



## February '02 INHALTSVERZEICHNIS

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

### Table of Contents

2	Offiziere	20	Winter Tech Sessions
3	Nachrichten vom Editor	21	Winter Tech Sessions
4	Willkommen	22	Driver Education & Autocross Program 2002 Or, How to have lots of fun with your Porsche!
5	Unser Leiter	24	Need Help—Have a Question?
6	Kalender	26	Winter Long? Looking for Sand and Shells?
7	Kalender	28	Tech Quiz, Test Your Knowledge
8	Porsche Personality	29	Nord Stern January Business Meeting Minutes
14	Fall Color Tour . . . Photos by Brian Hanson	32	Dues Renewal Information
15	Saying Good-bye: Dwane T. Kostron	33	BMW Club Winter Activities
17	Tech Inspection Form	33	10th Annual Nord Stern Fall North Shore Tour!
17	Driver Ed Tech Inspection: Who, What, Where, When, How	34	Want Ads
17	Big Brother to the Roadster	35	Bilstein PSS-9 Installation for 993

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

The editor reserves the right to edit all material. Articles for publication in *Nord Stern* must be submitted by the seventh of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern*.

Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non PCA members are \$24.

Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Display advertising rates can be found on page 3. Contact the advertising manager for further details.

#### **NORD STERN STAFF**

Christie Boeder, Editor  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305  
952 593-5544 or editor@nordstern.org

Bill Berard, Ad Mgr.  
7100 Valley View Rd.  
Edina, MN 55439  
952 942-5314 (h) 952 921-4955 X1 (day)

Jill Daneu, Staff Writer/Photog	952 432-3486
Marsha Drake, Staff Writer/Photog	952 898-0408
Ron Faust, Staff Writer/Photog	507 282-3294
Scott Mayer, Photographer	952 937-5698
Teresa Vickery, Staff Writer/Photog	952 474-7126

**Please contact staff for any event coverage you need**

e-mail address: editor@nordstern.org website: <http://www.NordStern.org>

Front Cover - The hardy band of early morning hikers from this past fall's North Shore Fall Color Tour. Bob and Mary Lunde, Mark and Kendra Schwabel, Christie Boeder, Jim Fease, Bruce Boeder, nice young guy, John Dixon with Scott Mayer kneeling. Used self-timer on Bob Lunde's camera. Yes, it was dark!

Back Cover - Now, this is truly a photo that lends itself well to a 'Caption Contest!' The photographer will remain anonymous, per request. All I can think of is "Giant Baggies, what would David Letterman call this? Stupid Human Trick #341!?"

**President**

Mark Skweres  
4616 Fairway Hills Dr.  
Eagan, MN 55123  
651 454-6208  
mskweres@tela.com

**Vice-President**

Scott Anderst  
8262 244th Street  
Forest Lake, MN 55025  
Home 651-462-0526  
Work 651-770-2123 x102  
Cell 651-261-0831  
SAnderst@braille-scs.com

**Secretary**

Todd Knettel  
1108 Goldenrod Ln.  
Shakopee, MN 55370  
952 496-0415  
todd\_knettel@adc.com

**Treasurer**

Susan Salata  
4616 Fairway Hills Dr.  
Eagan, MN 55123  
651 454-6208  
ssalata@tela.com

**Advertising**

Bill Berard  
952-921-4955 X1  
mmabill@aol.com

**Driver Education**

Pam Viau 651 779-2344 (h)  
651 574-5050 (w)  
autoedge@Auto-Edge.com

**Driver Education Registrar**

John VeLure 612 906-9404

**BIR Relations**

Roger Johnson 763 557-9578

**Board of Directors**

Jon Beatty 952 934-6902  
Mike Selner 651 488-9847  
Jim Holton 952 937-9530

**Concours**

Mitchell Berry 952 882-2959

**Club Race Chairperson**

Roger Johnson 763 557-9578

**Dealer Relations**

George Andeweg 651 483-2681  
Brett Dahlgren 952 544-9591

**Driver Training**

Joe Rothman 952 949-0873  
Susan Lee 651 429-8902

**German Car Fest**

Nancy/Mark Cree 952 557-1979

**Membership**

Susanne Dvorak 763 559-8098  
5450 Vinewood Ln.  
Plymouth, MN 55442  
sdvorak@tela.com

**Merchandise Manager**

Jill Daneu 952 432-3486  
jdaneu@aol.com

**Met Council**

Bob Kosky 952 938-6887  
4tun8@usfamily.net

**Newsletter**

Christie Boeder 952 593-5544

**Shop Relations**

Ed Hazelwood 612 237-9319  
hazelwoode@elert.com

**Rules**

Ron Lewis, Chair 952 932-0505  
Jim Seubert 612 788 2663  
Scott Mayer 952 937-5698

**Rally**

Chris Weber, Chair 651 714-5128  
Ron Johnson 763 493-3543  
Dan Tokheim 715 749-3816

**Social**

Ed Tripet 952 471-0065  
tripet@visi.com

**Safety**

Don Miller 952 474-1261

**Tech Inspection**

Damian Kostron 651 714-4512

**Timing and Scoring**

Dean Podevels 952 934-6038  
d986p@engineer.com

Andy Schmid 952 469-3483

ams@bridge.com

Ed Tripet 952 471-0065

tripet@visi.com

**Trophies**

Fred Senn 952 942-9053

**Zone 10 Rep**

**Kurt Gibson** 417 881-7973 (h)  
P O Box 4541 417 869-0374 (w)  
Springfield, MO 65808  
k\_gibson@mindspring.com

417 869-4266 (fax)

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

Call Christie Boeder 952 593-5544.

**ADDRESS CHANGES**

—OR—

**HOW TO JOIN  
NORD STERN & PCA**

**Call Susanne Dvorak at  
763 559-8098  
or email:**

**sdvorak@tela.com**

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

**Address Changes:**

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

**Old:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**New:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Send to:**

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

Not sure what I want to rant and rave about this month! It's been a most enjoyable holiday at the Boeders and hope this finds everyone back into the swing of things. We have had several of our 2002 events come and go already. The evening of the Holiday party is really fun for us as we had the chance to chat and catch up with lots of folks. Several of whom have been hit or miss attendees these last few years. It was great to see some more faces from Rochester, for example. And listening to Vic Elford was pretty neat, too, even for a non-racing person as myself. He had some interesting stories and commentary. Watch for some follow up on that in March issue, hopefully! But there are many others planned or in the planning stages. Check the calendar for the latest and as information comes available (hint, hint, all ye organizers!), I will publish all the 'Where, How, What' stuff.

There are several fun things in this issue. Be sure to check out the incredible, almost edible looking 'car art' spotted by Nord Stern members **Len** and **Peggy Wenc** at the other side of the good old USA. You never know what you may see these days. Which leads me to mention that I am *always* interested in submissions from members. Several members over the past few years have been fabulous contributors to our newsletter, greatly enhancing it through their photographic (and literary!) efforts. I cannot emphasize enough how important it is to get stuff from the membership. This is *your* newsletter, and it can only be as good as what gets submitted. I am not saying that anyone has to be a professional photographer or writer! Far from it, in this day and age our every day cameras have the capability of making all of us look professional. Don't be shy! Send that stuff on in. As I am more than happy

to 'spiff' up any literary inclinations you may have.

Speaking of regular contributors, I am happy to report here that **Marsha Drake** has resumed her columns on "P" personalities with a piece on Mitch Berry. Be sure to catch up with our 2002 Concours Chair - the scans of his 944 photos hardly do these cars justice. The pictures fairly glow with the shiny allure of red (that's a significant color in Mr. Berry's world!).

