



## DECEMBER '01 INHALTSVERZEICHNIS

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

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Front Cover -Chip Smith on track at Colonel's Brainerd International Raceway this past summer. Photo by Ron Faust

Back Cover - This is where color would be nice! Lovely orange and yellow leaves of a maple tree. Photo by John Dixon

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—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!

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Name: \_\_\_\_\_

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\_\_\_\_\_

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\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Send to:

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

As I write this Christmas is just around the corner, as well as the New Year! We certainly hope that the holidays have been especially meaningful for each and everyone. It's with a great deal of gratitude that we send our holidays message of good cheer to all those near and dear to us and to you. Happy New Year, too!

Just to let you know, again, there is no Porsche Personality in this issue. Do not despair, however, **Marsha Drake** asked for, and I of course granted (what else do you do in the volunteer world!), a bit of a break with this being her busy season both at work and at home. Isn't there a saying, "absence makes the heart fonder?!" So applicable in this case, I have missed Marsha's submissions and am sure everyone else has too. I will be looking forward to her future commentary. It has been a lot of fun 'meeting' and getting to know a bit better the personalities as they appear here. Our region is indeed fortunate to have an individual willing and so

capable of fun and interesting interviews! Again, Marsha, thank you so much for your efforts!

I wanted to also comment about an error that occurred in the December issue. Not that anyone would be aware necessarily that it was an 'error.' It was actually more of a 'loss.' And since it involves one of the Boeder vehicles, I can't remain silent! There was a picture of two very black vehicles at Road America (turn 8, I think?) taken while driving during this past summer's Porsche Parade DE event. The caption information was dropped off in the printing process. The picture was submitted by **Brian Hanson** (the front car) as it was being chased by yours truly in our '80 911 SC 'G' Class club racing prepared car. I mention that bit only because I was the only club racing vehicle on track during that run session and I was having a great time passing lots of cars. The car numbers, roll cage, tires, etc. must have been a most effective visual because I had Twin Turbos,

996s, etc. pulling over for me. Gee, what fun, and I know it's not because of superior horsepower; more probable my familiarity with the track. Brian finally did let me by and we both received black flags for one of those passes (gee, officer, is this really a 'no passing' zone?!). You can only imagine my surprise and delight to finally meet my black flag partner at a CBIR Driver Ed and to find out he is a fellow Nord Stern member. We still laugh about what fun we were having! Suffice it to say, I wanted to explain that picture as it appeared in the midst of Kim Crumb's follow up on the Milwaukee Parade.

This issue continues the great coverage of our past fall's North Shore Color Tour. Lots of pictures and comments by several members. Definitely a great event and it doesn't even involve a track!

*Til Next Month*  
—Christie

## Nord Stern Newsletter - Advertising Rates

Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84
Ad Sizes:			
Full Page:	7" wide x 10" High		
1/2 Page:	7" wide x 4-3/4" high		
1/4 Page	7" wide x 2-3/8" high		
1/8 Page:	2-1/8" wide x 4-3/4" high		
Back Cover:	7" wide x 7" high		
Color:All ads appear in black and white			
All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.			

## Advertising Directory

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Auto Edge .....	32
Collision Center, Inc. ....	9
Complete Garage .....	34
Cyrogenics Diversified .....	18
FlatSix .....	25
Johnson Autosport .....	IBC
Leighton's Garage, Inc. ....	26
Maplewood Imports .....	11
Mortgage Marketing Associates .....	21
Nurburgring, Inc. ....	26
Pinnacle Signs .....	18
Royal Tire .....	33
Sears Imported Autos .....	4
Speedi-Bleed .....	31
TJR Collision Center .....	30

## *Welcome New Members*

(and returning members!)

We hope to see you  
at upcoming events!



No new members this  
month —watch for  
February *Nord Stern!*

When **Jim Holton** approached me at the Last Fling DE event over a year ago I thought he was just going to ask me to serve a third year as the DE registrar. I was shocked when said he wanted me to be his vice-president. I'd only been in the club for about 5 years, and there were lots more experienced members in the club. But after talking to some of the board members such as **Ron Smith, Mike Selner** and **Jon Beatty**, I realized that this club is successful because it has an organizational structure that allows for experienced people like them to pass on what they've learned to, well, . . . people like me. Jim also pointed out that I would have a year as VP to learn more of the details about the workings of the club, and that there are lots of good people serving as department chairs who really do the majority of the work. Well, Jim must be a pretty good salesman, because here I am writing my first column as president.

The first thing I'd like to do is express the club's appreciation for our three outgoing officers, **Ron Smith, Jim Holton** and **Michelle Rothman**.

Ron was the President in 1998 and has served on the board since then. He'll be rolling off in an official capacity, but I'm sure he'll stay involved in one way or another. I've enjoyed getting his advice on several occasions this past year, and I hope to continue the tradition of solid leadership that he showed in his tenure. Thanks, Ron.

As is the custom with our club, **Jim Holton** will be moving on from a great year as president to our Board of Directors. Jim accomplished a lot last year, and will be a hard act to follow. Not only did he complete a year of successful events, from Tech sessions to Club Race to Awards, but he also recruited some new faces and got lots of people involved. Perhaps his greatest coup was working with **Bill Berard** and **Sue Salata** to get the newsletter advertising process working again. I enjoy working with Jim, and I'm fortunate to have him on a great Board to work with this year.

**Michelle Rothman** has contributed to Nord Stern in many ways over the years, but most recently was our very capable Secretary. Joe and Michelle were just recently given the *Nord Stern Family of the Year* award as a fitting way to recognize their contributions to the club. Michelle has worked as Membership co-chair, DE Registration, co-eventmaster and is one of our best instructors. We all appreciate Michelle and all that she has brought to the club.

I'd also like to thank another person who has contributed much of his time and talent over the past few years. **Don Erickson** is stepping down as our Driver Ed Chair. Few people are aware of the amount of work that goes on long before we have an event at the track. Don made sure we had ambulance, track rental, security, insurance and a host of other details that often had to be ordered months in ad-

vance. He and his wife, **Gayle Momchilovich** did such a good job in their quiet, efficient way that many people may not realize what a huge contribution they have made to the club. As DE registrar I worked with Don regularly and have some insight into his role in the success of our track events. We all owe him our thanks for a job very well done.

While Don was keeping our summer season in full swing, **Mark Kittock** was helping us get through the long winters with several Tech sessions and shop events. Mark is turning over the Shop Relations duties to the capable **Ed Hazelwood**. Over the past several years Mark has maintained the good communications and positive relationship between Nord Stern and the dealerships and premier repair shops in our area. Thanks, Mark, for helping us get our 'fix' of Porsches even when we're driving the 'other car.'

Going forward, we've got several new people who have stepped up to new roles in the club, and I'd like to introduce them to you.

