	110	Brian Hanson	94 968				1		11	12		
	4M	267	Jeff Johnson	90 944S2				11			11		
	4M	283	Steve Gamble	87 944 T	8						8		
6	5M	104	David Anderson	89 944 TS	16	13	16	16	20		81	68	1st
	5M	59	Kim Crumb	89 928GT		20	20	13			53	53	
	5M	39	Mike Selner	89 944 T	13	16				16	45		
	5M	143	Bob Houston	89 944 TS	20					20	40		
	5M	26	Scott Mayer	89 944 TS				20			20		
	5W	159	BettyAnn Crumb	89 928GTS		20	20	20			60	60	1st
	7M	158	Peter George	70 911S			20	20			40		
	7M	291	Jonathan Wen	77 911S			16				16		
	8M	150	Glenn Lysaker	78 911SC	11	20		16		16	63	63	1st
	8M	254	Mark Searls	80 911SCEuro	20	16		20			56	56	
	8M	277	Harvey Robideau	83 911SC	13	13		13		13	52	52	
	8M	52	Paul Olson	80 911SC						20	20		
	8M	324	Scott Weaver	81 911SC			20				20		
	8M	13	Chip Smith	79 911SC	16						16		
	8M	47	Ron Faust	80 911SC		11					11		
	8M	333	Darryl Sjoberg	83 911SC		9					9		

DRIVER EDUCATION YEAR END

Drivers w/ most events				First Fling	Fast Fling	St. Cloud 6/17	St. Cloud 6/24	Blackhawk Farms	Last Fling	Raw Total - only best 4 count	Events	Trophy	
	8W	166	Eleanor Renwick	81 911SC	20	20			20		60	60	1st
5	9M	193	Jeffrey Lawrence	84 911	16	13	16		20	81	68	1st	
5	9M	302	Bret Bailey	86 911	13	11	13		16	66	55		
	9M	779	Dean Podevels	99 Boxster	20	20	16			56	56	2nd	
5	9M	911	Ed Vazquez	85 911	11	9	11		13	55	46		
	9M	131	Mike Courtney	85 911	20	20				40			
	9M	296	Alan Hamilton	84 911	DNF	16		20		36	36		
	9M	247	Richard Schultz	87 911 Cab			9			9			
	9M	307	Don Delaria	87 911 Cab	9					9			
	9M	324	Jerome Weaver	87 911SC			9			9			
	9W	802	Becky Bailey	86 911					20	20			
5	10M	90	Ronald Lewis	97 993	20	20	20		20	20	100	80	1st
	10M	666	Dick Beers	97 911C4			16	16		32			
	10M	285	Mark Pladson	89 930 T				20		20			
	10M	17	Jon Beatty	94 911RSA		16				16			
	10M	259	Darryll Dodson	88 930 T	16					16			
	10M	188	Tony Carideo	96 993CS4		13				13			
	10M	290	Stephen Mendel	91 911C2				13		13			
	10M	250	Edward Tripet	87 911 Turbo	DNF			11		11			
	10M	47	Ron Faust	01 Boxster S				9		9			
	10M	375	Charles Burnside	00 Boxster S				8		8			
	10W	400	Suruchi Kelly	98 993S2				20	20	20	60	60	1st
	11M	401	Patrick Kelly	00 996C4			16	20	20	16	72	72	1st
	11M	54	Bob Lunde	99 996C2	20	20	20			60	60		
	11M	272	Jim Breakey	99 996C2		13		16	20	49	49		
	11M	306	Mark Brabec	92 911 T	16			13		29			
		264				16				16			
	P2	438	Fred Jacobberger	73 911T	20					20			
	P3	24	David Steen	92 911 TS2	20	20	20	20		80	80	1st	
	P4	330	Bill Berard	81 911SC	20		20		16	56	56	1st	
	P4	46	Bob Viau	89 944 S2					20	20			
	P4	104	David Anderson	89 944 S2					13	13			
	P5	271	Ed Hazelwood	87 944	20		20	20	20	80	80	1st	

Nord Stern Records Broken!

by Nord Stern Timing and Scoring

The Nord Stern Timing and Scoring Committee is proud to announce that four Nord Stern CBIR track records were broken this year; one at Fast Fling 2001, and three during Last Fling 2001.

