



March '02 INHALTSVERZEICHNIS

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

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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.

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Front Cover - I really wish this cover was in color. This 2001 Boxster S is bright yellow, the building is deep maroon and the flowers are a matching yellow. It is a gorgeous photo taken by Ron Faust who is so kind of share his photographic efforts with us. He would like to encourage **ALL** members to share their favorite car photos with Nord Stern! I would second that, your editor!

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Call Christie Boeder 952 593-5544.

ADDRESS CHANGES

—AND/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
4335 Rosewood Lane N.
Plymouth, MN 55442-2613**

**Annual Dues are: \$20
January - December**

Here it is, another issue time. And what an issue this one is. There are a number of articles by members, including a profile of long-time Nord Stern member, **Teresa Vickery**. I can remember when Bruce and I first joined the club, Teresa was one of the first persons we met and her enthusiasm and love of all things Porsche was most inspiring. Frankly, she is one of the reasons we were so interested in becoming active in this club and can she talk 'car' or what! Plus **Kim Crumb** shares his experience as a torch bearer for this year's Winter Olympics. Now that is unique!

Lots of events coming up—be sure to take note of all the tech sessions and fun stuff, like the ProKart event on April 6th. I have recently been driving in a Ladies League at Prokart in Burnsville and what a blast. These things really do go fast and what a great opportunity to work on driving techniques and skills.

The Concours date has been set, the Last Fling date at CBIR has been

set, as have the St. Cloud Autocross dates. You will also find in the calendar on pages 6 and 7 several other events such as the 356 Registry event that this year will be held in Duluth. More information on that to follow. I do hope members take a moment and check the calendar. I try to mark with a triple asterik these items that have been added, or possibly changed. I did have a typo in February issue that indicated the July St. Cloud Autocross as being on July 11th. That is incorrect! Oops. It is scheduled for July 21. Please note that correction. Mea Culpa. As you may have noted, the Last Fling Driver Ed at CBIR is September 20,21,22 so as to *not* interfere with the Fall Color Tour. Yahoo, we are some of the ones who like to do both of those events. And now we don't have to choose.

As Prez Mark sez, we really do have a number and variety of activities and events scheduled for the club. Now it is up to you, as members, to show and participate. This is a good

sized club and our goal is to provide a variety of activities for a variety of members. Come along and join the fun and help Nord Stern continue to offer these great events.

Plus, I just wanted to reiterate my interest in car pictures for *Nord Stern*. This month's cover photo comes from member **Ron Faust** who has been a consistent contributor to our newsletter. Both he and I would like to encourage other members to take a moment to submit their favorite shots of their cars. No one has to be a professional photographer! And I know there are a lot of members out there who enjoy photography as I have been fortunate enough over the years to receive many photos from many members. Keep those photos coming in. And if you include a stamped, self-addressed envelope, I will return the photos. I promise!

Til Next Month
—Christie

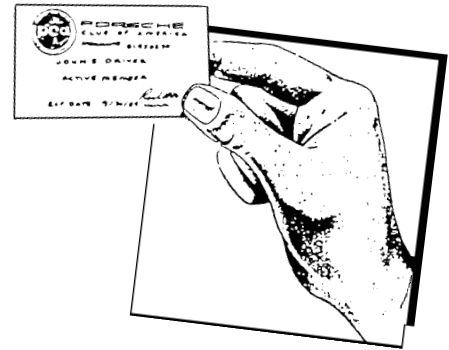
Nord Stern Newsletter - Advertising Rates			
Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84
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Full Page:	7" wide x 10" High		
1/2 Page: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

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Pinnacle Signs	32
Royal Tire	31
Sears Imported Autos	13
TJR Collision Center	IC
United Residential Mortgage	29

***Welcome
New Members***

(and returning members!)

We hope to see you
at upcoming events!



Check here next month
for current list of new
members!

Balance - It's one of the characteristics that Porsches are famous for. We see it when the engineers always find a way to improve the brakes as they increase the horsepower in the new models. We see it in every new suspension, as they find even more incredible amounts of grip while improving the comfort of the ride. OK, we've seen some specialized models come out that are focused on speed, racing or some other aspect of performance. But as a whole I think we can agree that Porsche has kept balance as one of their primary goals over the years.

As I work with the department chairs and other volunteers to set up the events for this spring and summer, I'm becoming more and more aware of the need to keep a balance in our club among the various types of activities. We have a very loyal and enthusiastic group of members who live and breathe to drive at Brainerd and other racetracks. We had over 200 different members participate in DE last year. That's almost a third of our membership! But I keep thinking about the nearly 500 other members in our club. We have Concours, driving tours (like the North Shore Fall Color tour), tech events and rallies. And we also have pure social events, like the Friday Night Socials and the Holiday Party. I don't have hard numbers to verify this, but it's my impression that we are getting more and more participation in the non-track events each year. And that's why I think it is so important for us to try to

find the right balance of events throughout the year.

There are two things that I believe are necessary for us to maintain that balance in this club. First, we need good communication from the general membership to the officers and chairs. As someone once said, "*Communication is a two way street.*" So I'm reminding all involved in organizing events to keep your ears and minds open for feedback and suggestions. At the

same time, I want to encourage each of you to let us know what you'd like to see from the club. Some people are better (and louder) when it comes to voicing opinions, but that doesn't mean they should get more (or less) attention. I think the best inputs are short notes like, "*I really enjoyed the rally. I'd like to do more of them.*" I'd sure like to hear from those of you who may not currently be active participants, just to get some ideas on what interests you and what would make you want to get more involved.

Second, we need more volunteers, particularly for the non-track events. We have several events coming up. For example the ProKart event on April 6th just needs someone to arrange the food and refreshments for a bit of socializing afterwards. We also are looking for more help with the Afton

Concours in August. If you are hesitant because you haven't volunteered before, there are many people in the club with the experience but without the time to do the legwork. We will make sure you have someone to an-

swer all of your questions. And once you've pitched in to help you'll soon become that 'expert' for the next new person who wants to get involved. We have vast untapped talents in our membership base. It would be great to see them in action.