First, we have **Scott Anderst** who has agreed, with your support, to be this year's Vice-President. You may know him from his role last year as our Safety Chair. Scott brings a lot of enthusiasm to our group and will be working closely with me to make sure we get this year off to a great start. He's already been active in meetings arranging events at the St. Cloud Min-

*Continued on page 9*

## January

2002

- 8 **Nord Stern Business Meeting** (first Tuesday of the month, with January on the 2nd)  
Davanni's in Edina (Hwy 100 and 50th Street) - 6:30 p.m.
- 11 **Holiday Dinner**  
Embassy Suites in West Bloomington  
Penn Ave. and I-494  
Guest Speaker: Vic Elford!  
Eventmaster: Ed Tripet 952 471-0065 or email: tripet@visi.com
- 12 **Winter Tech Session: Suspension: Do You Have Camber?**  
Saturday, at 10:00 a.m. Auto Edge Imports, see page 17 for details  
Eventmaster: Ed Hazelwood, 651-705-1239

## February

2002

- 5 **Nord Stern Business Meeting** (first Tuesday of the month)  
Davanni's in Edina (Hwy 100 and 50th Street) - 6:30 p.m.
- 8 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Town Hall Brewery, in Minneapolis at 7 Corners
- 16 **Winter Tech Session: Dyno Demo: Got Horsepower?!** at Johnson Autosport  
10 am to Noon, treats provided!  
1475 Stagecoach Rd. Shakopee 952 233-0275  
Eventmaster: Ed Hazelwood, 651-705-1239

## March

2002

- 5 **Nord Stern Business Meeting** (first Tuesday of the month)  
Davanni's in Edina (Hwy 100 and 50th Street) - 6:30 p.m.
- 8 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
The Local in downtown Minneapolis
- 9 **Synthetic Oil:** Find out what race cars and fine art have in common. Come spend an evening viewing the latest offerings from Mike Jekot, painter, Larry Braun, sculptor and Bob Johnson, Porsche super tuner. At Johnson Autosport in Shakopee

## April

2002

- 2 **Nord Stern Business Meeting** (first Tuesday of the month)  
Davanni's in Edina (Hwy 100 and 50th Street) - 6:00 p.m.
- 12 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Cafe Havana in downtown Minneapolis
- Early/TBA **Carousel Automobiles: Duct Tape and WD-40; The Only Tools You Need??**  
Novice Tech Session  
Eventmaster: Ed Hazelwood, 651-705-1239
- 26 **Nord Stern Driver Education Training**  
at CBIR
- 27,28 **Nord Stern Driver Education and Time Trials—First Fling**  
at CBIR

## May

2002

- 5 **Maplewood Imports 2nd Auto Fair**  
10 am to 2 pm—2780 North Highway 61, Maplewood, MN  
Eventmaster: George Andeweg 651 483-2681
- 10 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
The Black Forest Inn at 26th Ave. S. and Nicollet Ave.

## June

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 *Nord Stern* for more info.
- 14 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Toby's on the Lake (Oakdale on Hwy. 120 at I-94)
- 14,15,16 **Nord Stern Driver Education Training and Time Trials at CBIR - 'MidWeek' Event**  
Eventmaster: TBA

## July 2001

- 12 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Maynards in Excelsior

## August 2002

- 9 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Maynards in Excelsior
- 9,10,11 **Nord Stern Driver Education Training and Club Race at CBIR**  
Eventmaster: Roger Johnson 763 557-9578, rdj@compuserve.com
- 22,23 **Nord Stern DE at Road America, Elkhart Lake, WI**  
Eventmaster: TBA

## September

2002

- 13 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
The Black Forest Inn - 26th St. and Nicollet Ave. S.
- 27 **Nord Stern Driver Education Training at CBIR**  
Eventmaster: TBA
- 28,29 **Nord Stern Driver Education and Time Trials—Last Fling at CBIR**  
Eventmaster: TBA

## October

2002

- 11 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Town Hall Brewery - 7 Corners in Minneapolis

## November 2002

- 8 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
The Local - downtown Minneapolis

## December

2002

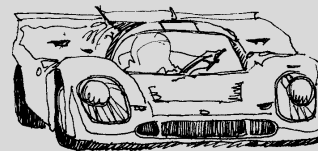
- 13 **Friday Night Socials are Back!** 7:00 p.m. Questions? Susanne Dvorak 763 559-9089  
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

*Nord Stern is excited and pleased to announce*

# 2002 Annual Holiday Dinner

with Special Guest Speaker:

## Vic Elford



Friday evening

January 11, 2002

6:30 pm Reception

7:30 pm Dinner

at

**Embassy Suites in West Bloomington**

2800 W. 80th St. Bloomington 952 884-4811

*Join us for an evening with Legendary Porsche Driver Vic Elford*

### **Chicken Chasseur**

**Char-Broiled Chicken Breast  
w/Onion & mushroom Madeivra sauce**

### **Beef Bourguignon**

**Sauteed Beef w/  
Onion, mushroom, bacon sauce**

### **Eventmaster:**

**Ed Tripet  
952 471-0065  
tripet@visi.com**

### **Cost: \$40**

**Send Check & dinner choice/s  
(with name) to:  
Ed Tripet  
4428 West Arm Rd.  
Spring Park, MN 55384**



## Unser

*... continued from page 5*

nesota Highway Safety Center. I'm confident Scott will be a major contributor to our success this year.

Next, **Todd Knettel** will be our Secretary for the coming year. Todd and **Janine Wohler** are frequent participants at many events, and they always bring their white 911 and bright smiles wherever they go. Watch for Todd's business meeting recaps in upcoming newsletters.

I'm also very happy to announce that **Pam Viau** will be our new Driver Education Chairperson. She's agreed to take over this responsibility from Don Erickson, and I'm confident she'll run that program as efficiently as smoothly as ever. Anyone who's been out to Auto Edge has seen how she keeps Bob, Roland and the gang in line. I'm sure you'll agree that she knows a lot about how to keep things organized. I'm thrilled she's on the team.

Some of you may get this just before our upcoming Holiday banquet party. I hope many of you will join us at the Embassy Suites in Bloomington for this special event on Friday, January 11th. The speaker, **Vic Elford**, is one of the most talented Porsche drivers of the 60's and early 70's. Still active as an instructor, the author of the "Porsche High-Performance Driving Handbook" knows a thing or two about driving Porsches. He's won Daytona 24 Hours, Sebring, Monte Carlo and Targa Florio races and has driven in every type of racecar from

stock cars to Grand Prix! We're certainly looking forward to spending an evening with this truly legendary driver. Many thanks to **Ed Tripet** for setting up this fun evening.

One of the things I enjoyed most about getting involved as DE registrar a few years ago was that I was able to meet a lot of different people in the club. I want to continue that in

my new role. We have a wide range of interests in our members and I feel it's particularly important for me to understand what we can do to make this club as fun as possible for our members. So, I'm looking forward to seeing you at a business meeting, a tech event, a rally or concours event, or at the track. It's going to be a great year!

# MAPLEWOOD AUTO FAIR

AUTO FAIR  AUTO FAIR  AUTO FAIR

SUNDAY, MAY 5<sup>TH</sup>  
MAPLEWOOD IMPORTS

Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 5<sup>th</sup> Maplewood Imports is hosting their Second Auto Fair From 10 am to 2 pm, the entire lot will be cleared to make room for your beautiful Porsche, Audi, or Mercedes Benz. All years and models welcome!

Hot dogs and soft drinks will be provided and showrooms will be open to peruse the latest offerings from Germany's finest automakers.

If you would like to show your car and enjoy a great day with other aficionados, please contact the event chairman George Andeweg at: 651 483-2681 or by email at [gandeweg@hotmail.com](mailto:gandeweg@hotmail.com). Then get ready to "Buff Your Stuff," and show it at the Maplewood Imports Auto Fair.





# ***NORTH SHORE COLOR TOUR***

As requested, here is this year's version of the ever popular North Woods Trivia Test, with answers (underlined), for everyone to behold. This was **NOT** an easy test. The highest score was 16.5 points, by Betsy and Roland Viau (I won't, however, divulge the fact that I personally saw Betsy haranguing the Ely Lodge personnel for some quick answers!). Top winners this year were: **Betsy and Roland Viau, Peter Rosendahl and Marcia Bell, Jim and Dorie Fease, Rob Welch, Mark and Kendra Schwabel**, and the dubious honor of lowest score went to **David and Tamara Schaal** (who were probably being the most honest!). Other participants were (and most attendees were brave and 'took the test!'): **Christie and Bruce Boeder, Darlene and Don Miller, Steve and Jean Wood, Mary and Bob Lunde, Kelley and Scott Mayer, Gail and Joe Bergeron, Ali and Ed Vazquez, Roy Henneberger, Shari and Al Meyer, Gayle and Mike Robinson, Becky and Bret Bailey, Nancy and Mark Cree, Wendy and Brian Oldendorf, Riley Rogers and Chris Treat, Jane and John Meier, and Karen and Fred Shearer**. And here is a hint about performance (editor's note: true to club spirit, there was an innate bit of competitiveness as we listened to the correct answers and moaned over our ignorance. And in that spirit, the listing indicates order of correctness although I won't embarrass anyone with actual scores!!!).