Congratulations go to **Mike Courtney** for setting a new track record for class 9M. On June 17, Mike ran a 1:55.756 with his 85 911 Carrera breaking the previous record of 1:55.857 set by **Alberto Magallon**.

Congratulations also go to **Joe Rothman**, who broke the 2M record

with his time of 1:58.590 driving his "Rothman" 944 at Last Fling. The previous record was held by **Scott Anderst** at 1:58.742.

Congratulations go to **Ron Lewis**, who shattered the 10M record in his red 993, with a time of 1:52.872. Not only did Ron break Roger Johnson's record of 1:53.601, but he also posted the best time for any stock class Porsche at CBIR. Not only that, but Ron was also "Fastest Time of Day" at Last Fling.

Bob Viau raised the bar he previously set in P4 by running his colorful 944 S2 to a time of 1:54.015. Bob's previous record was 1:54.930.

Congratulations to all !! Let's come out and recognize them at the Awards Banquet on November 17th at Embassy Suites in Bloomington. See you there.

Nord Stern Timing and Scoring, Andy Schmid, Dean Podevels, and Ed Triplet



**Clockwise upper left,
Now that's a look that no owner can deny!**

**One of the many transports - this one came all
the way from**

**and finally,
Dog and child - who has the bigger grin??**

**All photos by Michael Wachholz and taken
during our annual CBIR Club Race weekend
this past August!**

Timing and Scoring-Year End Report

By Dean Podevels

The Nord Stern Time Trial and Auto Cross Series has concluded for 2001, and the results for Driver Point Standings has been tabulated (elsewhere in this issue). What a great year it was too, with three different venues that club members participated in. A new location this year was the St Cloud Safety Training Facility. I really liked the location, maybe because of the numerous timed runs, or maybe because the eventmasters de-

ecided to use basically the same course for both events, but probably because I personally took FTD at the second event (on the new Michelin Sport Cups). BlackHawk Farms was great too, and it was fun going back there after many years. **Ron Lewis** and **Randy Hallenbach** (Milwaukee Region) gave us all the lap time we could handle. And of course, we started and finished at CBIR, with **Ed Tripet** and **Andy Schmid** handling the timing duties when I had other commitments.

To qualify for a year-end award in their class, a driver must compete in at least three events at two different venues. (Details are available in the Rules Section posted on our website) Awards will be presented at the Awards Banquet on November 17th at the Embassy Suites in Bloomington. Those drivers receiving awards are highlighted in the Final Points Standings.

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

Porsche Collectibles: The Collectibles Surrounding the 1973 Carrera RS Mystique

By Prescott Kelly, Connecticut Valley Region (from The Windblown Witness)

If you've hung out with Porsches for at least a few years you've probably heard an aficionado extol the virtues of 1973 Carrera RS's, or you've read an article about them, or you've seen a road test of a new car which uses the Carrera RS as a benchmark. Whatever great things you've heard or read, they ARE true. The Carrera RS is a classic 911 because it is a terrific automobile that inspires fierce collector loyalties.

The historical background is simple. In early 1972 Porsche family

members left operating control of the company to a management team headed by the former chief engineer Ernst Fuhrmann. For the previous six years, and carrying forward through 1972 and 1973, Porsche put massive spending behind prototype racing. Under the aegis of Ferdinand Piech's Experimental Department, the factory had a fabulous run from the 906 to 910 to 907 to 908 (and the first Porsche World Championship) to the 917 (and the first Porsche overall win at LeMans) to the turbocharged

917-10 and then the awesome 917-30 (with Can-Am and Interseries championships).

That spending, combined with softening production car sales, led to the management overhaul. The new management, in turn, decided to move to production car based racing—shades of NASCAR's thesis of "win on Sunday, sell on Monday." Thus were born the Carrera RS and its big brother, the RSR, which led later to the 911-based 934 and 935.