From time to time

I get communications from the national PCA office on various topics. One that has received a lot of attention lately is "membership retention". It seems that we are gaining a lot of new PCA members across the nation, but losing a lot as well. This high turnover rate is a concern to both the PCA and Porsche Cars North America. They would like to see the old days when loyalty to the brand was so strong that Porsche owners could be relied upon as lifetime repeat customers. But, with changing times and changing attitudes they are finding more Porsche owners are joining for a year or two, then leaving. I'm not sure if this is the case here at Nord Stern, but I am curious to find out more about how first and second year members view the club. Do we offer

*We have
Concours,
driving tours
(like the North
Shore Fall
Color tour),
tech events
and rallies.*

Continued on page 23

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, see page 27 for details!
- 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 henneb@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
- 20*** **New Member Social** on Wednesday, 6:30 pm, At Davanni's Pizza at 50th & Hwy 100 in Edina. Eventmaster: see page 26 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 henneb@charter.net
Cafe Havana in downtown Minneapolis
- 5 **Carousel Automobiles: Duct Tape and WD-40; The Only Tools You Need??**
Novice Tech Session, Friday evening at 7:00 pm
Eventmaster: Ed Hazelwood, 651-705-1239, see page 27 for details!
- 6*** **Nord Stern Goes Pro-Karting! 10:00 a.m.** See Page 12 for details!
- 26 **Nord Stern Driver Education Training** at CBIR
Eventmaster: Joe Rothman 952 949-0873 and Susan Lee, see registration forms on pg. 14
- 27,28 **Nord Stern Driver Education and Time Trials—First Fling** at CBIR
Eventmaster: Brian Smillie 651 436-7196, see registration form on pg. 15

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. See pg. 39 for details!
- 10 **Friday Night Socials are Back!** 7:00 p.m.
Questions? Roy Henneberger 651 454-7716 or henneb@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)

*** Note New Listing, or date correction, since February issue!

14,15,16 **Nord Stern Driver Education Training and Time Trials at CBIR - 'MidWeek' Event**
Eventmaster: TBA

July **2002**

12 **Friday Night Socials are Back!** 7:00 p.m.
Questions? Roy Henneberger 651 454-7716 or henneb@charter.net
Maynards in Excelsior

21*** **St. Cloud Autocross**, at the MN Department of Safety Training Facility
Exact format TBA

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

18*** **Annual Nord Stern Concours d'Elegance** Sunday, 10 am at Afton City State Park
Eventmaster: Mitchell Berry 952 ; co-eventmaster NEEDED!!

22,23 **Nord Stern DE at Road America, Elkhart Lake, WI**
Eventmaster: TBA

22-25*** **Fahr North sponsored 'North Coast Holiday' In Duluth: A National 356 Registry Event**
Eventmaster: Lon Tusler 763-545-1116 or email: lon@snsabling.com; Watch for info!

September **2002**

12,13 **Nord Stern at Blackhawk Farms Driver Education**
Eventmaster: Ron Lewis 952 935-7571

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.

20 **Nord Stern Driver Education Training at CBIR**
Eventmaster: Joe Rothman and Susan Lee

21,22 **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 or email at: eyerack@tcq.net See pg. 41.

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)

***** Note New Listing, or date correction, since February issue!**

PORSCHE PERSONALITY

by Marsha Drake

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

Porsche Enthusiast of the Month . . .

Name: Teresa Vickery

Residence city: Shorewood

Member of PCA: 1984

Current Porsches and when acquired: White 1987 911 Carrera

“I’m the car guy in my whole family,”

Teresa explains, saying her Dad bought her a new red 1976 Triumph Spitfire for a college graduation present, but he really didn’t care much for sports cars himself. Teresa’s family isn’t sure what to think about her car addiction. She not only likes cars, but works on her own cars as well. She can talk the lingo with all the mechanics, and she gets out there on the track and races her heart out, too.



Teresa with Charlie and her 1987 911. Editor’s Note: This has to be a Concours ‘posed’ photo ‘cause we all know that at the track NO LOOKS THAT GOOD - where’s the helmet hair???

One time (now visualize this clearly for the full effect), Teresa was all dressed up in heels and suit, on the way to a job interview in the Spitfire, when the exhaust pipe fell off. Did she call AAA? Did she call Dad, or sit in the car and fret? *Not Teresa!* Instead, she hiked over to the nearby Target store, bought some tools and coveralls, and came back and fixed the car before continuing on to the interview! *Now that’s a car guy!!*

Teresa’s first introduction to Porsche was a 1973 914, that at first she thought was the ugliest car she had ever seen. She later came to think it was cute, but only after driving it. “It’s not cute until you get behind the wheel, and then all of a sudden the cuteness is right in your face.” Other Porsches in Teresa’s life have been a red 1984 944, a 1988 911, her current 1987 911, and Joel Pfister’s 911 GT2 that she loves to drive as often as possible.

Teresa started driving in Nord Stern in 1983 when there were two other women: **Phyllis Godfredson** and **Sharon Binek**. They were her role models, and her first



The “Car Guy’s” first sports car, 1976 Triumph Spitfire. Photo courtesy of Teresa Vickery.

instructors were also wonderful help and inspiration to her: **Denny Guentzel**, **Corey Johnson** and **Paul Binek**. She says Nord Stern has always been very open to teaching women and encouraging them to participate in any and all club events.

Teresa says the “track hook” was set in her right away, and it hasn’t left her lip yet! She had observed Nord Stern’s first club race at BIR in 1994 and decided she had to do it. She has attended the Skip Barber, Bondurant, and Russell racing schools. In 1995, after she obtained her racing license, she started club racing at Road America with her 1987 911. This was just three years after PCA Club Racing began nationally, so she’s got a great history with the event and with her own racing career.

Teresa owns her own marketing consulting business, Marketing By Design, and she has a talent for creativity and imaginative ideas. This innate quality of hers has brought her (and others) a lot of fun over the years as a “car guy” as well as making a living for her. She’s well known for her contest announcements at Nord Stern dinners, which are especially entertaining because no one ever really knows what the contests are until she announces the winners!

At a recent Nord Stern holiday party, Teresa “judged” spins as part of that year’s highlights. A few drivers were particularly noteworthy, such as **Bruce Boeder**, who spun 8 or 9 (editor’s note: I love how the number of spins increases with the telling - or, perhaps a certain someone wasn’t too accurate originally?!) consecutive times without ever touching the wall. And **Bob Viau** had a spin with his truck and trailer on the highway enroute to Road America but stopped safely with no damage in a church parking lot. He was disqualified from the contest judging, though, because it was felt he had unfair divine intervention.



Teresa at Russell Racing School. (The “hook” is not noticeable since she’s wearing her helmet, but it’s there.) Photo courtesy of Teresa Vickery.