Also attending the weekend but not taking the quiz either because they were 'in charge' such as Susan and Keith Jones, Susanne and John Dixon, with Jill and Fred Daneu or because I didn't get their test in with the bunch were **Jayne and Rudy Mueller, Herb Duncan, Frank Thayer, Kathy and Jesse Schwartz, Marsha and Mike Drake, Marion and Ken Kamstra**. And I am know that I have left out some attendees because our 'paperwork' is not totally accurate. So I apologize to those of you who were at the North Shore that I have left out - let me know who you are! Suffice it to say, it was a great weekend and a Nord Stern tradition that is fast becoming the most popular event that we hold - truly something for everyone! Even us track junkies have a good time (take it from the Boeders who didn't even drive a "P" car about how much fun we had). Be sure to join us one of these years! You won't be sorry! —Christie Boeder

- 1 Oberg Mountain is in the Sawtooth Mountain range of Superior National Forest.
- 2 Coho Cafe is know for its award-winning pizza.
- 3 Four common trees found in the area forest are birch, pine, cedar and spruce.
- 4 The trout fish is found in both the Temperance and Cross Rivers.
- 5 The superior Hiking Trail is a long-distance footpath modeled after the Appalachian Trail.
- 6 Split Rock Lighthouse (north of Two Harbors) has been a landmark since 1910.
- 7 Gooseberry Falls is located north of Twin Harbors.
- 8 Lake Superior holds 10% of all the fresh water on earth.
- 9 Lake Superior's Indian name is Gitchee Gumee.
- 10 Bluefin Bay's bar and grill is called The Breakers.
- 11 Bluefin Bay's restaurant has been ranked #1 as Reader's Favorite in Minnesota Monthly magazine.
- 12 Ely is known as the 'Canoeing Capital of the World.'
- 13 Boundary Waters Canoe Area Wilderness is the largest wilderness east of the Rocky Mountains.
- 14 Ely is 15 miles south of the Canadian border.
- 15 The Ely watershed runs north (direction) to the Hudson Bay.
- 16 60% of iron ore used in WWII was produced on the Iron Range.
- 17 Lake Superior's average water temperature is 40 degrees.
- 18 Name the three Ely authors nominated for the 1999 Minnesota Book Award: Bob Cary, Jim Brandenburg, Jim Vikery

## 2001 Nord Stern Fall Color Tour # 9

by Wendy Oldendorf and Bruce Boeder

My experience with the Nord Stern Fall Color tour is always a wonderful one. The best part of the tour is the people. Everyone is very friendly. This year 66 people were on the tour, as were 30 Porsches. The welcome party Friday night is where you chat with old friends and meet new members. We handed out some prizes for both the two oldest and two newest water-cooled and air-cooled Porsches. Plus, all the first-timers to Fall Color Tour won a prize as well. The big door prize winners were **Roy Henneberger** (who won a Porsche sweat shirt) and host, **John Dixon** (who won a Porsche jacket).

Saturday morning started off at the Coho Café for breakfast. You can take a seat with anyone in the club and enjoyed the very comfortable ambiance. After breakfast we drove to the Temperance River for a hike downstream where the Temperance River meets Lake Superior. There we enjoyed a group photo and watched the loons on the lake. Next stop is an amazing scenic drive to the city of Ely. The fall colors not only brought a site of tranquillity but excitement. I love it when the car comes in contact with the crisp leaves and scatter out from under the wheels. Lunch was at the Grand Ely Lodge, where we had the parking lot cornered off for the Nord Stern's exclusive use. We announced the win-

ners of the trivia contest with great gifts to give away. (editor's note: See article to left on the contest with a sort of accurate listing of participants. Congratulations go to those top six scores—how many people truly know stuff like how close Ely is to the Canadian border, or what percentage of iron ore used in WW2 came from the Iron Range and so on! This was not an easy test, especially for those of us long out of college! But it was fun and we all enjoyed finding out the correct answers (as verified by the Ely Chamber of Commerce, now who are we to argue with them!).

Some of the donors were:

\* **Joe Bergeron from Maplewood Imports** (maplewoodimports.com)

donated a Porsche Jacket and Porsche sweat shirt

\* **Blue Fin Bay** (bluefinbay.com) gave us \$200 in gift certificates and a wine and cheese tray

\* **Gordon Maltby** from RPM Auto Books (rpmautobooks.com) gave us a *History of Porsche Racing* book

\* **Jongbloed Racing Wheels** (jongbloedwheels.com) gave us a Hat and Shirt

\* **Keith and Susan Jones** donated two wine/picnic backpacks and other assorted prizes

\* **Brian and Wendy Oldendorf** donated magnetic games

Some of us went to the Soudan Underground Mine. The elevator took us almost ½ mile down below the surface. We had a little bit of a feeling on how it was to mine with no light other than the glow of your candle and a toxic haze in the air. Most of us met for dinner at Blue Fin Bay's Breakers that evening for a delicious dinner and great conversation.

Some brave souls got up real early on Sunday morning, around 5:45 a.m. for a sunrise hike led by Eventmaster, John Dixon. Editor's note: See below for an 'official' commentary on that activity! We meet different people for breakfast the next morning at the Coho Café. Sunday comes all too soon and we all head back at different times.

The sage continues by **Bruce Boeder**: At lunch in Ely on the Fall Color Tour, our tour master extraordinaire, **John Dixon**, announced that he would be getting up before dawn the next morning to take a hike up onto the ridge of the Sawtooth Mountains above the North Shore to watch the sun come up. As Christie and I were celebrating our wedding anniversary (a "big one" but we won't admit to how "big"), we thought that seeing the sun come up over Lake Superior might be a wonderful cap to the weekend. Accord-

*Continued on page 31*



Ed and Ali Vazquez at the Friday night social



Jayne Mueller and Susanne Dixon



Hmmm, are we having a good time, or what!



Right, Roy Henneberger getting his door prize



Nice t-Shirt!



Right, Host John Dixon (okay, John, who got the camera away from you!)



Don Miller, Mary and Bob Lunde enjoying the evening renewing acquaintances



Now, it's nice hat!!!





John and Jane Mayer



There has got to be a great story to this picture!



Left, Roland Viau



The munchies were plentiful and yummy!



Yes, meeting other members is fun!



Now this is what I call a rowdy looking bunch!

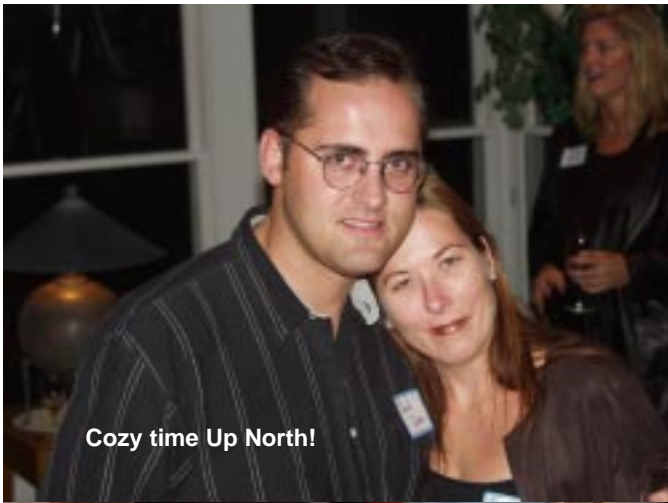


Becky Bailey



Rudy Mueller and Jill Daneu





Cozy time Up North!