Continued on page 28

RS Mystique

... continued from page 27

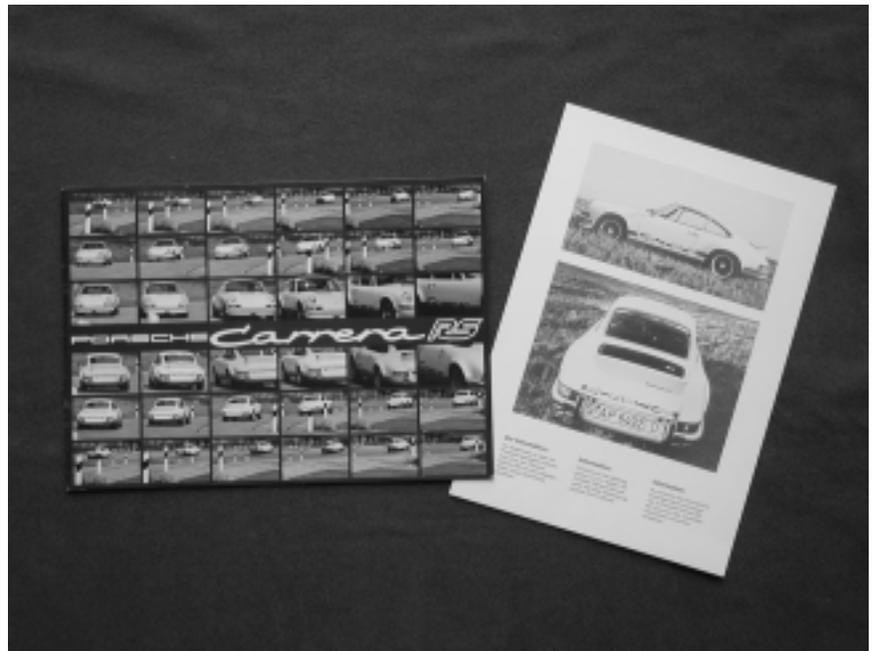
The RS (Renn Sport) probably had its genesis in an experimental 911 built by factory engineer Gunther Steckkonig. From it and privateer racecars the factory saw that 911s could be competitive. The factory chose Norbert Singer to develop the RS/RSR. Singer is a brilliant engineer and a plainspoken, thoroughly engaging man who later became even more famous as the father of the 956/962 series. His team took the FIA Group 4 regulations (RSR) and backed down within the permitted allowances for the production car homologation base, the RS, of which at least 500 would have to be produced.

Lightweight was one of the keynotes so the car was pared down to 1985 pounds with thin steel, thin Glaverbal glass, fiberglass rear lid and

bumpers, and stripped interior. For handling, Bilsteins were fitted to a production Porsche for the first time, flared fenders were put over wider

wheels, sway bars were updated, and the 1972 chin spoiler and the new "ducktail" were fitted. Thus set up, the RS could pull .9 g's on the skidpad, the first production Porsche to do so. The FIA required an engine of 2.5 liters or larger so that the Group 4 car could go to 3 liters. The RS engine was moved up to 90mm bore on the stock 70.4mm stroke to deliver the 2.7-liter, 210 horsepower (DIN) 911/83 engine.

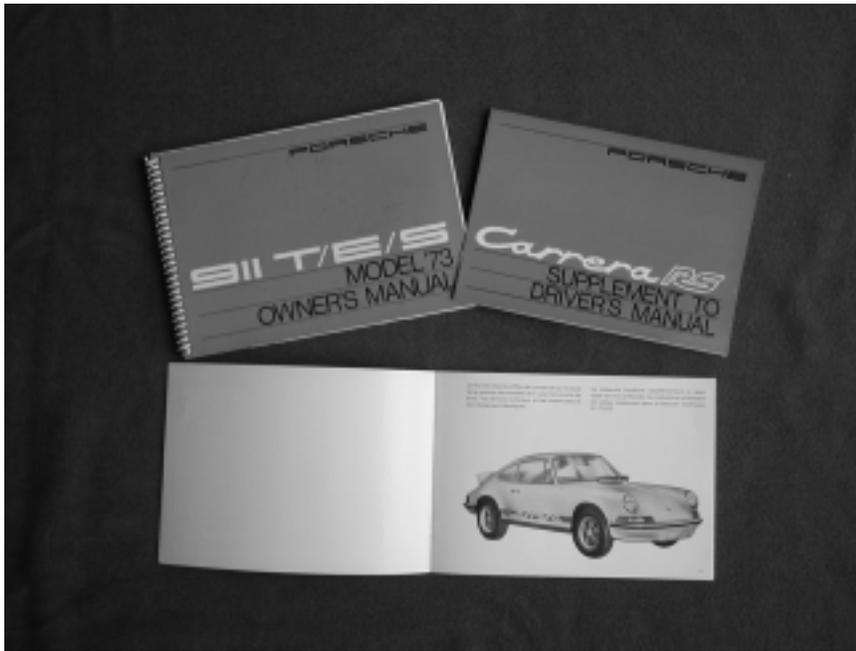
The Sales Department did not embrace the RS concept. Because the car could not be sold in the U.S., Sales worried about selling the 500 cars. They should not have worried: eventually 1,596 would be sold, including about 50 RSRs (the M491 option) and just over 100 lightweights (the M471 option). The remainder were M472 touring cars with full 911S interiors,