Another creative idea of Teresa and several Nord Sterners was when they “created” TechWerks, a fictitious division within Porsche in Germany that supposedly made legal modifications to cars. The six “team members” were allegedly involved with confidential testing of the innovative TechWerks part designs. The group hatched this plot as a practical joke against fellow Nord Sterner, **Dick Engebretson**, who was particularly susceptible to psychological warfare. Mild-mannered Nord Sterner, **Fred Senn**, was a major instigator in this. The group was able to get mechanics **Bob Viau**, **Bob Johnson**, and **Rick Moe** to “buy in” on TechWerks so if Dick was to call and ask them, they were told to say that they heard of the division, but were unable to get any information.

Continued on page 10

Quotes from Teresa Vickery, on the subject of:

Concours: “That’s very satisfying, there with your little toothbrush; that’s better than a psychotherapist.”

The track “hook”: “It hasn’t left my lip yet!”

Being interviewed: “The person you should be talking to is Charlie (her dog). More people know Charlie now than know me.”

Track Events: “It’s like taking a giant Roto-Rooter to your brain.”

Nord Stern in the “old days” when there was no school - only a chalk talk and out to run laps: “Scares me to death just thinking about it!”

Describing a good car: “Stinkin’ fast!”

A notable event to mention: “There isn’t an event I can single out. Too many, and too much fun.”

Taking quick action: “You snooze, you lose.”

Chair of Safety: “I was known as the Safety B——.”

Fixing cars: “I can handle this.”

Nord Stern: “I’m so glad I’m a member of this club.”

Personality

. . . continued from page 9

The group made car stickers, racing suit emblems, and even created a manual in a binder that included bogus performance graphs and charts. When Dick saw them reviewing the manual at BIR, they would shut the manual and change the subject. Dick was convinced that they all had special “stuff” on their cars. Oddly enough, by Last Fling, the TechWerks group had blisteringly fast laps, setting personal bests that day. Dick was so paranoid that he knocked over pylons in the chicanes.

Fortunately, Dick has a great sense of humor and they all laugh about this ruse to this day. “That’s what is so fun about this club, and why I’ve stayed involved,” says Teresa. “You just do goofy stuff like this and get to hang out with the greatest people.”



Teresa driving Joel Pfister's 911 GT2 at Road America in August 2000. Photo by Edmund Lacis, 8/24/00 at Road America, courtesy of Teresa Vickery.



Teresa pointing the way to Nord Stern—the best place for Porsche cars and Porsche people. Photo courtesy of Teresa Vickery.

Teresa was included in a feature *Excellence* magazine article in May 1997 titled, “The Northfield Gang.” The article talked about Bob Johnson’s Autosports facility, then in Northfield, MN. The first picture in the article shows Teresa, “leading a passel of Porsches at Road Atlanta . . .” in her #186 1987 911. She says she got a lot of “grief” over that picture, however, because she wasn’t *really* in the lead - she was just about ready to be passed by the other cars in that race!

When you get to know Teresa Vickery, you know that she’s fun-loving, has a great sense of humor, loves Porsches, and really appreciates Nord Stern people. She has contributed **Big Time**, (to use an appropriate, albeit slang, term) to Nord Stern during the time she has been a member. She has been constantly involved and on the move for that whole time (more than just on the track in her car).

Just to provide a little understanding of Teresa’s tremendous contribu-

tion to Nord Stern, here’s a list of the positions and chairs she’s held: President (1992), Board of Directors, Vice President, Secretary, Driving Instructor since 1985, Chair of Driving Instruction (now Driver Training), Driving Events, Safety, Club Race, Concours, Rally, Membership, Dealer Relations, Advertising, Rules, and Social. Teresa also writes for the newsletter, appears often in newsletter pictures, and has nothing but *good* things to say about Nord Stern and its members. “I’m so glad I joined this club.”



Teresa, Joel Pfister and Bruce Boeder tooling around Brainerd at an earlier Club Race. Don’t they look like they are having way too much fun?!

Photo courtesy of Teresa Vickery.

The club members are glad Teresa Vickery joined Nord Stern, too. She’s a Porsche Personality we’re glad to have around!

NORD STERN GOES KARTING!

Join Us at:

**ProKart Indoors in Blaine (brand new Location)
1201 97th Aveue N.E. Phone: (763) 717-2200**

Located approximately 3 miles north of I-694, 1 block west of Central (Hwy 65)
on 97th Ave. NE (Central Ave. is west of 35W)

Karting is so much fun, absolutely no experience is necessary

A fully computerized timing and scoring sytem provides lap time accuracy within 1/100th of a second. Each drive receives a print-out with lap times, laps completed, average speed in mph, average lap time, plus the lap times of the other drivers on the course. Whether you are there just to have fun or to see just how quick you can be, don't miss this opportunity to get 'on track.'

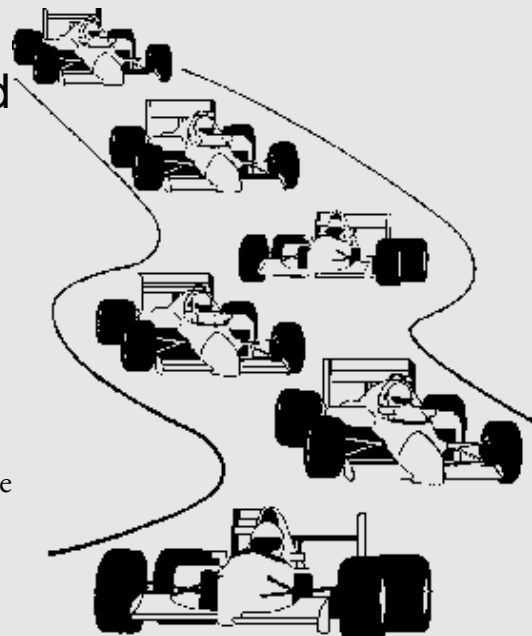
When: Saturday, April 6, 2002

**Cost: \$30 per person,
munchies provided**

Time: 10:00 a.m.

**Eventmaster: Mark Skweres
651 454-6208
mskweres@tela.com**

R.S.V.P.s are encouraged, but not required! All members are welcome to drop by, whether they care to drive or not! Get this event on your calendar now and be sure to join with fellow members for a fun time on the track - everyone welcome!