Mark's column does touch on the loss of one of our members, be sure to read the family's tribute to really very nice guy. I will miss Dwane up at the track, no doubt about it (especially now that I am back driving!).

Next month I will include a regular section detailing how to join PCA and Nord Stern. Let's make it easy to join and get involved. That's what makes this such a great club—the members, the people who belong!

*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.			

## Advertising Directory

Apex .....	IFC
Autobahn, Inc. ....	10
Auto Edge .....	19
Collision Center, Inc. ....	32
Complete Garage .....	34
FlatSix .....	24
Johnson Autosport .....	IBC
Leighton's Garage, Inc. ....	27
Maplewood Imports .....	25
Mortgage Marketing Associates .....	23
Nurburgring, Inc. ....	18
Pinnacle Signs .....	27
Royal Tire .....	13
Sears Imported Autos .....	22
TJR Collision Center .....	20

***Welcome  
New Members***

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



**Guy and Susan Freeman**  
Eagan, MN  
1981 Pacific Blue Metallic 911 SC

**W**ow! It's been quite a week of activity here in early January. By the time you read this I hope the buzz is still going around from all the fun we had at the Winter Holiday party and Tech Session at Auto Edge this weekend.

The week got off to a great start when we held our first Business Meeting for 2002. I was very happy to see a great turnout, including most of our department chairs and several new faces. I hope we can continue this high level of participation at these meetings. Check out the calendar for dates, times and location of future Nord Stern business meetings.

Special thanks to **Ed** and **Shawn Triplet** for arranging a great Holiday party event. It was a special treat for me to introduce **Vic Elford** since he had instructed several of us Nord Stern members at a Skip Barber school at Brainerd in 1998. Curiously, Vic said he hasn't been teaching schools like that ever since. I wonder if, after years of conquering 24-hour enduros and multi-day rally races, he found the challenge of teaching people like **Jim Holton**, **Dave Steen** and myself how to drive a Formula Dodge in the rain just a little too frustrating. But seriously, I hope all of you that attended the event enjoyed Vic's stories and observations as much as I did. It was a lot of fun.

And the fun continued the next day at the Auto Edge Tech Session on Saturday. **Bob Viau** covered a wide range of topics from alignments to components and special setups. Then

we topped off the session with a close look at **Pat** and **Suruchi Kelly's** brand new GT3 Cup car. Thanks to Bob, the Kelly's and to **Ed Hazelwood** who made all the arrangements.

Our Zone 10 Representative, **Kurt Gibson**, came up from Springfield, Missouri to attend both of the weekend events. Kurt and his wife, **Angie**, were very pleased to meet and chat with many of our members. As Zone Rep, Kurt tries to attend events in all his regions. Since several Zone 10 regions were holding holiday parties that weekend we felt particularly honored that he chose to come all the way to Minnesota for ours.

I first met Kurt and Angie at the Ozarks Lakes region Flaming Fall weekend last October. **Jim Holton** asked me to represent Nord Stern at a meeting Kurt had scheduled for his region presidents. It gave us an opportunity to meet the PCA President **Bob Miller** and hear what he had to say about the changes at the national office level. We also heard from **Carter Dunkin**, national chairman for Public Relations, who talked to us about

entering the PCA Public Service Awards (we should submit one for the club's recent efforts for the Courage Center at our Club Race. See me if you would like to help.) It was a very interesting and enlightening meeting.

But, as the weekend progressed, I found the experience of participating in the Ozark Lakes Flaming Fall events even more enlightening. At each event, the Concours, the Autocross, the Tech Quiz and Rally, I couldn't help but compare it to what we've done at Nord Stern over the years. Many things were quite similar, but the differences made me appreciate both Nord Stern AND the other regions' more.

The biggest difference, for example, was that the Ozark Lakes folks schedule only one big weekend all year. But they have all the events that we'll do over a whole summer in the span of that long weekend. This way they mingle people who do Concours with the people who Autocross together with Rally enthusiasts and the social crowd. The banquet on

*Continued on page 10*



Left to right: Nord Stern President Mark Skweres, Zone 10 Rep Kurt Gibson and PCA President Bob Miller. Photo courtesy Mark Skweres

## 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? Roy Henneberger 651 454-7716  
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

- 2 **Winter Tech Session: New Cars and Care** (Saturday, 10 am)  
Maplewood Imports, 2780 North Highway 61, Maplewood, MN  
Eventmaster: Ed Hazelwood 651 651-705-1239
- 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? Roy Henneberger 651 454-7716 or hennneb@charter.net  
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, see ad for details

## 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? Roy Henneberger 651 454-7716 or hennneb@charter.net  
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? Roy Henneberger 651 454-7716 or hennneb@charter.net  
The Black Forest Inn at 26th Ave. S. and Nicollet Ave.
- 11-12 **St. Cloud Autocross**, at the MN Department of Safety Training Facility  
Exact format TBA

- 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? Roy Henneberger 651 454-7716 or henneb@charter.net  
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** **2002**
- 11 **St. Cloud Autocross**, at the MN Department of Safety Training Facility  
Exact format TBA
- 12 **Friday Night Socials are Back!** 7:00 p.m.  
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net  
Maynards in Excelsior
- August** **2002**
- 9 **Friday Night Socials are Back!** 7:00 p.m.  
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net  
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? Roy Henneberger 651 454-7716 or henneb@charter.net  
The Black Forest Inn - 26th St. and Nicollet Ave. S.  
**Nord Stern Driver Education Training at CBIR**  
Eventmaster: TBA  
**Nord Stern Driver Education and Time Trials—Last Fling at CBIR**  
Eventmaster: TBA
- 27,28,29 **10th Annual North Shore Fall Color Tour at BlueFin Bay (1-800-BlueFin)**  
Eventmaster: John Dixon 952 939-9071
- October** **2002**
- 11 **Friday Night Socials are Back!** 7:00 p.m.  
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net  
Town Hall Brewery - 7 Corners in Minneapolis
- November** **2002**
- 8 **Friday Night Socials are Back!** 7:00 p.m.  
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net  
The Local - downtown Minneapolis
- December** **2002**
- 13 **Friday Night Socials are Back!** 7:00 p.m.  
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net  
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

## 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:** Mitch Berry

**Residence city:** Savage, MN

**Member of PCA:** 1982, Nord Stern member since 1990

**Current Porsches and when acquired:** Several, see article for details!

There's been a lot of chatter about speeding tickets on the Nord Stern "Club Talk" (the Internet e-mail system for Nord Stern members who sign up for it). Not that it's a surprise, of course, since it's very difficult not to use the power of our great Porsche cars, even for the most law-abiding, conscientious owners.



Mitch Berry at the 2001 Afton Concours (photo courtesy of Mitch Berry)

However, this month's Porsche Personality, Mitch Berry, seems to have a story on how to avoid getting those tickets. Now, Mitch may not recommend this, of course (author's disclaimer), but it seems he's done a pretty good job of not getting speeding tickets. The color of the car in this story just may have had something to do with it. See what you think.

#### How to Avoid Getting A Speeding Ticket

Mitch: "I was coming home from community college one day in the yellow 924 that had the after-market turbo and got into an informal "race" with a friend who was in aircraft mechanic classes with me. We were going down the highway and passed by this 18-wheeler, one on each side. In front of the 18 wheeler was a cop. We were probably doing 120 plus, and I went by first. The cop turned on his lights, then turned them off. I didn't think anything of it and kept going.

"The next day, my friend left school first, and I was going to catch up to him. Going along at about 110 plus, I looked up at the overpass, and there's a cop with his radar. I just buried my foot into it, and by the other side of the overpass I was at 130. I just kept it that way all the way to my exit, and got off on my exit.