This RS sales brochure is available in at least German and English. It is in four-color, eight pages, 8.25 x 11.5 in size. It contains a single sheet insert that explains that the side "Carrera" decals are different for the production cars than for the prototypes shown in the brochure. This brochure sells for \$400 and up



Above is the inside spread of the '73 RS sales brochure. The side decal was modified for the production run and the color band through the bottom half of the word Carrera was replaced by one that ran through the center of the word.

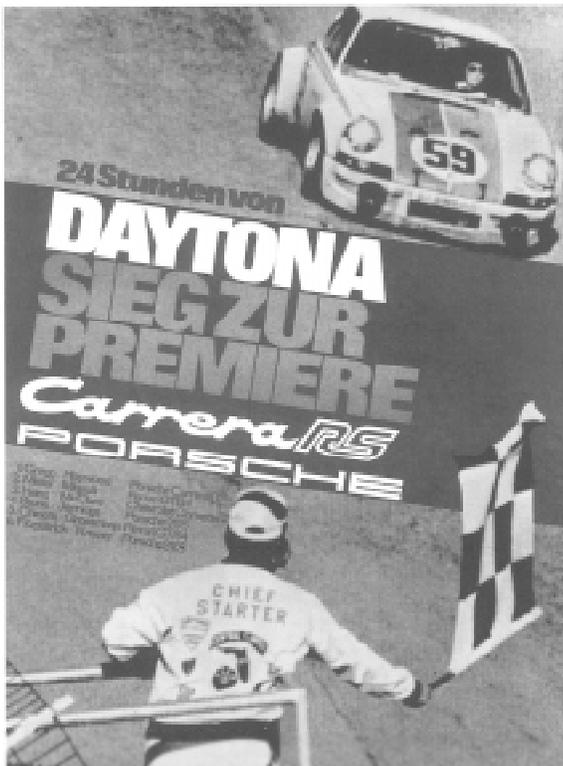


Together with the stock '73 owner's manual is the rare owner's manual supplement for the RS, front cover and opened. The German version had a long print run, but the English, French and Italian versions exist in only 250 copies each. Ouch. Thus its price of \$400-\$500 or more.

sound deadening, thicker glass, and steel rear bumpers. The lightweights sold new for 33,000 dm (about \$10,000 at the time); M472 added 2,500 dm; the M492 RSR (Renn Sport Rennen) pushed the tab up to 63,000 dm, but that was for a full-bore race car, and a story for another day.

RSs were eventually allowed into the U.S. as used cars under the "once in a lifetime" EPA exemption and if brought up to DOT standards (lights, door bars, flasher, ride height). By 1989 there were probably more RSs in America than in any other country. Many left in the "car recession" of 1990-1994 but more are coming in now, and the market for them is hot.

Continued on page 30



This is the most popular of the RS posters. It is primarily green with red, white and blue accents and celebrates the Gregg/Haywood victory in the 1973 Daytona 24 Hours race. The car was really a RSR, but the poster clearly says "Carrera RS," so....



This 1974 poster commemorates an RS's victory in the East African Safari Rallye. This very successful car led to a large number of "replicas" being built out of 911T's of the era, especially in the US where SCCA demanded a US-legal production car serial number on its rally cars for transit stages.

Below, right: This is the introductory poster for the Carrera RS, shown here without the performance specs overprint. It is all B&W, except for the Carrera RS logo that is in red. It is fairly rare and has sold for \$1,000 plus recently.