First Fling Driver Training

Brainerd International Raceway

Friday, April 26, 2002

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

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

■ **Requirements:** Car must have passed Nord Stern Annual Technical Inspection in 2002, including PCA Club Race spec roll bar for pre Boxster/996 open cars. Technical Inspection form must be on file or mailed with your registration. Must have current PCA card, valid driver's license, and be 18 years of age or older. Residents of the PCA Nord Stern region, you must be a Nord Stern member.

Nord Stern reserves the right to cancel DE 2000 if needed to accommodate a large DE 1000/1001 enrollment. Your registration and payment must be received before 4/20/2002, cancellations prior to 4/22/2002 will receive full refund. Course descriptions:

DE 1000: Introduction to track driving, covers safety, procedures, and basics of car control/driving techniques.

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

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

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

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



Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

DE1000 _____ DE1001 _____ DE2000 _____

Class, if known _____ Prior high speed school? _____

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

Signed: _____

First Fling Driver Education & Time Trial at BIR

Saturday & Sunday, April 27 & 28, 2002

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

- **Eventmaster/s:** Brian Smillie 651 436-7196
- **Cost:** \$120 per person; \$100 second person, same car
- **Requirements:** Snell 90 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) www.nordstern.org
- **Refund Policy:** **Deadline is April 20, 2002.** Late fee: **\$40 per driver!** However, full refund if you cancel by calling one day before event.



Rush this form along with your check payable to Nord Stern to:
John VeLure - First Fling 2002
5707 Kipling Ave.
Minnetonka, MN 55345

Driver _____

Co-Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

NS Assigned Car Number(s) _____

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

Signed: _____

Co:Driver _____

2002 Holiday Dinner Features Vic Elford, or 'How Did You Really Meet Skip Barber?!'

Vic Elford, photo by Mark Skweres



Once again the winter weather Gods smiled upon Nord Stern and over 100 members at the annual Holiday Party which was held on a balmy January evening—not warm enough to play golf, but not cold enough to don the thermal underwear normally associated with this time of year in Minnesota. There were even a few Porsches in the parking lot at the Embassy Suites, but more Audi Quattros and assorted “tow vehicles.”

Ed and **Shaun Tripet** are to be commended for their fine organizational skills and dedication as social chairpersons. **Jim Holton** was finally able to take a deep breath and relax as he turned over the helm of the good ship Nord Stern to **Mark Skweres** for the next twelve months.

Our guest speaker, **Vic Elford**, was nothing short of outstanding. He spoke for 45 minutes and answered questions for another 45 and willingly signed autographs and posed for pictures with anyone who asked. To re-

cap his long career, Englishman Elford got his first big driving opportunity when Ford hired him to drive one of their Lotus Cortina rally cars in the European Rally Championship Series. This series is a bit more advanced than what we Yanks commonly recognize as a rally: “go west 2.3 miles and turn north at the 7-Eleven.” This is more racing than rally. Ford had taken their Cortina sedans, worked out a deal with Lotus founder Colin Chapman to provide some serious upgrading to the engines such as larger valves, dual carburetors and twin-overhead cams turning the powerplant into something quite potent. The combination of car and driver Elford regularly stomped on more “racy” machinery and took Vic to the European series championship. As Vic (Elford, not Lee!) pointed out the weakest link of the auto package was the Lucas electrics which more than once left him stranded somewhere while in the lead. Through his rally experience, Vic became acquainted with Huschke Von Hanstein



Above, Our Zone 10 Rep, Kurt Gibson, wife Angie and former Nord Stern President Jon Beatty listen attentively, photo by Mark Skweres

and various conversations led to Porsche eventually providing him with a 911 for a rally event. When Vic first saw the car he was somewhat taken aback by the lack of spares that had been provided- a few extra wheels. Huschke explained to Vic that “these cars don’t break” and Vic was pleased to find out that in the long run, this was truly the case.

From his initial association with Porsche and rallying, Vic moved into road racing for the Stuttgart firm going to the 906, 910, 908 and finally to the 917. For a long time he held the speed record of 250 mph on the Mulsanne straight at LeMans with the Porsche 917 “longtail.” Listening to Vic describe the “twitchiness” of the first 917’s helped one appreciate the development process the car went through. Getting into situations where the “back end of the car was steering the front end” were not for the faint of heart at the speeds they were achieving.

Vic Elford was a winner at the 24 hours of LeMans driving the 917, a multiple winner at the Targa Florio in Sicily driving the 908, as well as a four day rally event on the original Nurburgring circuit during which his two co-drivers conveniently bestowed all the night driving chores. He also has a victory in the American Trans

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Tech Session at AutoEdge “Suspension; Do you have Camber?”

by Ed Hazelwood

What a great tech session **Bob Viau** and his staff put together for us! Some 80 to 100 people showed up to see what camber, caster, toe-in, toe-out really meant and how they could put that information to use. Bob had four cars in the shop, all up on the lifts so we could see all angles and how they were set up. The cars ranged from a couple of 944s, a 968 and the very special new 2002 factory GT3 Cup car belonging to Nord Stern members, **Pat** and **Suruchi Kelly**.

Everyone wanted to see this car inside and out, and Bob probably answered more questions in that one morning than he cares to remember; “NO, the windows do NOT roll down!!!” During the session all the suspension components involved in setting a car up for the most comfortable street use or for track use were pointed out with all variations discussed and what all the settings and options might be.



The Kelly's 2002 GT3 Cup car, Photo by Bob Viau



Above, right, Suruchi and Pat Kelly's 2002 GT Cup car.

Above, John Wen's new suspension for his 911. Photos by Ed Hazelwood.

We saw how the cars were equipped, and then how components and settings could be changed depending on the intended use of the car, either street use, autocross or high speed track, and depending on the individual drivers experience and preference. We looked at springs, coil-overs (these are really “helper springs” right?) struts, front and rear sway bars, Charlie bars, lowering a car, corner balancing and all the adjustments to the suspension.

Bob explained some of the terms; **CAMBER** is the tilt of the tire when viewed from the front of the car, and can be expressed as zero, negative or positive. It is negative camber when the tops of the tires tilt toward the center of the car.

TOE is the measure of the angle of the front or rear tires relative to the straight ahead line when viewed from above and can be expressed as zero toe, toe-out or toe-in. Typically toe-in increases straight line stability and toe-out helps the car turn, as in autocross or low speed turns.

CORNER BALANCING involves having the car on a special set of scales to weigh the car and providing individual weights for each wheel or “corner” of the car. Some adjustments to the corners can be made to shift the weight from wheel to the other side of the car, or from front to back to better equalize the “balance” of the car.