Roland Viau and Kelley Mayer



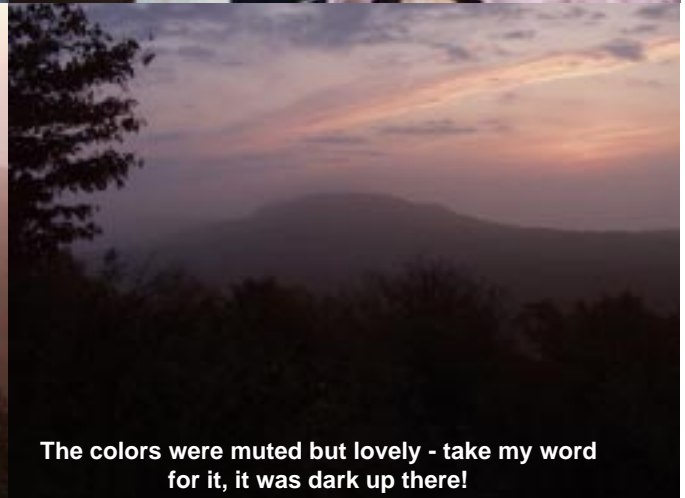
Can't we tell by the grins the party is fun! Middle is Betsy Viau



Left, Susan Jones



Sunrise over Lake Superior - hazy but very impressive



The colors were muted but lovely - take my word for it, it was dark up there!



Sun breaking through the low lying clouds on Sunday morning



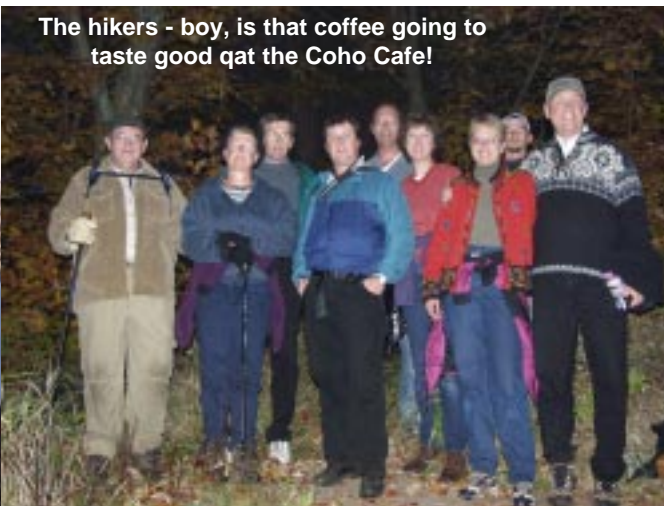
John catches the sunrise from lake shore on Saturday morning



Sunday morning hikers: (urg, can't remember your name!), Jim Fease, Bruce Boeder, Mark Schwabel, Christie Boeder, Kendra Schwabel, Mary and Bob Lunde, Scott Mayer



The hikers - boy, is that coffee going to taste good qat the Coho Cafe!



Goofing around up on the ridge, trying for the perfect sunrise shot!



Got John (front right) in the picture but where's Scott now!



There's Scott, but now no John!





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# Another Perspective on Winter Storage

by **Bruce Boeder**

Since everyone is emailing about winter storage, I thought I'd throw my two cents in. (editor's note: we have always been of the 'less is better' mode and even Roger Johnson says: *"This will be my 23rd winter storing a Porsche. Years ago I used to go through all the rituals that you read about to put the car away. For the past 10 or 15 years I have basically just parked it and disconnected the battery. There is no evidence of a downside to this strategy."*)

Since we are now a two Porsche family (thanks, Dave Weisel), I needed to be somewhat creative in getting both cars stored. Luckily the transmission went out on my Mother's 1977 Cadillac Sedan Deville at the same time that she came to the conclusion that she no longer wanted to drive. She came to that conclusion minutes after failing her vision retest with her eye doctor, who came to the conclusion that she probably hadn't seen that well for a number of years (which may account for the numerous bumps and bruises on the Caddy, including the rear bumper being torn off backing out of the garage).

This meant that Mom wouldn't be using her parking space in the heated, dry, indoor garage at her senior co-op apartment. Great!

As I am currently between tow vehicles, that meant, however, that we'd have to drive the '80 SC over to Richfield from the garage at my of-

fice. Christie and I chose a cool, dry evening to make the drive, with her following me in the Audi wagon.

After stopping to gas up and put more air in the Hoosiers, I took off.

Hmm, seems that the wink mirror has come loose. I'll have to fix that.

Hmm, seems that the fire extinguisher bracket is rattling. I'll have to fix that.

Hmm, I didn't realize that Wayzata Blvd had so many expansion joints.

Hmm, the locals at the stoplights sure are staring at this loud, black Porsche with its race numbers and class stickers.

Hmm, seems that the solid motor mounts transmit every vibration from the engine and transmission right through the body to rattle my teeth. Gee, with ear plugs and a helmet at the track I guess I'd never noticed any of those.

Part way to Mom's I remembered also that we'd cut short our DE event at Road America because of a bad CV joint. I wonder if I'm going to make it without something breaking or falling off the car.

Pulled in to Mom's garage. The echo off the concrete is something else. Several blue haired residents looked like deer caught in the headlights when I turned the corner in the garage.

Pull into Mom's space. I noticed that the two large, late model American cars of indeterminate marque have

bled into Mom's space, crowding over the painted lines. I sure hope that the nice owners back straight out. I'm a little concerned however, as they aren't much younger than Mom (who is 93).

Turn off the battery cutoff (another good reason to club race since it means you don't have to open the hood, reach in and disconnect the battery). Lock the doors. I don't have to worry about the stereo losing its memory as the car doesn't have one. Throw the cover over the car. Slide a piece of cardboard under the engine to collect the occasional drip.

Get a call from Mom the next day. *"Did you know that someone is parking in my space?" "Yes, Mom, tell your nice neighbors that you race that car in the summer."*

The Weisel mobile is at Johnson Autosport. Well, not exactly stored, but there is a lot of work to be done to it before next spring. Plus, Rothman's Carrera is sleeping on my trailer at my office, waiting for some kind soul to purchase it.

Now, if I could only find that wheel polish from Griot's Garage I'd get cracking on those lovely wheels stored in our basement while watching Speedvision.

Damn, I forgot to squirt the oil into all of the cylinders on the SC! I'll have to try to remember to do that next year.

## Origin of the Porsche Crest

by Terry Lovett, Porsche Club of Canberra, Australia (via PCA Editor's list)

**THE CREST:** In 1951 Porsche was finalizing plans for its move from the war time sanctuary of Gmund back to Stuttgart. Importers and agents selling his product made it clear that customers wanted some sort of trademark or badge to identify their vehicles, which till then only carried the word "Porsche" on the bodywork. In 1952, Professor Porsche had devised the basic design of the crest. Folklore has it that he sketched it on a serviette during a luncheon. Whether true or not, it was Messrs. Lepper and Riemspiess of the publicity and design studios who carefully finalized the design.

There are three components: the family name, of course, is positioned at the top, while the other two components reflect Porsche's gratitude for the rebirth of the company in the Stuttgart area. The red and black bars with the antlers are from the coat of arms of the State of Wurttemberg, and the horse is from the coat of arms of Stuttgart, capital of Wurttemberg. The origins of Stuttgart developed from the royal patronage given in historical times to the area. A fine horse stud developed here. So (Stud Garden) Stutt Garten and Stuttgart.

The crest first appeared on a Porsche in 1953, but was limited to the interior of the car on the horn button.

It was not until 1957 that the crest joined the word Porsche on the front bonnet of a 356 Coupe.