RS Mystique

... continued from page 29

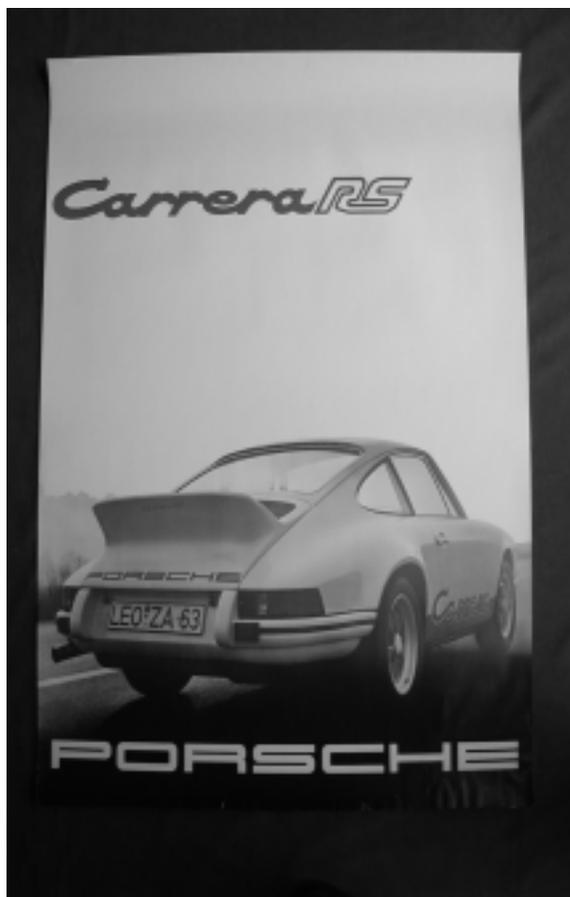
Prices are in the \$60,000 - \$75,000 for touring cars and \$125,000 up for lightweights. But if you don't have that in loose change for an RS, take heart. There is a nice array of collectibles for the RS fan.

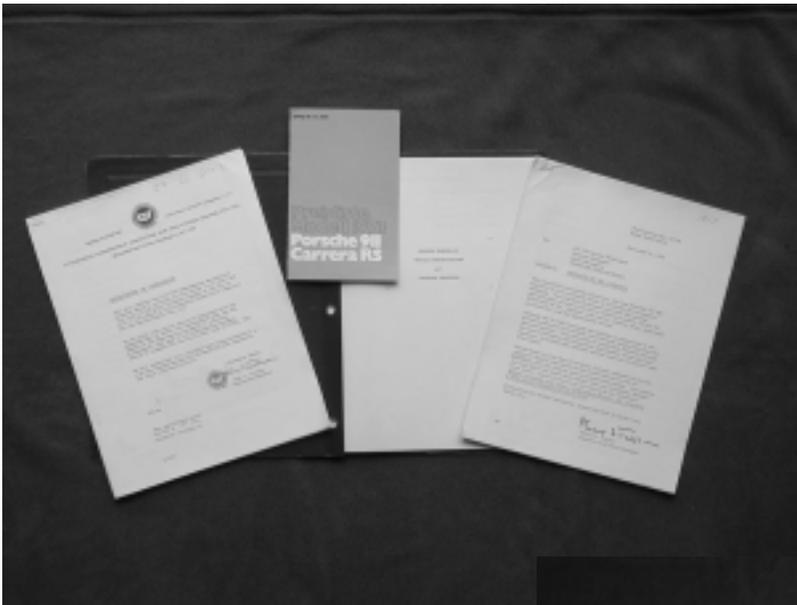
First we have the sales literature – which includes the very nice eight-page sales brochure (\$400 and up), the introductory press kit (\$600), and the ordering package for the US distributors to use for foreign delivery (\$200). The homologation papers (\$500) are rare and desirable. The RS uses the stock 911S owners manual with a rare and very desirable RS Supplement (\$400-\$500). This 12-page, blue-cov-

ered booklet was available

from the factory Sales Department for \$6 through 1985 (when Jim Perrin, Tim Kuser, and I made several forays into the Ludvigsburg "goodie store" to buy all they would sell us in every language - English, German, French, Italian).

There are lots of nice RS models and toys, but one stands tall among the others. That is the Schuco contemporary (to the real car) toy in 1/24th scale – a terrifically realistic plastic-bodied toy. They sell for about \$150 today.