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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 _____



process and benefits with Bobby's "H" class club racecar.

John Wen's new suspension parts had just arrived for his 911 project. Bob and his staff had the components assembled on the bench so the group could see what this high-tech suspension would look like on the car. (so John, are you sure this is stock, or are you really building a GT car?)

The "finale" was the chance to see the new GT3 Cup car up close and ask all those questions. Porsche really knows how to build a factory race car; the very best suspension, (the limited travel on the struts was impressive) air

Tech Session

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Bob stressed the importance of being certain the car is set up safely and then making changes to the suspension depending on the driver and the types of driving; from street driving to autocross, to high speed events. Corner balancing the car may be worth the time and expense depending on the intended use of the car. Bob demonstrated the corner balancing

Above, The GT Cup car with its graphics posed outside Bob Viau's shop, AutoEdge. Photo by Bob Viau

Right, The crowd gathers round to hear about the Cup car. Photo by Ed Hazelwood.



Left, corner balance set up on Bobby Viau, Jr.'s car. Photo by Ed Hazelwood

ducting and cooling, air jacks, the "all business" interior (NO cup holders) and those very, very nice BBS wheels!

Bob has been working on the graphics since the tech session and the car is really looking great. Be certain to look for Pat and Suruchi at the 2002 events.

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Tech Session

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Thanks to **Bob Viau, Roland Viau** and the staff for hosting the event and providing all the tremendous information and knowledge. A big thanks to the car owners for letting us borrow their cars for a day, and thanks to everyone that attended.

Photos clockwise, starting above: 2002 Cup car with graphics, Photo by Bob Viau.

2002 Cup car at the tech session, before graphics. Photo by Ed Hazelwood.

2002 Cup car at the tech session, before graphics. Photo by Ed Hazelwood.

2002 Cup car with graphics, Photo by Bob Viau. From above, nice view!

Checking out the corner balance set up on Bobby Viau, Jr.'s car, photo by Ed Hazelwood.



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the type of events and activities that make you want to join in? If not, give one of us a call and tell us what would interest you.

I really enjoy meeting new members and hearing what they like. That's why I'm looking forward to the New Member Social at Davanni's in Edina on March 20th. It's a great opportunity for anyone who has questions to meet with our Membership Chair, **Susanne Dvorak**, and others in the club who will talk about the various activities. Maybe you know someone who owns a Porsche but isn't a member. Bring them along and encourage

them to join the club. After all, that's how I got involved in Nord Stern. It was about seven years ago that my good friend, **Bill Votel**, convinced me to join the club. I didn't really think it was for me since I'd never joined a car club before. But once I went to an event and saw how much fun the members were having, I joined and got involved. And it's been a blast ever since. Thanks, Bill, for helping me meet a great bunch of people.

To sum it all up, we need a good balance of events to make the club enjoyable for every member. To succeed, we need new ideas and volunteers. As said in that old TV commercial, "*Try it! You'll LIKE it!*"



Car Number Assignments and how to request a change

by John Velure

With the 2002 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Prior to each season, the current driver/car numbers are listed. Car numbers not listed here are available for a driver to request. Listed below are the procedures that a driver must follow to maintain their number or request a new number. All drivers should review the list to ensure that it identifies their correct car number:

✓ Drivers who have not registered for a DE event in 3 years will have their number released for reassignment.

✓ The DE Registrar assigns new drivers a 3-digit number when they sign up for their first event. New drivers cannot request a specific number until their second year.

✓ Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline

set by the Registrar each spring.

✓ In case of similar requests, priority is based upon the number of years each member has been in the club.

✓ Drivers are notified of their new numbers by email or phone shortly after all requests have been processed.

If you have any questions about car numbers and their assignments, please contact the DE Registrar:

John Velure
612 906-9404
johnvelure@att.net

Car # Change Request

Those requesting new numbers for the 2002 season should submit requests no later than April 1st, 2002. All requests should be mailed to John Velure at the following address:

John Velure
5707 Kipling Ave.
Minnetonka, MN 55345
Eagan, MN 55123

Attn: Nord Stern –
Car Number Request

Each request should contain:

✓ Name of Driver (Remember that co-drivers have separate numbers).

✓ Previous car number
✓ First, Second and Third choice for new number assignment.

✓ Contact information: Phone number or email address (preferred).

✓ Please write legibly, or the request may be delayed.

Last Name	First	Car#
Skweres	Mark	00
Reserved		1
Johnson	Roger	2
Boeder	Bruce	3
Watson	Steve	4
Reeder	Guy	5
Draper	Justin	6
Galey	Dave	7
Fleming	Bob	8
Sojkowski	Rick	9
Tivy	Larry	10
Seubert	Jim	11
Miller	Donald	12
Smith	Chip	13
Kittock	Mark	15
Arhart	Jim	16
Beatty	Jon	17
Miller	Jim	18
Anderst	Scott	19
Dvorak	Chris	20
Pfister	Joel	21
Senn	Fred	22
Smith	Ron	23
Steen	David	24
Rothman	Joe	25
Mayer	Scott	26
Meintsma	Kirk	27
Meintsma	Richard	28
Lee	Victor	29
Johnson	Vaughn	30
Smith	Nancy	32
Kosky	Robert	33
Cirillo	Nick	35
Barker	Bob	36
Anderson	Cliff	38

Selner	Michael	39
Tolkheim	Dan	40
Votel	William	41
Sherf	Steve	42
Rebane	John	43
Viau	Robert	46
Faust	Ron	47
Benson	Kendall	48
Hoke	Michael	49
Jacobsohn	Lee	51
Olson	Paul	52
Kostron	Dwane	53
Johnson	Bob	55
Parker	Dave	57
Benson	Jim	58
Crumb	Kim	59
Winter-Holm	Brent	60
Draper	Ron	62
Luehmann	Jay	63
Viau	Bob, Jr.	64
Finke	Rodger	65
Holton	James	66
Porter	Charles	67
Watson	Jan	68
Campbell	Bruce	69
Weisel	David	72
Hutton	Richard	75
Clark	Scott	80
Miller	Bobbi	81
Fresh	Gregory	83
Arundel	David	84
Townsend	Cal	85
Pfister	Joel	86
Abbott	Joel	87
Ek	David	88
Lewis	Ronald	90
Ingraham	Dave	91
Fortier	Daryl	92
Trumble	David	93
Weber	Chris	95
Bryant	James	94
Rogers	Henry	96
Magallon	Alberto	97
Summers	Nick	98
McGlynn	Tom	99
Ingebrigtsen	Paul	101
Boeder	Christie	103
Anderson	David	104
Bowers	Michael	105