"I was planning on washing the car, so I went into the house, changed my



The first Mitch Berry Porsche - silver and black 914 (photo courtesy of Mitch Berry)

clothes, and went back out to the car (parked in the driveway). I looked up and saw the police helicopter flying up and down the highway."



Author: "Looking for you, Mitch?"

Mitch: "Yes, looking for me!"

Author: "But they didn't know it was your car that was sitting in the driveway that they were looking for?"

Mitch: "No, they didn't figure that out. So then, the next morning going to school, I was doing 55 mph and saw the cop on the overpass, radaring, and I slowed to 54 just for safety sake. Then as I crossed underneath, by the entrance ramp, I saw a chase car."

Author: "Waiting for you?"

Mitch: "Waiting for me and my buddy."

Author: "So did they get either of you?"

Mitch: "Yes, they got my buddy on the way to college that morning, but didn't get me. They didn't know it was me they were looking for. After that we'd see them every once in a while, for about three weeks, but they never got me."

Author: "So did that driving style work in the future for you not to get speeding tickets?"

Mitch: "Well, the last ticket I got was in 1986, for doing 71 mph in a 55 zone. And it was in a red car."



"The Radar Evader" 1977 924 (photo courtesy of Mitch Berry)

(Author's note: So maybe the color yellow did avoid a speeding ticket, the radar certainly didn't seem capable of picking that car up; but Mitch obviously has done a pretty good job of avoiding tickets in other cars too!)

As we go on highlighting Mitch Berry as Porsche Personality, there are some other "themes" to his history as a Porsche owner. Please read on.

## How to be a Porsche Owner with Nothing

Mitch's first car was a VW "Thing." (Yes, for those of you readers who are "out of it" like I was, that's the proper name of that car, not a nickname. Mitch explained that Volkswagen came out with it in 1973 and originally dubbed it "Safari." Pontiac had already taken that name, however, and threatened to sue Volkswagen if they used it. So VW apparently threw in the towel on their creativity and called their car the "Thing." The cars were imported for only two years into the States and were very economical then. Today they're very valuable because they're so rare.)

Even though Mitch liked the VW "Thing," he sold it in 1982 to become a Porsche owner. Inspired by his older brother's example, he bought a 1972 silver 914 with black interior, thus leaving him as a Porsche owner with no-Thing.

Choose the correct answer for each question below if you already know this month's Porsche Personality, or continue reading to learn the correct answer!

1. How many Porsche Guards Red Turbos does/has Mitch owned?

- (a) 1
- (b) 2
- (c) 3
- (d) 4

2. Mitch is engaged to be married this year in:

- (a) April
- (b) July
- (c) September
- (d) October

3. Besides his cars, Mitch has a pet cat which is named after:

- (a) a famous Porsche
- (b) a cartoon cat
- (c) a fruit
- (d) a race car driver

4. According to one of Mitch's favorite stories, the car color that appears to be safest from speeding tickets is:

- (a) yellow
- (b) red
- (c) white
- (d) silver/black

5. Mitch was the first in his family to be interested in Porsches and converted his brother and dad:

- (a) True
- (b) False

Continued on page 11

## Unser

... continued from page 5

Saturday night had a guest speaker, **Satch Carlson**, editor of the BMW *Roundel* magazine, who helped us all laugh at Ferrari's, BMW's and ourselves. Then the final Awards Brunch on Sunday had so many door prizes that we almost had no room in the 944 for our luggage! This whole weekend was put on by a region with a total of around 50 members.

The second biggest difference was the number of people who attended from different regions. War Bonnet, Kansas City, St. Louis, GPR, Iowa and Texas all had members there (and Nord Stern, too!). The geography and the distance from our region to others is a big factor, but it really gave me a new perspective about what it is like to be a member of a national organization like PCA. You can go all around the country and be greeted by members as one of their own. It's

a benefit of PCA that many of us may not realize until we venture out to other regions' events.

On the drive home Sue and I had lots of time to put the whole experience into proper perspective. I think I have a renewed appreciation for Nord Stern with its large membership and variety of resources to have great events in our region. But it may have also made me more open to new ideas and the benefits of getting a wider range of people involved. As Angie Gibson said, "*It's OK to steal ideas from other regions, Mark.*"

I'd like to see our group involved with a multi-region event, formally or informally, sometime in the near future. One idea was a Porsche gathering in the Amana Colonies, coordinated with all the regions surrounding the area. Our biggest challenge may be scheduling it to not conflict with our other events, but if someone

is interested in working on this please let me know. I am developing contacts in other regions if we want to get something started, and Christie and others have connections as well.

On a very sad note, I want to mention the passing of long-time Nord Stern member, **Dwane Kostron**. Dwane and his two sons, Damian and Donovan, have been regulars at many of our DE events. They've been helping out for years and are always eager to pitch in whenever possible. It is with a great sense of loss on behalf of Nord Stern that I want to express our deepest sympathy to the Kostron family. Damian was kind enough to share some reminiscences from their family about their dad, Dwane, with those of us here with Nord Stern. Be sure to see his article in this issue. Dwane will be missed not only by his family, but also by many of us here in Nord Stern.

## Personality

. . . continued from page 9

### How to Make Dad Jealous

Mitch's older brother was the first in the family to get into Porsches, by purchasing a 1958 356 from a neighbor down the block who was moving. The car was in the neighbor's garage on three wheels and a floorjack, and that's how Mitch and his brother got it home. They pushed it down the street on the three wheels and the jack. His brother eventually sold it for a 914, and later also had other Porsches.

Mitch, as mentioned, sold his "Thing" after talking to his dad about getting a Porsche instead. At first his dad laughed, but then when he realized how inexpensive the used Porsches were, he agreed with Mitch's decision.

Later, in 1983, when both Mitch and his brother had their Porsches sitting in the driveway, dad apparently got a little jealous and joined in. He bought a brand new 1983 Guards Red 928S with chocolate brown interior. Mitch says it was a beautiful car. The

driveway must have looked great, too, with all those Porsches.

### How to See Red and Be Happy

In 1986, for his 21st birthday present to himself, Mitch bought a 1982 Guards Red 924 Turbo. This is still in his collection today, and it's a pretty pampered Porsche. He's driven it about 8,000 miles in about 15 years, so that means it gets driven about 500 miles a year (only on nice days, of course). The total miles are only 62,000.

Then in 1994, Mitch added a 1986 Guards Red 944 Turbo to his family of wheels, and two years later, he added a 1989 Guards Red 944 Turbo. He later sold the '86 but still has the '89, which to date has only 32,000 miles on it. It's the Concours-only-car and has won its class at the Afton Concours two years in a row. The highest point total Mitch has achieved with it is 299.3 out of 300.0 possible. Wow, what a gorgeous car!

In August of 2001, another 1986 Guards Red 944 Turbo got Mitch's attention, and he couldn't resist. It was a theft recovery and he found it on eBay.



This car goes "Woosh"! (photo courtesy of Mitch Berry)

He picked it up in Illinois for a great price and plans are to prepare it as a track car.

So what's Mitch's message here? If you like red Porsches, buy all of them you can! Why not?

### How to Be Clever With Names

Mitch's 1982 924 Turbo is still in his collection, and it's license plate is "WOOSH." Mitch's explanation for this plate is that it's the sound the car makes as it goes by. He thought it was, ". . . a bravado type of thing, where you've got this red, flashy Porsche, and you put this license plate on it, "Woosh," and it kind of draws you more attention . . ."

(Author's note: Maybe the wrong kind of attention, though, since this is the car Mitch got the 1986 speeding ticket in!)