**THE COLOR:** Maroon or claret has appeared on the driver's handbooks, service manuals and official letterheads since 1951. The choice of color was due to necessity rather than any romantic design consideration. After the second World War, colored inks were in very short supply and colored papers were only just being reintroduced. It was in this environment that the first handbooks were produced. To maintain an attractive design within the shortages of the period, black ink and colored stock

**PORSCHE®**

was chosen. The small printer Glauner happened to have some colored paper in maroon. It was a case of no alternatives. No one could imagine the precedent that this would set.

Today, all official stationery, driver's wallets and even the exterior color schemes of the new factory building in Stuttgart utilize bold stripes of these colors.

**THE SCRIPT:** The Porsche script has undergone a number of evolutionary phases since it appeared on Porsche No. 1 at Gmund in June 1948. From the outset, the square shape of the letters was apparent. Initially,



letters were placed individually in a curved pattern on the front of the cars. In 1950, a horizontal underlining bar joined all the letters into a single unit. In 1952, the letters became more squat (extended.) This design remained unchanged for the remaining life of the 356 series. In 1963-64, the 911 came on the scene. The word Porsche reverted to a

series of individual letters of a thinner and more open shape. In 1974, the metal letters were no longer used. Instead they were depicted on the reflective panel separating the tail lights of the 911. To end, I quote Tony Lapine, head of styling studio: *"More than any emblem or logo, Professor Porsche himself represents the bond between tradition and progressive technology that makes Porsche such a unique company."*

## **Suspension: Do you have Camber?**

**Tech Session at: Auto Edge**

**900 Wildwood Rd., Mahtomedia (see ad for directions)**

**Saturday, January 12, 2002**

**10 am to 12 pm**

The topic is "suspension" for stock cars. Join us as we help sort out all those questions new (and old members) have about tracking their car, and others who just want to know more about how the car suspension works and why. Come find out just what is camber, corner balancing, toe in, etc, and what does all this do, and what is the end result in driving? Whether you want to take the car on the track for Driver Ed, for parking lot autocrosses, are thinking about club racing or just want a better understanding of car handling and performance, this will be an informative session.

**Questions? Call Eventmaster Ed Hazelwood: 651-705-1239, [hazelwoode@elert.com](mailto:hazelwoode@elert.com)**

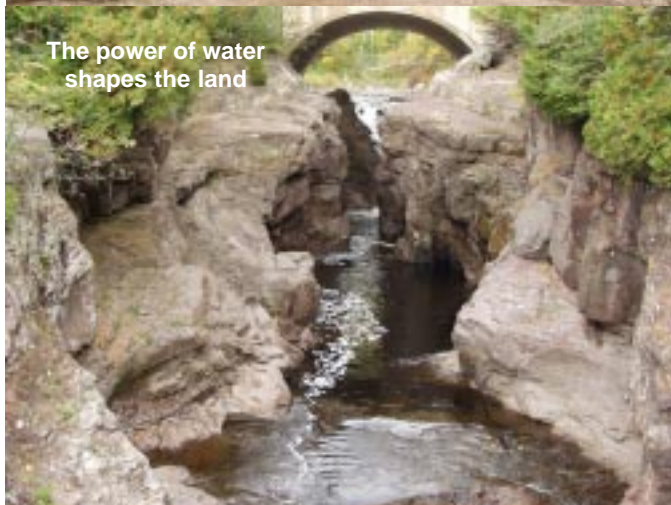




Group shot!



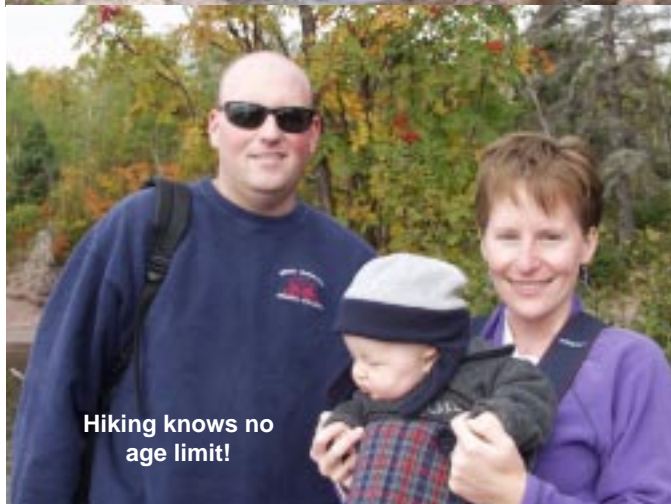
Cute shot, now how do I get up?



The power of water shapes the land



Out for a 'stroll' on the rocks was Suzanne Dixon, center



Hiking knows no age limit!



Hmm, wonder how many this bridge can hold?



Is it dark down here, or what!



Bob and Mary Lunde: "I think this is fun?!"





Don and Darlene Miller  
are ready to go!



It's a long way up to the surface!



Where is my SA2000  
helmet!



Can you say, 'claustrophobic!'



Since I (meaning the editor)  
didn't get to go on this tour, I  
haven't a clue about this scene!



Suzanne Dixon

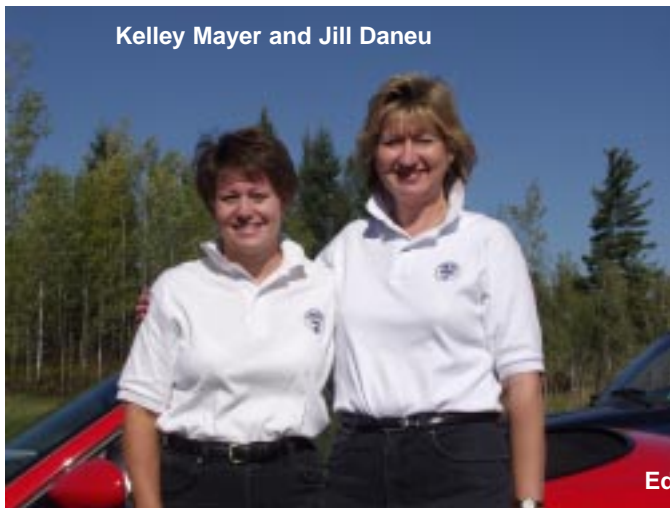


What is that thing around his  
neck?



Tell me again why you wanted to  
tour the mine???





Kelley Mayer and Jill Daneu



Ed and Ali Vazquez display their prize at Saturday's lunch



Lots of door prizes,  
on display:  
Keith Jones, Jill  
and Fred Daneu



Keith Jones displays Gordon  
Maltby's book donated for our  
event



Roland Viau  
and Jill  
Daneu (by  
the way, I  
call this  
page the 'Jill  
Daneu  
show!')



Jim Fease  
accepts his  
prize from  
hostess with  
the mostess,  
Jill Daneu

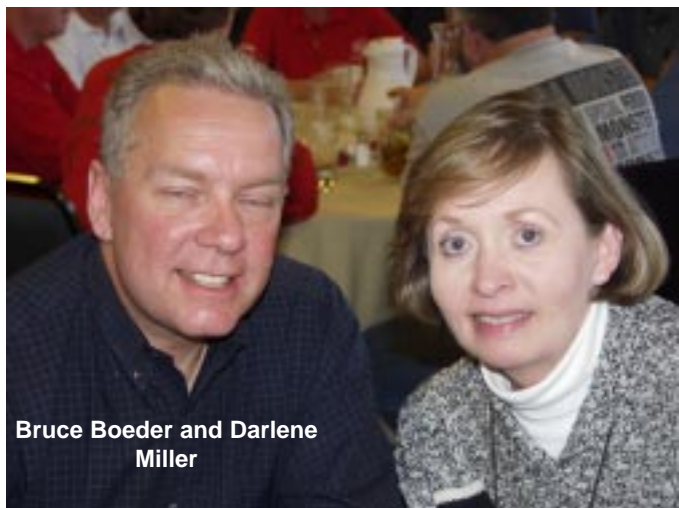


Another top  
prize winner



Again Jill gets to present a gift  
certificate!