Thole	James	107	Schmid	Andrew	190	Dodson	Darryll	259	Rohde	Mike	320
Zuch	Kevin	108	Ingraham	Kathy	191	Schwartz	Jesse	260	Roth	Joe	321
Hanson	Brian	110	Lawrence	Jeffrey	193	Hira	Hotu	261	Roth	Terry	322
Bredle	Don	111	Konicek	John	194	Weber	Chris	262	Vieths	David	323
Newman	Ray	112	Soltis	Michael	195	Greene	Jerry	263	Weaver	Jerome	324
Fraguada	Luis, Sr.	114	Shoemake	Curtis	196	Evanson	Jeff	264	Zachary	Louis	325
Dunn	Patrick	115	Anderst	Margo	197	Thompson	Dave	265	Brickzin	Brian	326
Jensen	Steven	117	Fease	Jim	200	Connor	Phyllis	266	Campbell	Phil	327
Hanson	Andrea	118	Chelstrom	Jeff	201	Johnson	Jeff	267	Berard	Bill	330
Bruce	Jim	119	Rusk	Tom	202	Clifford	Bill	268	Mortenson	Bill	331
Dvorak	Susanne	120	Fleck	Jonathan	203	Parsons	David	269	Schmid	Mike	332
Joseph	John	121	Finn	Patrick	206	Brickzin	Brian	270	Sjoberg	Darryl	333
Kuhne	Scott	124	Oakes	Sandra	207	Hazelwood	Ed	271	Sjoberg	Ken	334
Lombardo	Frank	125	Beeman	Gary	209	Breakey	Jim	272	Jensen	Kathy	369
Mayer	Kelly	126	Vickery	Teresa	211	Plumb, III	Joseph	273	Lindemer	Steven	371
Lee	Susan	129	McDonagh	Jim	212	Garske	Steve	274	Lindemer	Heidi	377
Courtney	Mike	131	Volkman	Tom	214	Tripet	Shawn	275	Kelly	Patrick	400
Gjerdigen	Scott	132	Richey	Kent	215	Lee	Doug	276	Kelly	Suruchi	401
Cousins	Launie	134	Maitland	Bill	216	Robideau	Harvey	277	Boeder	Geoff	403
Cirillo	Susan	135	Mattocks	Patrick	217	Muldowney	Dan	278	Trumble	Dave	408
Cunico	John	137	Hedeen	Jason	218	Ready	Chuck	279	Bertram	Tod	420
Henneberger	Roy	138	Mattocks	Jennifer	219	Cryer	Joanne	282	Sherf	Jeff	421
Nilsson	Anne	139	Scovanner	Doug	221	Gamble	Steve	283	Jacobberger	Fred	438
Eigenmann	Pius	140	Swoope	Tom	222	Paulson	Troy	284	Cooley	Paul	440
Fraguada	Luis, Jr.	141	Bahner	James	223	Finn	Kathleen	286	Cooley	Robert	448
Sherf	David	142	Tusler	Lon	224	Chadwick	Randall	287	Erickson	Dana	452
Houston	Bob	143	Bellinger	Dottie	225	Herron	Roberta	288	Olson	Paul H.	469
Hufnagel	Francis	144	Kostron	Donovan	226	Twite	Stephen	289	Johnson	Erik	501
Corson	Richard	145	Scovanner	Mary	227	Mendel	Stephen	290	Johnson	Rew	507
Viau	Pam	146	Sawatsky	Barry	228	Wen	Jonathan	291	Erickson	Don	621
Paulson	Troy	147	Yee	Gary	229	Winter-Holm	Brent	292	Momchilovich	Gayle	627
Magney	Phil	148	Otteson	Tom	230	McDonagh	Jonathan	293	Finke	Peter	651
Olson	Linda	149	Williams	David J.	231	Abbott	Joseph	294	Polk	Rick	661
Lysaker	Glenn	150	Case	Steve	233	Johnson	Ron	295	Beers	Richard	666
Knettel	Todd	151	Knox	David	234	Hamilton	Alan	296	Hazelwood	Frank	671
Olson	Michelle	152	Whelan	Peter	235	Harding	Mark	297	Swift	Gordon	681
Smillie	Brian	154	Shaver	J. Clinton	236	Ferguson	Rich	298	Bowers	James	705
Elsing	Rodney	155	Williams	Mark S.	237	Groschen	William	300	Kittock	Pat	706
LaVerdiere	Rick	157	O'Brien	James	240	Link	Mark	301	Hufnagel	Mark	744
George	Peter	158	Lewis	Brian	241	Bailey	Bret	302	Wohler	Janine	751
Ewens	Betty	159	May	William	242	Voyles	Joseph	303	LaVerdiere	Faith	757
Hepp	Brad	161	Sauer	Matthew	243	Boyd	Christian	304	Podevels	Dean	779
Luehman	Carolyn	163	Michals	Steve	244	Boyd	John	305	Vetter	Mary	793
Pilhofer	Wendy	164	Sparks	Janet	246	Brabec	Mark	306	Gruebele	Deb	786
Potts	Jim	165	Velure	John	247	DeLaria	Don	307	Hobbs	Jon	806
Renwick	Eleanor	166	Sparks	John	248	Beaumont	Curtis	308	Splinter-Fresh	Audrey	831
Watson	Tim	168	Kaye	Marty	149	Edwards	Joe	309	Duncan	Herb	849
Osgood	Rodney	169	Tripet	Edward	250	Ferguson	William	310	Vazquez	Edmund	911
Engh	David	170	Rothman	Michelle	251	Lunde	Bob	311	Argir	Michael	928
Plechash	Alex	172	Sawinski	Clint	252	Kelly	Kevin	312	Mueller	John R.	941
Clark	Garfield	180	Houghton	William	253	Hammond	Paul	314	Velure	John	968
Wood	Denise	182	Searls	Mark	254	Hubbell	Platt	315	Bentdahl	Ray	994
Schipani	Ray	183	Sogge	Phillip	255	Hubbell	Kelley	316			
Vickery	Teresa	186	Drake	Marsha	256	Nelson	Dale	317			
Carideo	Tony	188	Schwabel	Mark	257	Johnson	Rod	318			
Meier	John	189	Stapleton	Sean	258	Peterson	Greg	319			

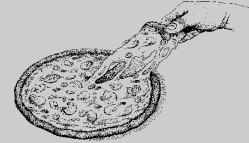


New Member Social

Davanni's of Edina

Located on the south side of Vernon Ave., one block west of Hwy 100

Wednesday, March 20
6:30 p.m.