With another clever name is Mitch's very intelligent, sensitive, communicative cat named Razz. When the cat met us at the door, while I was exchanging "meows" with him, I asked his name. Mitch quickly gave



Concours winner 1989 944 Turbo (photo courtesy of Mitch Berry)

Continued on page 12



1986  
944 Turbo  
(photo  
courtesy  
of  
Mitch Berry)

editor's note:  
This is one  
shiny car!

been with Northwest Airlines since 1990. He's been a Porsche club member since 1982 when he joined in Kansas City, Missouri. He's lived in Minnesota since 1990.

He's a very enthusiastic and knowledgeable Porsche owner. For those of us who may need help on avoiding speeding tickets . . . or loving the color red . . . or figuring out how to keep five or six cars in the family . . . he's the one to talk to!

Mitch and Adrienne, best wishes for your marriage, and for your lives together with all those cars!

## Personality

*. . . continued from page 11*

his first and last name, of course to clarify the cleverness. His name is Razz Berry.

### How to Bring Important Things Back Into Your Life

Recall that Mitch had a 1986 944 Turbo, sold it (to a friend of a friend in Nord Stern), but then seven years later purchased another 1986 944 Turbo - Guards Red, of course. He just couldn't resist the same color and type of car, so it must have been important. It will be fun to watch him fix it up and keep it in the picture.

When Mitch had the silver and black 914 in high school, he was dating a great gal named Adrienne. They had a lot of fun running around in that car, and also in the 1977 yellow 924 mentioned above. The 924 was light weight, didn't have a sunroof, and had an after-market turbo charger that Mitch had put on it. He sold it to his dad and brother when he bought one of the red cars, but then later bought it back from them again. He realized the importance of the

yellow 924, and how much he liked it. He still has it today.

Mitch and Adrienne went their separate ways after high school. However, in 2001, they connected again and have gotten back together, so much so that they are now planning a wedding on July 5th. Mitch recognized the importance of Adrienne in his life and has made plans to keep her around!

Adrienne loves having the yellow 924 around, since she and Mitch were together with the car years ago. Mitch is trying to locate the silver 914, too, to re-purchase it and make the reunion even more complete.

### Finally, How to be a Great Porsche Personality

Mitch Berry is an aircraft mechanic working on 747s and has



Mitch's garage showing car lift that has 1" tolerance at ceiling  
(photo courtesy of Mitch Berry)



*One More  
Time . . .*



*2001 Fall North  
Shore Color Tour*

*. . . Photos by  
Brian Hanson*



---

---

# Saying Good-bye: Dwane T. Kostron

It is with a great deal of sadness that we share in the loss of long time member, Dwane Kostron. Damian Kostron, Dwane's son and also a Nord Stern member called our home right before New Year's Eve to let us know that his dad had passed away December 27th after a fairly brief battle with heart problems. Both Bruce and I remember Dwane and his sons, Damian and Donovan up at the track. I remember first of all being struck by how neat it was to see dad and sons sharing in their passion for cars and all things mechanical. And I remember, too, how helpful, friendly and downright nice they all three were (and are). As Bruce and Damian talked about Dwane, I knew that we wanted to share a bit of that Kostron kindness here in Nord Stern for all those who knew Dwane when up at the track and for those who didn't, may their words inspire us all.

Dwane's family put together a wonderful testimonial 'brochure' to their dad for his memorial service. I wish that everyone could see it. It is crafted with such obvious love, respect, compassion and care. It is with an abiding sense of humbleness that I share with you some of those words and stories about Dwane and his life and family. The compelling sense of love that shines through these words are ever powerful - please keep them in your heart, too.

## **The greatest gift I ever had came from God, I call him Dad.**

Dwane greeted everyone with a hug.

To family and close friends, hugs were as common as a handshake.

He continually encouraged his sons to practice this form of greeting.

His life revolved around his wife and two sons. Anything and everything he did was with them and for them.

He was an early morning riser, always on the go, never a dull moment.

Dwane was a man of action and never a wasted minute.

Dwane would do anything for anybody - anytime. He was always willing to lend a helping hand.

Dwane had a code of honor he believed in, and stood by it.

When Dwane needed to borrow something, he believed in returning it in better shape than when he borrowed it.

Dwane was born in South St. Paul, named after a street there and experienced a childhood filled with sports, model ships, planes, cars, erector sets and comic books. Even though he could be rebellious and mischievous, he was neat and tidy and already willing to help; admirable qualities for future car involvement!

He did serve in the military in the late 50s but returned to Minnesota, married wife Ranee in 1965, started a family with the birth of Damian in



1968 and Donovan in 1971 and worked at Macalester College as a Technical Advisor in the Art Department, eventually becoming a Cabinet Maker with Heritage Display Co. Always an active guy, Dwane enjoyed fishing, camping, canoeing, hiking, and downhill skiing with his family. Plus he had a number of boats over the years and did a lot of sailing on Lake Superior.

But a major love for Dwane was restoring Porsche cars. The real fun, however, was driving them around town and at Brainerd International Raceway. There Dwane could drive hard along with other Nord Stern members. There he shared his enthusiasm and expertise with many a fellow club member. We will miss him up at the track, ever so helpful, ever so friendly and fun.

If anyone doubts that cars were a love of Dwane's, here is the list of

*Continued on page 19*

# Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA Member # \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ CBIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector.

Shop / Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Fire Ext./Full/Mounting	_____
Brake Lights	_____	Brake Lines	_____	Helmet Snell 90/Better	_____

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leaks	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	(Including Boxster)	_____

## Condition of:

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required \_\_\_\_\_ Yes No  
Items to be corrected \_\_\_\_\_

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_



# Driver Ed Tech Inspection: Who, What, Where, When, How

Well, it is that time of year again. Time to consider the status of your prize sitting in storage, slumbering out the winter. One of the initial milestones to a season of driving events is the annual tech inspection. Once again, Nord Stern will require the same tech inspection that has been done in the past. This inspection is required prior to the first high-speed event and is valid for the season. Although, a re-inspection may be required if your car is involved in a major incident.

Drivers are required to have their cars inspected at one of the Twin Cities area specialty shops (see list at the end of the article or contact Don Miller, Safety Chair for further information - his phone number is on pg. 2). You are responsible for scheduling an inspection appointment with the shop ahead of time and the inspection usually takes about 20 to 30 minutes to complete. The shops should have copies of the inspection form (photocopies of the form from *Nord Stern*, or the page itself, are acceptable). The cost of an inspection will be around \$35 to \$40 (editor's note: this cost was as of 2 years, please be aware that may have increased depending on the shop you frequent) and only covers the car inspection. Although many people will find it more convenient to get their car serviced and inspected at the same time.

Nord Stern members living out of the Twin Cities area or members neighboring regions may find it difficult to get their car inspected at one of the required shops. They can have a competent local shop inspect their car using a copy of the inspection form as a guide to help the shop inspect your car.

At the completion of the inspection, you will receive the inspection form indicating your pass/fail status. If your car passes the inspection, the inspection form should then be mailed along with your registration for your first event (or presented during registration at the event; along with your current PCA card, driver's license and Snell 95, or better, helmet). If your car has items that cause it to not pass, these problems will be indicated on the form. Some problems may be serious enough to require a re-inspection after the problem is fixed. Others may be resolved with a quick check at the track prior to the event. The shop will generally indicate what is required on the inspection form.

Please understand that you, and only you, are responsible for the condition of your car. The inspection, by the shop, in no way constitutes any form of liability for your car's condition. Nord Stern also reserves the right to 'spot check' any car, at any time, to determine whether your car meets our approved condition.

**The goal of this inspection process is the following:**

1. Improve the quality of the inspection.
2. Increase emphasis on proper car preparation.
3. Save time by eliminating a mandatory inspection prior to each event.