Above, Left: This spread of materials includes, L to R, the FIA Homologation papers, RS price list, factory-issued ordering procedure booklet, and Porsche-Audi (U.S.) dealer send out reviewing overseas ordering procedures for the RS.

Right: The introductory press kit is not a lot to look at: four B&W photos of prototype RS's, a one-page letter, and a two page press release (description and specifications), all in a factory press department folder. They were available for free in 1973 if you had the foresight to write and ask for one. (I didn't; I got mine the old-fashioned way. I bought it at the LA literature swap meet.)

Below, Left: This Schuco Carrera RS toy is terrific. The box alone is worth the price of entry. The car is plastic, in white with red Carrera markings. For years it was a \$25-\$50 toy, mint in the box. When the RS's became collectible in this country in the early to mid-1980's, this toy did too.



There are several posters that RS fans collect. The most popular of them is the 1973 Daytona victory poster that features the Brumos RSR piloted by Peter Gregg and Hurley Haywood that incorrectly labels the poster “Carrera RS.” It brings up to \$400 today. The 1974 poster of an RS winning the East African Safari Rallye is also quite popular and can bring \$300 easily. The rarest RS poster is the introductory B&W poster featuring a 3/4-rear view of the car. It comes plain or with

a surprint of performance specs under the headline “Deutschland schnellster Seriensportwagen” (Germany’s fastest production sportscar). These posters can bring \$1,000 or more.

The car and its collectibles make a great combination: the car is great fun to drive; the collectibles are great fun to track down. Happy hunting.

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



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

2000 Porsche Boxster S

Tiptronic

Speed Yellow with Black interior. Sport Seats with painted backs and contrasting yellow stitching and belts. Digital Sound Package, Sport Package and Sport Design Package, Tiptronic S, 18" Alloy Turbo wheels w Porsche painted center caps, 15,000 miles. Car is in excellent condition, no rock chips, never tracked or autocrossed. If interested please call Joe Plumb at 651-730-5484 or email jsplumb@yahoo.com.

Set of factory manuals for 1990 911 Carrera 4. \$200 Jeremy Peterson (952)361-6434.

Manuals Wanted

Set of factory manuals for 1987 944 Turbo. Jeremy Peterson (952)361-6434.

1988 924S

I Class Club Racer "FAST CAR", high percentage on podium, Full cage, Butler race seat w/5pt harness, Cobra seat w/5pt harness passenger side, hot lap performance monitor, camera mount, turbo muffler, external oil cooler, 4-8x16 & 4-7x16 968 five spoke wheels, 4-924S 6x15 phone dials, good rubber on all wheels, fully corner balanced, removable steering wheel, seat back brace, Lexon windshield, limited slip, 250# front springs, sport Koni shocks & struts, 968 front & rear

sway bars, complete turn key ready to race. Many extra maintenance items and spare parts including original tranny, seats and more. Bargain priced at \$9,995. Call Henry at 612-919-4886.

2001 Boxster S

Black/black with sport package and cd changer. New in February 2001. Today 6,500 miles. Excellent condition. \$57,000. Please contact Jeff Lohaus at (952) 742-4964.

1986 944T

158M, 5 spd, sunroof, red, about 10M on engine rebuilt by Auto Edge, rebuilt turbo, alternator, new water pump, Club Sport Suspension, adjustable Konis, extra set 7" and 8" Phone Dials, Recaro SE Driver's seat, 5 pt harness, harness bar, K&N, new front rotors, spare brake pads, ss brake lines, excellent mechanical condition, needs paint job, great track car. Must sell, \$8100/BO. Daytime: 651 503-5403 Eve. 952 893-0299, pingebriqtsen@qwest.net.

1976 911 Targa Roller

Also includes all non-bent parts from a 1978 Europ-spec Targa. The '76 had an engine fire and is rust free, the '78 was totaled. Includes 3.0L Euro-spec motor, 2.7L, two tranies, suspension components, 15" BBS, etc. Too many parts to list, project must go, \$8,500 OBO. Call Tony at 715 829-4783 or email at: ssmusicman@charter.net.

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 BFGoddrich 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).