Bruce Boeder and Darlene Miller



At least Keith (R) gets to present one of the prizes!



Christie Boeder and Darlene Miller display matching prizes!



Only car picture in the bunch!  
Our pit stop on the way to Ely

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## *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: Porsche Factory Racing Commemorative Posters - 1953

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

The earliest factory racing victory commemorative posters, 1950 through partial coverage of 1953, were reviewed in the September and October 2000 issues of the Windblown Witness. Now we get to look at some more terrific artwork from 1953.

One of my favorites is a somewhat plain brownish/ochre poster, which is unique in that it shows two earlier automobiles designed by Professor

Porsche (the senior), the Auto Union land speed record car from the late 1930s and the Volkswagen from the 1930s. In advertising brochures of the 1952 - 1954 period Porsche would refer back to the automotive designs of the Professor in order to help legitimize the little sports car bearing his name but in fact designed by his son and his firm's engineering team. But this poster is the only one to ever show either an Auto Union or VW.

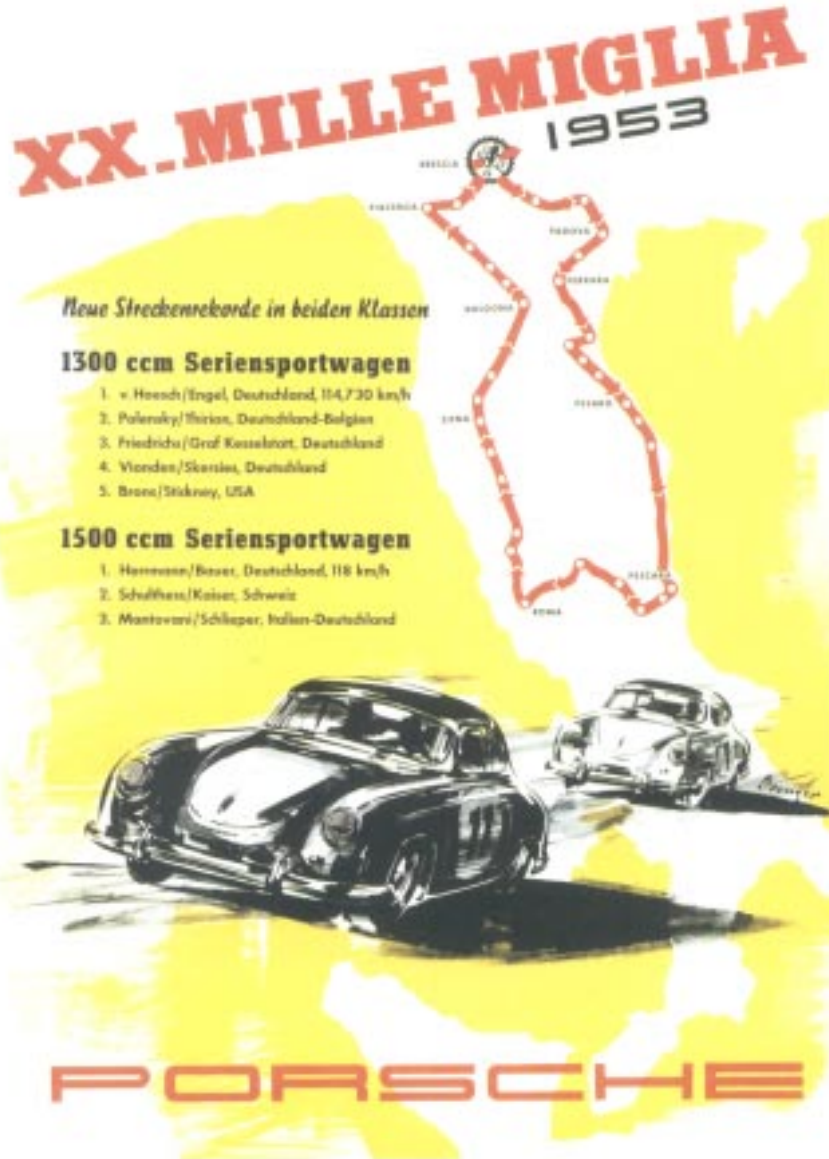
This poster exists in two overprints, both in German language. One celebrates two victories at Nurburgring with both 'sport cars' and production cars. Of interest is the fact that, in these pre-Spyder days, one of the 'sport cars' noted is Helm Glocker's Porsche-powered aluminum special which Porsche also helped sponsor. It was the direct predecessor of the factory's Type 550, later known as the Spyder. The second version (the one reproduced here) is for the 16th annual Alpenfahrt, aka Rallye of the Alps. In the small print at the lower right you may be able to see that Porsche finished 1st, 2nd and 4th in the under-1600cc class.

In the next poster Erich Strenger accelerates the somewhat impressionistic art approach of the previous poster. The background is very paint-

*Continued on page 28*



Left: Despite being a not particularly attractive brown (editor's note, I will vouch for that, it's rather ugly but go online and check out the pdf version of this edition to see for yourself!) color, this poster is a collector favorite because it shows a stylized Gmund couple together with two of Professor Porsche's most famous designs, the Auto Union and the Volkswagen.



Left: This 1953 Mille Miglia poster has a largely yellow background.

This same design with a green background was used for the 1955 Mille Miglia poster as well.

The 1953 version is rare and difficult to find, while the 1955 one is much more readily available.

The last poster of 1953, which does exist in English, is called Victory Parade. At the top of the poster, the seven championships are listed. Beneath that listing are eight banners, each featuring a different race victory. Included are Le Mans, the Mille Miglia, several rallies, several other 'grand prix' events, and the Carrera Panamericana. This factory poster is one of the few to note sponsoring suppliers, in this case Bosch and Dunlop. The two-car depiction here is similar to that of the Mille Miglia poster, but was in fact completely new. In it Strenger increases his level of interpretation, blurring the cars more and using a totally void background. The banner across the top is red, as is the type, 'Victory Parade 1953,' at the bottom. The cars are black and the background is light blue. The race banners are mostly white, some with pink overtones.

All of these 1953 posters are rare and difficult to obtain. This author does not have the 1953 Mille Miglia. A few years ago I had a chance at one in reasonably poor shape and I turned it down, thinking that sooner or later

## Collectibles

*... continued from page 27*

erly, and the cars are more interpreted, in part to connote the cars at speed. This 20th Mille Miglia poster features Porsche's 1st through 5th places in the 1300cc class and 1st through 3rd places in the 1500cc class for production cars. The poster is printed in three colors with black and red type on a largely yellow background. In 1955

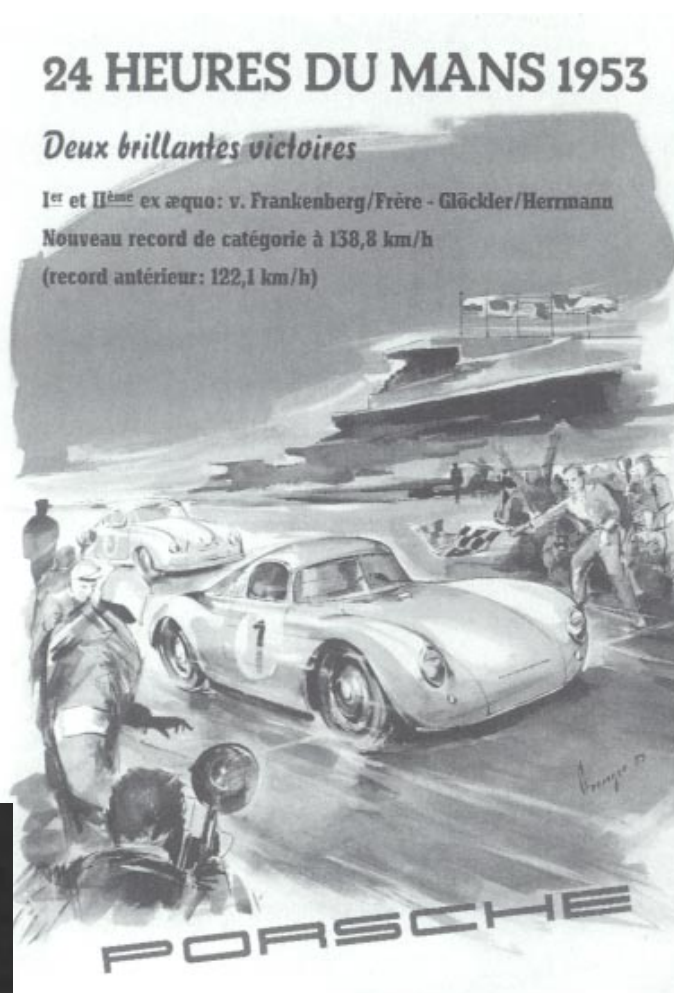
Porsche will reuse this art with a green background for the 22nd Mille Miglia.