**Frequently asked questions:**

*"I would like to prepare my car for the tech inspection. What items will the shop be looking for when I bring in my car?"*

The Tech Inspection Form provides an excellent list of items the shop will be looking at. During the inspection, it is likely that the car will be put up on a lift. This will allow access to areas of the car that do not get frequent attention. The shop will not only be looking for items of obvious trouble, but for things that could use some attention.

*"If my car 'fails' the tech inspection, will I need to pay the fee a second time and have a second inspection done?"*

If the 'failure' is a simple item that you can correct (loose battery, uncharged fire extinguisher, brake pad wear, etc. . . .) then a quick confirmation check at the track will be required to receive a 'passing' status. However, if the problem is significant enough to require the car being put back up

*Continued on page 18*

## Tech Inspection

... continued from page 17

on a lift to confirm the condition of the car, you may want the shop to perform the repair and the cost of inspection can be negotiated with the shop at that time.

*“I have been driving at high-speed events for years, what if I decide to take my chances and show up without a completed tech inspection form?”*

Unfortunately, you will be asked to go home without being able to participate in the event and without a refund of your registration fees. Nord Stern will not be performing any tech inspections at the track (aside from a few items that need only a quick confirmation from a failed initial tech inspection). It is not fair to the few volunteers and other event participants that exceptions are made. Out-of-region participants are being held to the same standards.

Nord Stern high-speed events allow drivers to push the limits of their cars. Safety of both you and your instructor and that of other event participants is amongst our highest priorities. A good tech inspection is the first step in helping us conduct safe and fun events.

Participating shops:

### **Auto Edge**

900 Wildwood Rd.  
Mahtomedia, MN 55115

### **Carousel**

8989 Wayzata Blvd.  
Golden Valley, MN 55426  
952 544-9591

### **Elias Import Repair**

24212 Greenway Ave.  
Forest Lake, MN 55025  
651 464-8890

### **Jeppesen Imports**

7700 Quattro Dr.  
Chanhassen, MN 55317  
952 934-5511

### **Johnson Autosport**

1475 Stagecoach Rd.  
Shakopee, MN 55379  
952 233-0275

### **Leighton's Garage**

14301 W. 62nd St.  
Eden Prairie, MN 55346  
952 934-8900

### **Maplewood Imports**

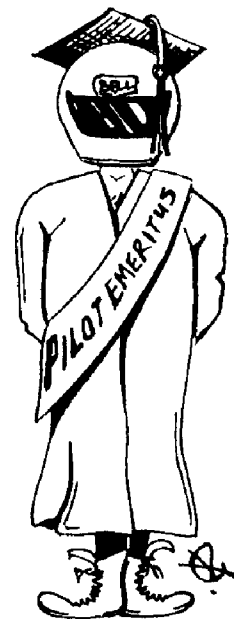
2780 N. Hwy 61  
Maplewood, MN 55109  
651 483-2681

### **Nurburgring**

2105 Daniels St.  
Long Lake, MN 55356  
952 473-7270

### **ORR AutoService**

6221 Cambridge St.  
St. Louis Park, MN 55416  
952 922-1797



EDITOR'S NOTE: CONTACT SAFETY  
CHAIR, DON MILLER 952 474-1261  
WITH ANY QUESTIONS ABOUT  
PARTICIPATING SHOPS.

## Dwane

*... continued from page 15*

automobiles he owned in life (listed in chronological order!). 45 in all.	1965	Chrysler (lime green)	1982	Nissan Stanza (tan)
Wow!	1970	Pontiac Catalina (dark green)	1968	Opel (orange)
1951	1972	Datsun (blue)	1972	Mercedes Benz 250 (white)
1952	1974	Dodge Dart (brown)	1981	VW Quantum (gold)
1956	1975	Saab (black)	1985	Ford Aerostar (burgundy)
1950	1980	Chevy Citation (blue)	1982	Buick Skylark (blue)
1955	1937	Plymouth Coupe	1985	Buick Century (silver)
1959	1938	Plymouth Coupe	1981	Mercedes Benz 300SD (blue)
1957	1950	Cadillac (black)	1986	GMC Jimmy (red)
1963	1965	Dodge Charger	1993	Chevy Blazer (black)
1968	1978	Chevy Chevelle	1995	Chevy Blazer (red)
1969	1979	Ford Mustang (white)	1997	GMC Jimmy (black)
1969	1941	Ford 4 door (black)	1973	Porsche 1914 (red)
1965	1953	Chevy (light blue)	1999	Mercedes Benz ML320 (white)
	1949	Dodge Meadowbrook (black)		
	1965	Chevy Van (brown)		
	1975	Dodge Van (green)		
	1975	Ford Pickup (red)		
	1979	Chevy Van (blue)		

*“If tears could build a stairway  
and memories a lane, I’d walk right  
up to heaven and bring you  
home again.”*

—The Kostron Family

## **Novice Driver Training Tech Session**

**Carousel automobiles**

8989 Wayzata Blvd.

Hwy 394, just east of Hwy 169

952 544-9591

**Time: TBA, Early April**

Watch your *Nord Stern* for exact information on time and location for this tech session at which you will learn what preparation is required for you and your car in order to participate in Nord Stern Driver Ed Training events, the first of which is scheduled on Friday, April 26th. Experienced drivers and instructors will be on hand to answer your questions!

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

## **Dyno Demonstration Got Horsepower?**

**Tech Session at: Johnson Autosport**

1475 Stagecoach Rd. Shakopee, MN 952 233-0275

**Saturday, February 16, 2002**

**10 a.m to 12 p.m.**

**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**

## **New Cars and Care**

Maplewood Imports, 2780 North Highway 61

Maplewood, MN

651 483-2681

**Saturday, March 2, 2002**

**10 a.m to 12 p.m.**

**Join other Nord Stern members at Maplewood to look at 2002 models and discuss their care. Maplewood hopes to have either a 2002 Twin Turbo or 911 S4 on hand!**

**Questions? Call Eventmaster Ed Hazelwood**

**651-705-1239, hazelwoode@elert.com**

---

---

# Driver Education & Autocross Program 2002

## *Or, How to have lots of fun with your Porsche!*

*by Don Erickson, Driver Education Chair 2001, reprinted here for 2002*

Porsches are great to look at, but they're even better to drive. Since many of us have only been able to look at our Porsches this winter, it's time to start planning for what I believe is the best driving experience one can legally have in a Porsche. Our club puts together one of the best driving club programs in the country and I urge all club members to give one of our driving events a try this year.

For those of you who are unfamiliar with Nord Stern's non-racing

driving events let me give you some background information and definitions of our three types of non-racing driving events.

**Driver Education** is "an activity where drivers practice skills of high-performance driving in a controlled environment."

A **Time Trial** is defined as "an event held at a high-speed driving facility where one car at a time competes against a clock." These events follow the Driver Education event.

We also offer **Autocross Events**. An Autocross is "an event held at a low or medium speed driving facility where one car at a time competes against a clock. Autocrosses are often held on parking lots where the course is defined using plastic traffic cones or pylons".

All events are covered by a set of rules, which I highly recommend you read to get all of the details regarding what you need to do in order to par-

ticipate, please contact either Ron Lewis (952-932-0505) or check the Nord Stern website, for a copy of the “*Nord Stern Region, Porsche Club of America, Driver Education, Time Trial, and Autocross Rules 2002.*”

Before I go on, please note the difference between the Driver Education Events and **Driver Training**. Driver Training is “a school and where drivers learn the theories and techniques of high-performance driving. Driver Training usually incorporates classroom sessions followed by supervised track exercises”.