Cost—\$12 per person (pay at the door)

Pizza and salad buffet, soft drink and dessert (other items ala carte)

Eventmaster: Susanne Dvorak; sdvorak@tela.com

A pizza social for both new members and old timers alike, is scheduled for Wednesday, March 20, 2002. Learn about driving, technical, concours, rally and social events in the club. This is a great opportunity to meet other members of the club, and talk to 'old timers' about the club and its activities.



Left, It was crowded at AutoEdge were the January 12th Tech Session focused on suspension issues as well as the new 2002 GT3 Cup car being prepared by the Viaus and staff.

Photo by Ed Hazelwood

Right, Roland Viau of AutoEdge holding court at the January 12th Tech Session, the large audience gave their rapt attention to the day's discussion. Photo by Ed Hazelwood



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

Novice Driver Training Tech Session **Or, Duct Tape & WD-40; The Only Tools You Need??**

Carousel Automobiles

8989 Wayzata Blvd.
Hwy 394, just east of Hwy 169
952 544-9591



When: Friday, April 5, 2002 at 7:00 PM

Interested in attending a Nord Stern Driver Training event? Thinking about finding out what it is like to drive your car on the track, or want to improve your driving skills? This event is intended for first time driving school attendees. You will find out what preparation is required for your car, what the Tech Inspection is all about, and what you can expect at the school! Contact Eventmaster Ed for more information.

Questions? Call Eventmaster Ed Hazelwood
651-705-1239, hazelwoode@elert.com

Holiday Dinner

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Am series driving one of Jim Hall's Camaros. To round things out, Vic received good exposure in the Can Am series first driving a McLaren and finishing up in the last evolution of the Chapparral, the infamous ground effects "sucker" car. He told how Jim Hall invited him to Midland, Texas to test the car at the Hall private test track, Rattlesnake Raceway. (Jackie Stewart had driven the car on its first outing but was looking for more money than Jim was willing to pay). On his first day there he was cautioned as to how the track gained its name and that if the car failed while testing or if he ran off the track, rule number one was to stay in the car and wait for the crew to arrive to assist. By the time the day ended, the crew had him convinced there would be rattlesnakes in his hotel room, in the bed, everywhere he went. One of Vic's first purchases in Midland was a pair of cowboy boots for protection. The car led many races but mechanical gremlins usually prevented it from

finishing. While it usually qualified on the pole, the automatic transmission was slow off the line and by the first turn the car was usually in third or fourth place. But . . . by the end of the first lap, thanks to the superior cornering ability, the car was usually back in first place. He described passing Denis Hulme on the outside of turn 9 at Riverside doing 180 mph and Hulme being so frustrated that he just pulled into the pits and took off his helmet. He described the strange sensation of starting the car, main engine, then starting the engine that powered the sucker fans and how the car was just pulled down two inches closer to the road while still in a stationary position.

Vic is married to a Belgian rally driver and lives in Florida with some of his other racing cohorts, Derek Bell and Brian Redman. Currently, he is serving as coach to a Venezuelan woman who is driving in the American LeMans series and for whom he has high expectations

Many good questions were asked and answered:



Left to right: Leighton Reese, Mark Skweres and Vic Elford at this past January's Holiday Dinner. Photo by Roger Johnson

Q. Tell us the story about how you met Skip Barber?

A. The abbreviated version is that while in heavy rain during a race at Watkins Glen, Vic was passing a car, couldn't see anything due to the spray and plowed into Skip Barber who was limping around the inside edge of the track on slicks. Both of their race efforts ended immediately as parts went flying everywhere.

Q. Did you ever race against Roger Johnson?

A. I never did tractor-pulls.

Q. Why aren't there more women in racing?

A. There isn't a good reason. They have the talent to be as good as men.

Q. What do you think of Spa?

A. One of the great tracks in the world. On the original course which was a bit longer than the present course there was one downhill portion where you passed by a barn that was only a few feet from the track at 150 mph.

Q. Have you ever raced against Bruce Boeder?

A. No, but I hear he just bought a great second car.

Q. What kind of car do you drive?

A. A white Ford Tempo. It never gets washed, just sits in airport parking lots but never gets stolen.

Q. What is your favorite track in the U.S.?

A. Road America.

It was a very entertaining evening with an excellent turnout. We've had Phil Hill, Derek Bell and now Vic Elford. David Hobbs is already booked for next year don't miss it!

Q. Who was the toughest competitor you ever faced?

A. Pedro Rodriguez.

Q. What about Ron Smith?

A. Never ran against Dodge Darts!



United Residential Mortgage
Since 1977

Robert W. Piper
work 952 837-6535
cell 612 599-2877
rpiper@urmmortgage.com
Orange Car #38 F

February 10, 2002

Dear Nord Sterners,

I'm posting this letter to let everyone know about my new job. After ten years in the financial industry as an equities trader, I have recently changed gears and become a Mortgage Broker for United Residential Mortgage in Edina. URM has been originating loans in the metro area since 1977 and is ranked among the top ten in the state for production.

As a Mortgage Broker, I represent those looking to buy a home or those looking to refinance their current home. Researching the lowest available rates from all the available lenders, I find the lowest rate, lock it in, then take care of all the details to make the loan happen. The process is simple and hassle free for the customer.

Thanks in part to the favorable interest rate environment, I am off to a very strong start. After three months, I have closed twenty three loans for a total of \$5,010,000. My refinance customers are saving an average of \$2,160 per year with their new loans.

Interest rates continue to be near historical lows, making this an ideal time to look for a home or to refinance a current home. Contact me for a quote, for mortgage advice, or just to say hello and talk Porsche.

Take care and I'll talk to you soon!

A handwritten signature in black ink that appears to read "Bobby".

To receive a weekly rate update, call or email me with your email address.

w) 952 837-6535
c) 612 599-2877
rpiper@urmmortgage.com



Equal Opportunity Lender

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

Questions and Answers on ‘Interiors/Exteriors’

with John Paterek, courtesy PCA Website

Question: I am restoring my 1965 911. Can you please tell me what color stain to use for the original wood steering wheel and what color for the wood dash inserts. Also what is the best way to remove the fasteners that hold the dash panels on. Thank you very much.