Next comes a wonderful poster for the 24 Hours of Le Mans. It depicts a loosely interpreted 550 Spyder coupe in front of a 356. This largely blue poster has a very impressionistic background which collectors love. Of note is the fact that on this poster Porsche was anxious to feature that they had set a new class speed record.



I'd find a good one. Well, it will definitely be later! The moral is that these posters are so rare, you grab one whenever you can. Although they seldom change hands, prices would be above \$2,000 for any of these posters in good condition - and perhaps much more for several of them, including Le Mans and Double Victory/Alphenfahrt.

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



Above: A very rare poster, this 1953 Le Mans commemorative issue illustrates the coupe version of the earliest prototype Type 550s which ran at Le Mans and later in the Carrera Panamericana in 1953.



Left: 1953 Victory Parade - This popular poster is called "Victory Parade." Self-congratulatory, it specifies five championships Porsche won at the top, then the banners name eight races and rallies Porsche won. Note the sponsor plugs at the bottom!

# **Dyno Demonstration: Got Horsepower?**

**Tech Session at: Johnson Autosport**

**1475 Stagecoach Rd. Shakopee, MN 552 233-0275**

**Saturday, February 16, 2002**

**10 am to 12 pm**

The topic will be the Dyno machine. Come and see a few cars get tested! Treats will be served, questions will be answered and commentary will be most lively!

**Questions? Call Eventmaster Ed Hazelwood: 651-705-1239, [hazelwoode@elert.com](mailto:hazelwoode@elert.com)**

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## North Shore Hike

*... continued from page 13*

ingly, I told John to count Christie and me in.

John and his wife, Suzanne, have been coming up to the Lutsen area for almost 30 years. They enjoy the area so much that a number of years ago they purchased a unit in Blue Fin Bay, when the townhouses were first being built. They ski, spend summer weekends, and John hunts each year. However, John for some time has wanted to have his own piece of the North Shore. This past winter a forty acre parcel (actually two 20 acre parcels surrounded by national forest) came up for sale. It is located off the Sawbill trail, at the top of the ridge. John was lucky enough to purchase it and had spent part of the summer having a road put in for access over forest service land from the nearest forest service road. We were going to hike up to that land the next morning.

Six A.M came awfully early the next morning. A hardy group of Nord Stern members gathered at the Coho Cafe to jump into John's van and Bob Lunde's Suburban for the drive up. We had lost some of those who had promised that they would join us, but we still had ten people for the hike.

After a short drive up the Sawbill Trail, we took a quick right and started up a forest service road. Somewhere up the road we suddenly came to a stop and John jumped out and said that this was where we'd start walking. It seems that there had been a very hard rain shortly after the road was installed

and several 60 inch steel culverts that the excavator had installed had been washed out and deposited several hundred feet further down the hill. If you wonder about the pour of water, this was a fairly amazing demonstration. Although the excavator had reinstalled the culverts and made further provision to keep them in place, John still was reluctant to drive on the dirt road, at least until it had gone through a complete freeze and thaw cycle. Accordingly, we walked from there.

It was dark. It was relatively cold. It was damp. However, it was fun listening to John explain the history of the land (it had reportedly been lost at one point in a poker game sometime around World War II) and it was exciting to listen to his plans for the property. After almost an hour of walking (editor's note: all of trying hard not to stumble in the dark!), we

came out into a meadow on the ridge. This was the site of the old farmstead. From there we bushwhacked through aspens and birch up further along the ridge to a place that John knew of where there was a rustic scenic overlook, which was connected with the Superior Hiking Trail. We got there shortly before the sunrise. The skies were mixed, with some cloud cover but not enough to prevent us from seeing the sunrise. Below us in the distance was Lake Superior. We could see up and down the shore and along the ridge towards Oberg Mountain and Lutsen. The valleys were misty with fog. As the sun came up we were treated to a wonderful sunrise. A great day to be alive, with the world at our feet and in the company of friends. We all agreed that we'd be back next year again for the same show, from the same spot (although next year we'll bring more coffee and danish!).

## ***DUES RENEWAL INFORMATION***

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* includes an envelope to send dues to:  
Susanne Dvorak, Membership Chair.

Questions?? Call her at  
763 559-8098 or email: [sdvorak@tela.com](mailto: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:

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11919 Hilloway Rd. W.  
Minnetonka, MN 55305

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

## FOR SALE

### 1991 944S2 Coupe

Red/Black Leather, 97,000 miles, New timing belt & retension, new SP8000 tires, New Euro Fog/Driving lights, New tune up to include Cap, Rotor, Sparkplug Wires & Plugs, Filters, Fluids, Value Cover Gasket, New Alpine CD Player, Very Nice Car, Selling due to Boxster purchase, Contact Ron Johnson 952-476-7445, Home or 952-797-1550 work.

### Black Dual Air Bag Dash

For 944/968, Brand new in Porsche Box,\$1200.00 B/O, Contact Ron Johnson 952-476-7445, Home or 952-797-1550 work.

### 1994 Pace 18' Enclosed Trailer

Want to have more fun with your Porsche? Then get an enclosed trailer! Dual axle, winch, battery, tire rack, carpet and diamond plate floor. Finished interior. Excellent shape. \$3,000 OBO. Dave Arundel, 952-380-5929, or email me at: darundel@goredline.net for online photo.

### Used "Full" Slicks

2 - Pirelli 295 x 18 and 2 - Dunlop 280 x 18. All have approximately 4/32 rubber. \$ - Porsche 7 x 15 phone dial wheels refinished, in excellent condition \$75 each. New G Force SA2000 White helmet \$200. Ed Hazelwood 651 705-1239 or hazelwoode@elert.com.

### 1999 996 Coupe

28 k. mi., 1 season of racing. Many SCCA T1 and PCA B class and group wins. Euro M030 suspension with H&R springs. Factory M50 limited slip differential (Powerhaus II installed). BBS 3-piece racing wheels, 18x11rr., 18x8.5 frnt. Stock 17" wheels with full tread BFG R1 rains used 5 laps. MA Shaw frnt. splitter and big rr. wing with decklid. Factory aerokit side skirts and rear

fender pieces. Full bolt-in cage with removable sidebars. Recaro race seat, seat back brace, Momo race wheel. New rotors all around. Beautiful, fast, incredibly reliable, unbelievably fun to drive, and 100% ready to race! All stock pieces for return to original condition. Great race/DE car, streetable. Over \$80,000 invested, sacrifice for \$60,000. Pete Looby (605) 339-6170.

### Wanted

928, Auto, '87-88, under 90,000 M, under \$10,000. Accident free, AC works, service cambelts, send pictures, miles, price, serial #, color, condition; for Vietta's car. Cayenne 4 dr. Auto, S.U.V. any color, under \$30,000. 1998 GT V/8 2 dr. front engine, Audi TT Quattro coupe, under \$22,000. Elmer and Vietta Langren, 9548 Oliver N. Mpls, MN 55444.