Now here is why we bring this to your attention. Completion of Nord Stern **Driver Training** or its equivalent is required for new participants at **high-speed Driver Education** events. Driver Training is usually only offered twice a year; the day prior to

the first Driver Education Event (First Fling) and at the day prior to the last Driver Education event (Last Fling). If you have not attended our school you must have proof of equivalent training. So I urge you to sign up for the first **Driver Training** so you can participate in driving events the rest of the summer.

Autocross events, which are **low to medium speeds**, do not carry the same training requirements but we do offer training for these events also.

*EDITOR’S NOTE: THIS YEAR THERE WILL BE TWO SUCH EVENTS, BOTH IN ST. CLOUD AT THE MINNESOTA SAFETY DEPARTMENT TRAINING FACILITY. CHECK CALENDAR FOR DATES OF THESE AND THE HIGH-SPEED CBIR EVENTS.*

All Driver Education events require pre-registration, a tech inspection of your car by a qualified service

provider, familiarity with the rules, and a few pieces of special equipment. This is all covered in the “Nord Stern Region, Porsche Club of America, Driver Education, Time Trial, and Autocross Rules 2002.” Contact Ron Lewis (952-932-0505) for a copy. And watch in your upcoming *Nord Sterns* for registration forms (First Fling forms will be in the March and April issues, for example) and more information on these and other events!

EDITOR’S NOTE: NORD STERN CALENDAR LISTS THE DATES FOR THIS YEAR’S UPCOMING DE EVENTS AT THE COLONEL’S BRAINERD INTERNATIONAL RACEWAY AND THE TWO AUTOCROSS EVENTS IN ST. CLOUD. THE ACTUAL DATES FOR LAST FLING HAVE NOT BEEN FINALIZED AS OF PRESS TIME FOR THIS ISSUE. WATCH YOUR *NORD STERN* FOR FURTHER DETAILS!

---

---

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



Looking for advice on prepping your car for Driver Education or Driver Education Training 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





---

## Winter Long? Looking for Sand and Shells?



Now, I have seen some interesting cars lately, but this particular specimen leaves me a bit speechless. Nord Stern member **Len Wenc** and wife, **Peggy**, couldn't believe their eyes either when this 944 was spotted in Key West, Florida this past November! I would like to thank Len so much for taking the time to photograph the car and get me the pictures. I wish everyone could see this in color—the car is red and provides a great background for the shells, beads, caps, and whatall! (P.S. just go online to the Nord Stern website at: [www.nordstern.org](http://www.nordstern.org), go to What's New, find the Newsletter area and select the Feb-

ruary 2002 issue. This is a .pdf file that can be viewed in FULL color. You just need Acrobat Reader which is a freebie from the Adobe website if it turns out your computer doesn't have it already installed although must do. It's not a huge file.

Truly some people have way too much time on their hands. I wonder how many times a day this car gets photographed?!

Thanks to Len, roving photographer, for sending this in. If you see any interesting vehicles in your travels, please share them with the rest of Nord Stern. What fun!

—Christie Boeder/Editor



## Tech Quiz, Test Your Knowledge

by Mary Anne Nowakowski, Chicago PCA (Chicago Scene)

- 1973 and later 914s have two rubber flaps on the bottom of the car at the front edge of the engine compartment. The purpose of these flaps is to:
  - Deflect mud and rocks
  - Aid in engine cooling
  - Reduce aerodynamic drag
  - Protect the floor as the car stopped
- The 1969 911E came with 14 inch wheels for:
  - Improved comfort
  - Lower final drive ratio
  - Less unsprung weight
  - Lower cost
- Power brakes were first incorporated in the 911S beginning in what year?
  - 1976
  - 1977
  - 1978
  - 1979
- In the mid-1980s, Porsche investigated ball bearing turbo charges. They were rejected because:
  - They would explode
  - Oil control was a problem
  - They increased turbo lag
  - They were too noisy
- The color of DPT 5.1 brake fluid is:
  - Blue
  - Red
  - Purple
  - Amber
- The primary difference between a 956 and 968 is:
  - Number of turbochargers
  - Suspension design
  - Wheelbase
  - Right versus left hand drive
- The 993 engine's valve springs consist of?
  - Progressive inner spring & linear outer spring
  - Progressive outer spring & linear inner spring
  - Linear outer and inner springs
  - Progressive inner and outer springs
- What model year did air conditioning system become CFC free?
  - 1991
  - 1992
  - 1993
  - 1994
- Which Porsche uses a viscous coupling to drive its front wheels?
  - 1989 C4
  - 1991 C4
  - 1994 C4
  - 1995 C4

*editor's note: at least I know it must be a C4!!*

- The company contracted by Porsche to build Boxsters in 1996 was?
  - SAAB
  - Karmen
  - Valmet
  - Peugot

### Answers:

1. B (From Panoram, Dec. 1998, pg. 38)
2. A (From Panoram, May 2000, pg. 52)
3. B (From Panoram, May 2000, pg. 54)
4. D (From Panoram, June 2001, pg. 70)
5. D (From Panoram, Oct 1998, pg. 68)
6. C (From Panoram, March 2000, pg. 22)
7. B (From Panoram, June 1997, pg. 48)
8. C (From Porsche Family Tree, pg. 17)
9. D (From Porsche Family Tree, pg. 19)
10. C

## Nord Stern January Business Meeting Minutes

**M**ark Skweres opened the January 8th meeting at 7pm.

Mark mentioned that Dwane Kostron had passed away. Mark will send a card on behalf of the club.

**Membership** (Mark for S. Dvorak):

We will try for 2 new membership socials (early spring, late summer).

We should try to combine events; new member social, tech quiz, concours, etc.

New members need the information to sign up - suggested blank forms and the newsletter.

**Newsletter** (Christie Boeder):

Newsletter should reiterate where/how to sign up.

**Advertising** (Bill Berard):

Jim Holton volunteered to help Bill with advertising.

**Social** (Ed Tripet):

90 people signed up for the Vic Elfred Holiday event 1/11/02. Roger Johnson will arrange transportation for Vic to the event. Marsha Drake will provide an 'ice breaker' club questionnaire available at check in. While discussing raffles ideas, Jim Holton was having so much fun talking about a gift certificate for frozen rotors that his chair broke - putting him on the floor! This was definitely the highlight of the meeting!

Mike Drake will be Eventmaster with Jim's help for ProKart late March or early April. Ed is looking for an Eventmaster for a Garage Concourse event with the possibility of Joe Soucheray's or Paul Brand's partici-

pation. Spring or Fall. Susanne is looking for help with Friday Socials.

**Shop Relations** (Ed Hazelwood):

Suspension & Alignment talk at AutoEdge 10am Saturday 1/12/02. Check out the New 911 GT3 that will be there! Mark will follow up on Dyno Demo at Johnson's Auto in February.

**Driver Education** (Pam Viau):

We are looking for Eventmasters! Pam will follow up on clubtalk. Possible Rate increases due to ambulance increases. We choose to not sacrifice safety for cost. Pam spoke with Gary Peterson about rates of \$91-advanced and \$63-basic. Another option, Todd will check with brother (drives Cloquet ambulance) to see how his ALS team compares, and if they would be interested. Pam may clean up files, Mark suggests History Project with help from Jill & Fred Daneu. Joe Rothman and Susan Lee are working on possible Instructor Clinic and possible women's event.

Planned schedule: All dates not set in stone: (April 26-28 Friday DE, First Fling), (May 11,12 & July 21 St Cloud Autocross), (June 14-16 Friday ?, MidSummer), Move September school to June! (August 9-11 DE, Club Race), (August 22-23 Road America (up 20% to \$9000/day)), (September 20-22 Last Fling), (September 19-20 Blackhawk - possible conflict with fall color tour which takes priority), (September 27 North Shore Fall tour).