Buffing in Tight Place

Story & Buffing by Burnell Curtis, Lone Star Region

After I have washed my car for several months, despite my best efforts, there will be fine scratches in the paint. In addition to that, my '87 Carrera has red enamel paint on it and it tends to turn rosy with time. No reason to put it off, it is time to get out the buffer and put a proper shine on the car. However, even though I have a very fine buffer, there are places on the car that can't be buffed with a conventional buffer. One of those places is the cowl. Attempt to buff in this area and you will scar the windshield washers or catch the buffer on the windshield wiper blades. Another area that is difficult is the bumpers. If the buffer touches the "smile" or the rubber bumpers, then it may burn them.

What to do? Well, you could do these areas by hand. I have little success with buffing by hand. Maybe I am too impatient and want to move too quickly, but I usually end up with more scratches.

I have discovered an easy solution to this. All you need is a standard 3/8" drill and some inexpensive parts to make a buffer that is very gentle and easy to use.

Start by getting a "canton flannel buff" or a "loose section buff". The diameter should be 4" or 6" at the most. I usually get my parts from Eastwood, who is a company that sells supplies to those who restore cars. Their number is 1-800-345-1178. The parts numbers for the buffs are 13056 and 13042 for the 4" canton and the 4" loose buffs. To mount the buff to the drill you will need a mandrel and that is part number 13054.

Mount the buff to the mandrel and the mandrel to the drill and you are ready to go. NO, wait, you need something to use as an abrasive, which is the same buffing compound that you use with your standard buffer. I use Meguires #9 for removing the fine scratches. I use Meguires #2 if the



scratches are deep or the paint has turned rosy over time.

Simply spread a small amount of the buffing compound on the paint and move the buff over it. You will find that you can not press the buff too hard to the paint because the buff will collapse. This is a safety feature that will prevent you from burning the paint. By the way, if you have a spiral sewn or a sisal buff around, do not use them. They are too course for paint and they do not collapse.

I have used this technique many times on many cars and always been happy with the results. It is much quicker than by hand and it is safe. After your have done the buffing, wash the buff before you use it again because the dry compound will be too course and leave scratches in your paint. HAPPY BUFFING!



'84 Speedometer Problem

by Walter Fricke, Rocky Mountain Region

If the '84 is still like the earlier electronic speedometers (and I think it is), here is how the factory says you should test it:

Pull the rear tunnel carpeting to expose the cover in the tunnel. Unscrew the 4 screws and remove the cover. The speedo sender will have a two wire connector on the right side inside that hole. One brown wire and one other colored wire coming out each side of the connector. Disconnect. On the speedometer side of the connector, rig up a wire to the ground with a bare end you can use to tap against the signal wire (this ground

could also just attach to any ground - I'd check the brown wire if I used it as a ground to make sure it is a ground).

With the ignition on, tap the ground wire against the signal wire as fast as you can. If the speedometer works you should see some movement of the speedometer needle as a result of this, and more movement with faster tapping. If this is the result, get another sender.

If this is not the result, check to see that the speedometer is getting 12V, that the speedometer (and not just the speedometer case) is getting

a ground, and that the signal wire is attached to the speedometer. You could also check the continuity of the signal wire. If you don't find something easy like this you may need to send the speedometer to a speedometer shop.

But a bad sender seems the most likely cause of complete speedometer failure, and is easy and not particularly expensive to fix. The sender nests in an external cavity of the transmission on the right side just in front of and above the CV joint and is held in by a piece of wire under a screw. Toughest part is feeding the connector back into the inside of the car.

What's That Smell? Overcharging Battery Symptoms

by Walter Fricke, Rocky Mountain Region

A likely source of this smell is your battery. And a likely reason the battery is producing this sulphur smell is that it is being overcharged. This happens when the voltage regulator, attached directly on the alternator I think for your model, quits working right and the alternator puts out too high a voltage. Despite the fact that these

days regulators are solid state devices, with no points to go bad, it seems they are a wear item. So the first thing to do (and right away) is to check voltage: what is the voltage when the engine is shut off, and what is it when it is running say 2,000 rpms. If the base battery voltage is any where near 14V, or the running voltage approaching 15

or higher, it is time to replace the regulator. You don't want to mess around with overcharging, since batteries have been known to explode, throwing sulfuric acid all over (including on the skin and, worst, the eyes, of those nearby).