## Backward Running Porsche

by Harry Pellow

**H**eard the one about the Backward-Running Porsche!? Ironically the Maestro had just such a thing happen to him a few years ago. Actually, it happened to one of his Customers. And it wasn't an April Fool's joke! It's from my Book: "The Maestro's Newsletter" and entitled: "Why Does my 912 Turn BACKWARDS???"

It all started when the Maestro rebuilt an engine for a Customer in That Great State of Texas. One day, when the Maestro was imbibing his Minimum Daily Requirement of Beer, and reading a story in "Aviation Week" about the first successful Brilliant Pebble Test, the phone rang. It was the Man From Mississippi - finally about to fire up a 912 Engine the Maestro had built a year before.

But there was a Problem - the Engine wouldn't run! There was no doubt in the Maestro's mind that the 912 WOULD run - and in fact, HAD run - for the Maestro had run it for an hour on his Test Stand in California. "It's really strange," Maestro - "she's a-popping back through the carburetors something fierce!"

"Geez," thought the Maestro, "That's not right. It ran just fine out here!" "There's one thing I'd like to ask you," said the Man from Mississippi a little sheepishly - "Uh, which way is the engine supposed to rotate?" "Uh-oh," thought the Maestro

- "this sure sounds like one of those Trick Questions - like on the SAT."

"Well," said the Maestro, "when viewing the pulley from the Rear of the Car, all 356/912 Engines Normally rotate CLOCKWISE. Like a Clock." "Yeah, that's what I thought too," said the Man from Mississippi. "But MAH Engine is a-rotating the OTHER WAY!!! It's a-goin' COUNTER-CLOCKWISE!"

"WHOA!!!" said the Maestro - "that's not right!!!" "I didn't think so either," said the Man from Mississippi. "What do y'all think could be wrong?" The Maestro, not having confronted counter-clockwise rotating 912's before, cogitated on the question before answering. He quarried the Data Base. "COUNTERCLOCKWISE???" it Cried. "How the Hell can a 912 RUN Counterclockwise???", it asked incredulously. Quick on its feet, the Center of Higher Reasoning jumped in - "If it's REALLY rotating backwards - it CAN'T Run! Rotating backwards, it'll pump Exhaust back through the Carbs! Which incidentally, explains the "a-poppin' back through the Carbs" part."

The Man from Mississippi interrupted the Maestro's thoughts with - "Uh, Maestro, I've got my Mechanic with me, maybe you two can figure out what's wrong with my 912." The Man From Mississippi's Mechanic (MFMM) got on the line. "Yeah, hey

*Maestro Man, bo' this is the Damndest thing Ah ever did see! The damn engine turns over BASS-ACKWARDS!"*

Wanting to be sure that Bass-Ackwards in Mississippi was Counterclockwise in California, the Maestro asked - "You mean when the starter cranks the engine over, the pulley turns to the Left, Not the Right?" MFMM replied, "Yep, to the Left, not the Right. If the "OT" mark on the Pulley is On Top, aligned with the Timing Mark in the Case, and the Starter engaged, the pulley moves to the LEFT!" "OK," said the Maestro. "But let's be Sure. I'll show you a little Trick. Go to the Rear of the 912. Do you see a little Yellow wire over by the Voltage Regulator that comes out of the Wiring Harness and goes nowhere? It's got a rubber boot over a Female Spade connector."

The Man From Mississippi looks around - and sho' 'nough finds a little Yellow wire with an insulated Female Spade connector.

"That's the Baby," said the Maestro. "Now, making sure that the car is Out Of Gear, and that the Brake be on, touch that thar little Yellow wire to the B+ "Hot Side" of the Voltage Regulator - where the Big Red Wire joins - and the engine should crank over." Pause. Over the Phone the Maestro hears the Unmistakable Sound of a Porsche Starter Cranking.

## Backwards

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*"Dad Burn it,"* said Mississippi - *"You're RIGHT Maestro - it DOES turn over! Hot Damn, that's a neat idea!"* "Yes," said the Maestro - *"it's a Mechanic's Secret so that ONE Mechanic's only (not two) can crank the engine over for Compression tests or timing adjustment. The little Yellow wire runs right to the Solenoid Connection of the Starter and does Absolutely Nothing unless you touch its other end to the Hot Side of the Regulator - in which case the Starter Cranks."*

*"NOW,"* said the Maestro - *"which way does the engine turn?"* *"Honest to God, Maestro - it STILL Turns COUNTER-Clockwise!"*, replied the man from Mississippi. The Maestro then flashed through his Data Base and remembered The Strange Case of Mel, a Gentle Shop Owner who purchased a NEW Battery whose Terminals had been reversed! "+" was "-" and Vice-versa. And BOY did the Gauges acted Strangely Indeed! All of which went away when the Battery cables were REVERSED, and which went away permanent when the Battery was replaced with another where "+" was "+" and "-" was "-", and never the Twain shall meet.

But I digress. Asked the Maestro - *"you said the BATTERY has been changed too???"* "Yes," said Mississippi. *"I replaced that too!"* *"First let us ascertain that it is NOT a 'reversed Battery'. Reverse the Battery connections and try the Starter again."*

(KIDS! Don't try this at home on Dad's Carrera GT Speedster!)

The guy did - *"Dad Gum it Maestro, It STILL turns Counterclockwise - and still pops like hell outa the carburetors!"* "I'm not surprised," said the Maestro - *"even a Maestro-Massaged Engine won't run Backwards. However it WILL suck like hell from the Exhaust and try to Pump it out the Carburetor! Which is NOT a good thing to do with gas droplets and high-voltage Sparks all around!"*

*"So whaddya think is wrong?"* asked the Man From Mississippi expectantly. *"It is my Professional Opinion,"* said the Maestro *"that what we have is The Case of a BAD starter - or more likely - the WRONG starter - maybe it's for a 914 or a VW Bus or some oddball 911?"* *"Y'know said the MFMM, that's what I thought too! I just was surprised as hell to have the engine turn the Wrong Way!"* *"You're not the only one,"* said the Maestro - relating the Story of the Gentle Reader back East, near "Joisey", who stuck a Corvair Engine into a VW bus. Since Corvair Engines rotate backwards relative to Porsche Engines, the ring gear of the VW Bus's transmission had to swapped to the other side.

Unfortunately, this Corvair-powered VW Bus got wrecked and the Gentle Reader made a Deal with the Junk Yard Operator to buy the parts back at a Good Price once the Insurance Company had paid off on the claim. Unfortunately, the Junk Yard

owner had other ideas and refused to honor the deal.

So, the Gentle Reader merely decided NOT to tell the Junk Yard owner about the VW transmission mods! Vengeance was to be his.

So, when the Junk Yard later sold the Transmission to a higher-up in the Mob's pecking order, the sight of a VW Bus with FOUR SPEEDS in REVERSE but only one Forward must've been a sight to behold! As would the Junk yard owner's kneecaps the next day!

So, was it really be a Funky Starter?

Yeah - it turned out that it was the WRONG Starter - a Bosch SR-27X rather than a Bosch SR-26X for a 912. And WHAT do you think a SR-27X fits???

Give up?

Why, a 928!

So, it was no surprise that a Starter for a Water Cooled, Front Engined, Rear Wheel Drive Porsche 928 just might turn the Opposite way from an Air-cooled, Rear Engined, Rear Wheel drive Porsche 912 made 20 years previously!

The Maestro was amazed that after all these years and all those differences that the 928 Starter FIT in the 912!!! But all's well that end's well. And with the RIGHT starter, the 912 sprang unhesitatingly to live. The Man from Mississippi became a Believer. Because he had:

KEPT THE 356/912 FAITH!