Audited in 2001. Don Miller will talk with Sue Skweres, Ron Draper and Ken Benson to see what's best for IRS coverage. Currently we pay corner workers cash (Partial Exp Reimbursement), but we'd rather do checks.

We do need Tech Specs for ALL track events including DE! We will accept 'out of region' tech specs. Bob Viau encourages tech specs to be done in advance since you cannot raise the car at CBIR. John VeLure will recap last years attendance to Mark. John wants to enforce the late fee of \$40 to encourage early enrollment. John suggests removing "Time Trial" off the registration form.

**Safety** (Don Miller, Rick Laverdiere):

No changes.

**Driver Training** (Joe Rothman, Susan Lee):

Looking for Eventmaster to discuss low speed school at St Cloud. No instructor interest yet.

**Timing/Scoring** - Dean Podevals, Andy Schmid

No equipment issues, cabling fixed for display, need 1 new battery, have tent, has scoreboard. Granting old PS2 to Mac Group. List of Autocross RSVPs will be forwarded to Dean for entry. RSVP to Eventmaster - no checks till that day.

**Club Race** (Roger Johnson):

August 9-11 date is confirmed on National website. August date picked due to conflict with Watkins Glen.

*Continued on page 36*

---

---

# Big brother to the roadster

*By Robert Beamesderfer, No region given*

The folk at Porsche have been at it again. This time the subject of refinement is the 2002 Boxster S, big brother to the roadster that the folks in Stuttgart sent stateside four and a half years ago. There were some fears at the time that the Boxster would be a repeat of the German marque's muchmaligned 914 or the unfortunate 924. Those fears were quickly dispelled for anyone who drove the midengine, rear-drive sports car.

The S model, in its third year, answers the main criticism of the original with a larger, more powerful 3.2-litre flat-6 engine (250hp versus 217). It's not only the right answer, but it gets extra credit for having the song and soul of a V8.

Punching the throttle anywhere in the car's broad power band results in two very satisfying things: a ferocious growl, heard mostly through the air intakes just behind the doors, and instant acceleration. If not the jump to light speed offered by its 911 Turbo stablemate, the Boxster S goes from zero to 100kph in 5.9 seconds; that's seventenths of a second faster than the standard Boxster.

Keeping all this under the driver's spell are huge disc brakes and a suspension system that make this possibly the best-handling car that doesn't come with a six-figure price tag or a pit crew.

The S is about US\$10,000 more than the regular model, but the differences go well beyond cosmetic. Our test vehicle had four major options – metallic paint, sport package, 18-inch wheels and Porsche Stability Management – which add about US\$6,300 to the base US\$51,600. The brakes, suspension and six-speed gearbox are transplants from the 911 Carrera.

Except for subtle styling cues, the S retains the “budget” model's shape. There is an extra vent opening upfront for a third radiator, as well as a dual exhaust that exits from the centre of the car.

(Although the centered exhaust pipe drew criticism early on, it is barely noticeable compared with the homely back end of the Mercedes C-Class coupe, which looks like Daimler raided the Saturn parts bin, or the large bustle of the Lexus SC 430, for which styling is compromised to accommodate the retractable hard-top.)

Most noticeable here are the larger 17-inch wheels – or the optional 18s – which show off bright-red brake calipers. There is also the red “S” trunk badge, plus a rear spoiler that rises at 110kph to decrease axle lift.

The interior is smartly laid out: ignition key on the left, in classic Porsche fashion, and simple gauge cluster with tach in the middle. Instead of a glove box, it has large, albeit

unlockable, compartments in each door. The S has somewhat more styling glitz than the basic Boxster in the form of aluminium look trim on the gauges and door handles.

Although all of this is nearly posh when compared with sports cars from as recently as 10 years ago, the relative sparseness of the cockpit is a refreshing change from the overload of buttons and displays often seen in cars priced more than US\$50,000.

Excellent seats and steering wheel are combined with proper sport pedals and a somewhat longer-than-expected throw to the shifter. Still, gear changes were smooth, and the clutch didn't require a running back's left leg to depress.

All of this simplicity would be admirable in and of itself – call it antieye candy – were it not also the means by which the car connects driver and road.

With the top down on a pleasant fall day, the Boxster S proved itself more than up to the challenge during a recent test drive along the Pacific Coast Highway.

The car was as pleasurable in cruise mode as it was during more spirited driving in the twisty parts. There wasn't a handling riddle the S couldn't help the driver solve.

Indeed, all aspects of performance inspired confidence. This is a car for which the limits probably cannot be

reached during safe driving on public highways.

Back in the city, the Boxster S has good driving manners and enough storage in its two trunks to be a guilty pleasure as an everyday car. Operation of the power top is a snap.

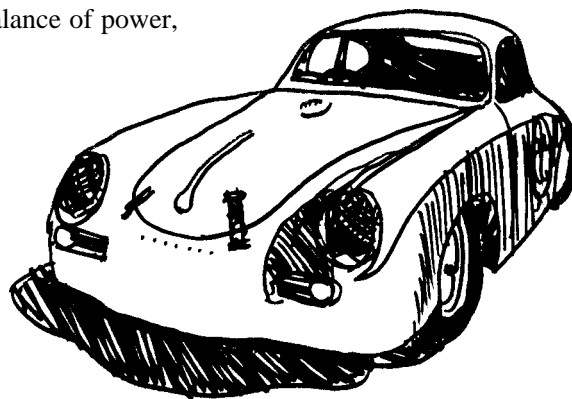
The only flaw is that the cup holders, otherwise a marvel of engineering, are unsuitable for anything larger than a double espresso; still, it is a feature absent from the 911 Turbo, in

which serious Gforce acceleration and hot liquids would be a bad mix.

For the money, you can buy a faster car, such as the BMW M3 or the Chevrolet Corvette, or the slower but more luxe Lexus SC 430. But the S has an excellent balance of power,

handling, braking and comfort without disconnection from the road.

All in all, the Boxster S possesses the most important sports car characteristic: the ability to put a smile on your face.



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.



# 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 - 1 year: expires  
12/2002

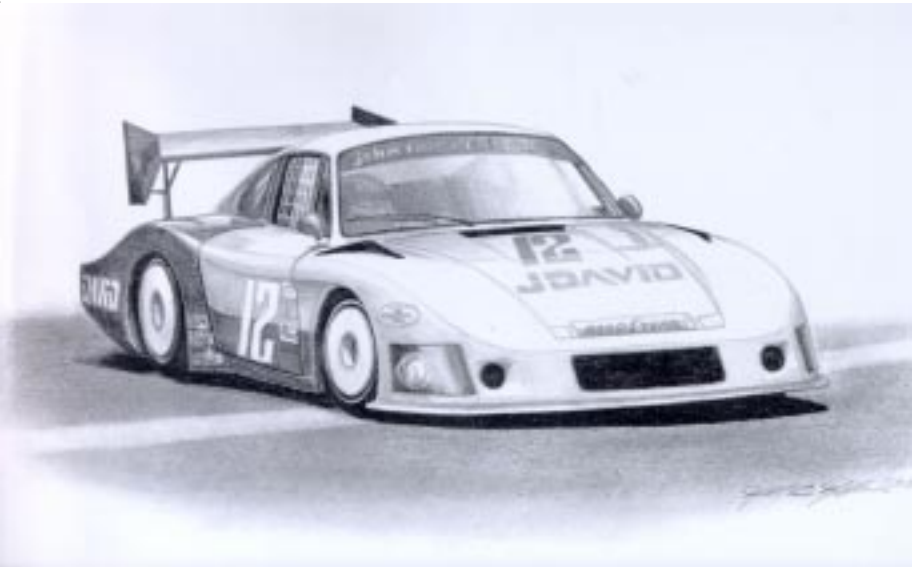
\$55 - 3 year: expires  
12/2004

\$90 - 5 year: expires  
12/2006

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

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

Leave a message and she will  
get back to you.



Fitzgerald 935, artwork by Mike Mulligan



## BMW Club Winter Activities

by Peter Heinz, Northstar BMW Club

I just wanted to inform you of our social events that may be of interest to you! We are having a ProKart indoor go-cart event on January 20th (too late for that one!) and March 2nd. We are also having a Winter School and Teen Winter School February 16th and 17th. We will also be having an Advanced Driving School

event May 18th and 19th. Please pass this information on to your members and or anyone else that may benefit from these events.

Also please stop by our web site to sign up and or read about any of the events listed and or coming up. Thanks.

<http://www.northstarbmw.org>

EDITOR'S NOTE: NORTHSTAR HAS A WEBSITE WITH INFORMATION ON THEIR UPCOMING ACTIVITIES AND INSTRUCTIONS ON HOW TO REGISTER ONLINE (THEY EVEN TAKE CREDIT CARDS!)



## 10<sup>th</sup> Annual Nord Stern Fall North Shore Tour!

Friday, Saturday, Sunday

Sept 27 - 29, 2002

Headquarters: BlueFin Bay (1-800-BlueFin)

Eventmaster: John Dixon 952 939-9071

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

### '87 911 Coupe

45k Diamond Blue Metallic, black interior, LSD, factory sport shocks, factory alarm. 45k service just done. 16" Fuchs with nice center caps. Owned for 7 years, (since 7,500 miles), always Mobile 1. Never damaged, not concours condition, but a REALLY nice driver. Reluctantly offered for sale to finance new race car. \$24,900. Joe Rothman 952-949-0873, Joe@goqms.com

### '86 944 Turbo

78k mi, Guards Red/tan, Koni's, Mobil 1, no smoking or winters, 17" ROH ZS 5 spoke wheels w/ new tires-Toyo T1-S, 968 M030 sway bars, Recaro LS driver seat, Momo steering wheel, Hella H4, 968 brake ducts, harness bar, 6 pt harness (driver), recent clutch, coolant pump, starter. Asking \$10,900. Includes original seat, steering wheel, sway bars. Can e-mail photos. Mark Kittock 952-934-2556 or red951@pmlink.com Sale due to immanent boat purchase, not enough space for both toys.

### Wheels

4 ea 16x8 phone dial wheels, 23mm offset, with 245/45-16 Toyo RA-1

tires, approximately 2/3 life left. Also a fifth tire, unmounted, with just a couple days on it. Asking \$1400. Mark Kittock 952-934-2556 or red951@pmlink.com

### Wanted

Rear hatch frame for Porsche 944. Don't need or want the glass or spoiler, just the frame. Contact Thaddeus at 651.699.8148 or email at: austi012@tc.umn.edu

### 1973 914 2.0 Race Car

PCA Class GT5S or Nord Stern P5. Black with 84,000 miles. Dipped body, 1,800 lbs. Custom roll cage, fiberglass hoods, bumpers and top. 911 front suspension with Wilwood brakes. Owned since 1981. \$8,000 Contact Tom Solstad for details at 651-687-0804 or email at: tomsolstad@aol.com.

### 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.

## Bilstein PSS-9 Installation for 993

By Steve Grosekemper, San Diego Region (Windblown Witness)

Recently I had the opportunity to install Bilstein's newest suspension system, the PSS-9 system on a 1996 993 C4S. The PSS-9 system (Professional Suspension System) is a fully adjustable monotube gas shock absorber that provides nine separate compression and rebound settings. Each shock has two separate coil springs of varying spring rates to provide a truly progressive rate (see image #1, below).



Image one

The main goal of this new system is to maintain ultimate control between the wheels and the road, something previously only available with full custom race setups. I knew this system was going to be a great improvement to an already excellent vehicle, but I couldn't wait to get it installed and "test drive" the car.

I started with the front suspension, which seemed to be a no brainer. I was right; the front suspension was very straightforward. The installation was so uneventful I don't need to go into the details. Read the instructions and put it in. That is all there is to it.

However, the rear suspension was a completely different story. The directions supplied by Bilstein indicate that the top of the rear shocks are attached to the stock rubber shock absorber mount. The first problem with this is that the mount is designed to support the force of an isolating shock absorber only, not the entire weight of the car. The second problem is that the top spring perch is flat and the bottom of the O.E. shock mount is not, it is concave. The last problem is that a main wiring harness runs directly

above the right shock shaft, and failure or distortion of this rubber bushing could put the shaft right through the wiring harness, which would result in an instantaneous electrical meltdown.

After discovering these problems, I made some phone calls to people who have already installed this system. Most were either machining the bottom of the O.E. mount flat or installing a spacer. While this method would work, I was still not comfortable with the support capabilities of the rubber mount as well as the issue of clearance with the wiring harness.

It finally dawned on me to call the Bilstein tech department. They had always been very supportive in the past, and I was curious if they were aware of this situation.

I was told the PSS-9 system is a motorsports kit and may need modification for exact fitment. He was right, it was definitely going to need modifications to work. Lou,



Image two

from tech support, agreed to come down the next morning to look at the problems. My solution was to simply install a solid monoball upper shock mount similar to the setup that a Euro 993 RS uses ? Lou agreed. After several differ-

*Continued on page 36*



Left, Image three

Whenever you upgrade a suspension system there is always a “give and take”. You get better handling at the cost of ride quality. I can truly say that this system gives the greatest improvement in suspension control with the smallest compromise in ride quality that I have ever seen. Time for another test drive! Good luck.

## Bilstein

... continued from page 35

ent fitments, the best part for this application was E.R.P. monoball plates with 10mm x 35mm aluminum spacers installed between the monoball and spring perch (see image #2, prior page).

These units can be ordered through Performance Products. They seemed to work best because of their low profile, which gave sufficient clearance to the wiring harness (see image #3, above).

With the top mounting issues taken care of, the installation was running smoothly again. The settings for spring perch height needed to be changed slightly from Bilstein’s specs. The front height needed to be lowered about 20mm and the rear about 15mm from the suggested spring perch height to get the look I was after. The final height I set the car to was stock Euro 993 RS plus 10mm in the rear. 993 RSs are roughly 50mm lower than USA versions.

After a corner balance and competition alignment, the car was ready for its first test drive. It handled wonderfully. While the car is quite low it does not bottom out or feel excessively harsh on rough roads.

## Meeting Minutes

... continued from page 29

Mark and Jim will find a Charity chairperson. John will be Registrar. Budget \$30,000 which 90% is used for track, ambulance, cornerworkers. Jim is looking for more sponsors for Courage Center or others. First Star sponsored 5K.

### Rules (Ron Lewis):

2002 rules done and sent to Mike to post on website. Changes - Snell 90 to Snell 95, slight changes on Tech Inspection. Ron and Mark will work together to get procedures for any rule changes.

**Rally** (Ron Johnson, Dan Tokheim, Chris Weber, John VeLure):

Mark suggested possibly doing rally off-season.

**Concours** (Mitch Berry):

Mark will ask Mitch to attend next meeting.

**Nord Stern History** (Mike & Marsha Drake):

Jim will work with them.

**New Business:**

Scott Anderst suggested writing up job descriptions/checklists to post on the web to help in mentoring.

Mark Skweres closed the meeting at 9pm.

Next Meeting Tuesday, February 5th, 2002.

—Respectfully submitted, Todd Knettel, Secretary