Answer: Sand the steering wheel to bare wood with 220 grit paper. Finish with 400 grit paper and apply Minwax Puritan Pine stain. Follow with a quality clear urethane varnish. Apply 3 coats, rub with 0000 steel wool between coats. When dry rub out with a quality polish. On the wooden dash board fasteners, you will need to let me know the type of fasteners. They will either be a push on style or a self tapping nuts. Let me know which they are and I can help you further.

Question: I received your response about the color for the wood steering wheel and the dash trim. I looked at the puritan pine you called out for the steering wheel, I believe that is the color for the dash trim but not the wheel. I believe the wheel is supposed to be darker colored, please let me know. Also I asked about the fasteners that hold the dash wood pieces on. They are cone shaped with smooth sides. Please let me know how to remove them. Thank you very much.

Answer: The puritan pine works well on 356 and mahogany wood wheels. If your wheel is walnut then we have to find another stain. The clips on the dash face can only be removed by breaking the inner metal retainer, otherwise you will break the stud that restrains them. They are rubber coated clips that go on one way and are very difficult to remove.

Question: The plastic/adhesive residue from a partially removed parking permit (decal) remains on the inside of my windshield, just above the dash. Although the paper part of the decal came off with Goo Gone (solvent), the plastic residue doesn't appear to be weakening with this solvent applied by a rag to the exposed surface of the residue. The sticker was applied many years ago by the previous owner; I tried removing it about a year ago. Since the windows have the original coating on the inside (the owner's manual calls it Sekuriflex, but the window labeling says Sekurit), I am concerned about using too strong a solvent. This leaves me with two questions:

1) *What are some acceptable, strong solvents I might use that are safe for this coated windshield?*

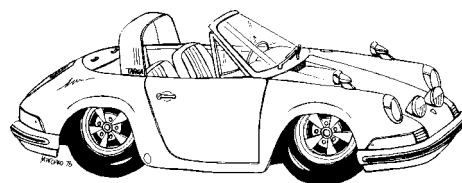
2) *If soaking is required, can you offer any tips on soaking what is basically the “underside” of the windshield without damaging the dash below?*

Answer: I use Wurth citrus solvent degreaser Part No.890924-U. It will safely remove all types of glue residue. We also remove old cosmoline, tar, bug residue, grease etc. It will not damage the dash. We use it on leather and vinyl to clean the surface.

Another Farewell . . .

Charter member of Nord Stern Region Gordon Oschwald of Minneapolis died January 9th of this year at the age of 82.

Former and current Nord Stern PCA members and Porsche owners Jim Harris, Jim Hayek, Conrad Berg, Elmer & Vietta Langren and Mark Langren were at his memorial service and were kind enough to let us know of his passing. Gordon was an architect who practiced in both Minneaplis and St. Paul. The Langrens had known Gordon for 43 years and he still owned a 1969 Targa.



Olympic Torch Run 'Light the Fire Within'

by Kim Crumb

The Airborne Express truck pulls up to my driveway; I wonder what he's delivering to me? I open a big envelope. "In a national contest, you have been nominated by the public as an inspiring person, in recognition, and on behalf of the U.S. Organizing Committee, we'd like to invite you to carry the Olympic Torch in the official relay from Atlanta to Salt Lake City." Wow, I'm incredibly honored by this request. I do the paperwork, affidavits, questionnaires and photos and in mere hours my "Yes" reply is on its way back. I ponder on what this once-in-a-lifetime experience might be like?

My segment will be in Council Bluffs, Iowa . . . about 350 miles is as close as the Winter Games 2002 Relay comes to my hometown of Bloomington, MN. I get my jazzy white outfit of shirt, pants, jacket, gloves and hat in December, my personal anticipation is building. Then there is a phone call from Catherine DeMasi in Council Bluffs, "*we're going to have a reception and banquet to honor all our Torch Bearers and Support Runners on the evening before the Torch Run, would you like to attend?*" Yes, I hear the call of community and adjust another day on our schedule. My wife Betty Ann and I drive down on Wednesday to be there in time for the banquet, at the Harrah's Casino right on the Missouri River.

That evening as we enter the convention center, there is a noticeable increase in the energy level. I see the Olympic Torch in person for the first time. What an incredible work of art! Meant to symbolize both Fire and Ice, with the flame on top and the total shape of an icicle—a perfect concept for the Winter Games, don't you agree? There are two metal portions, with matte and bright finishes, respectively, symbolizing the past and the present. 31 inches high and a little over three pounds, with the Salt Lake 2002 insignia and trademark 'Snowflake' plus the timeless Olympic Rings. There is also this year's Torch Inscription, a powerful representation and inspiration of the life force message of all the peoples of the world: *Light the Fire Within*. We are coached to hold the Torch at the junction to symbolize the union of the 'past and present' and to make sure that unifying global message is clearly visible. Even though we have only been there a few hours, we are feeling welcomed by the Council Bluffs people, and as the evening progresses, I'm having a sense of actually being part of their community, almost like we have been adopted! As one of only 100 communities to be hosting the 2002 relay, their local Task Force had gone all out to create a great event. There are many acknowledgments and activities; they even had the world premiere perfor-



mance of an original song, "*Light the Fire Within*," written by Ric Swanson and performed by Jesse Black, both from the area.

To our pleasure and complete surprise they've seen to it that each Torchbearer has a sponsor who had paid for the actual Torch each of us would use the next day so we could keep them as a lifetime memory! What a generous gift, please allow me to acknowledge my own personal sponsor. "Thank you" to Kinseth Hospitality Companies, including: Holiday Inn & Suites and Hampton Inn Hotels!

Thursday morning I wake up a little early . . . just a little nervous ex-

citement. I report just before noon, and our group of Torch Bearers gets on the official Relay Bus, soon we will be doing our assigned segments. On the bus we all have time to talk about 'why we're here' and as each life story is heard, there is nary a dry eye in sight! We are really a moved, touched and inspired team as the 1:25 p.m. official start approaches. We are starting at Kirm Junior High School where there are hundreds and hundreds of people waving and cheering. Each time we drop the next person at the beginning of their Torch Bearer segment, we give them a high volume send-off. We stop at Bayliss Park, in the heart of downtown for about a half hour, there are even bigger crowds.

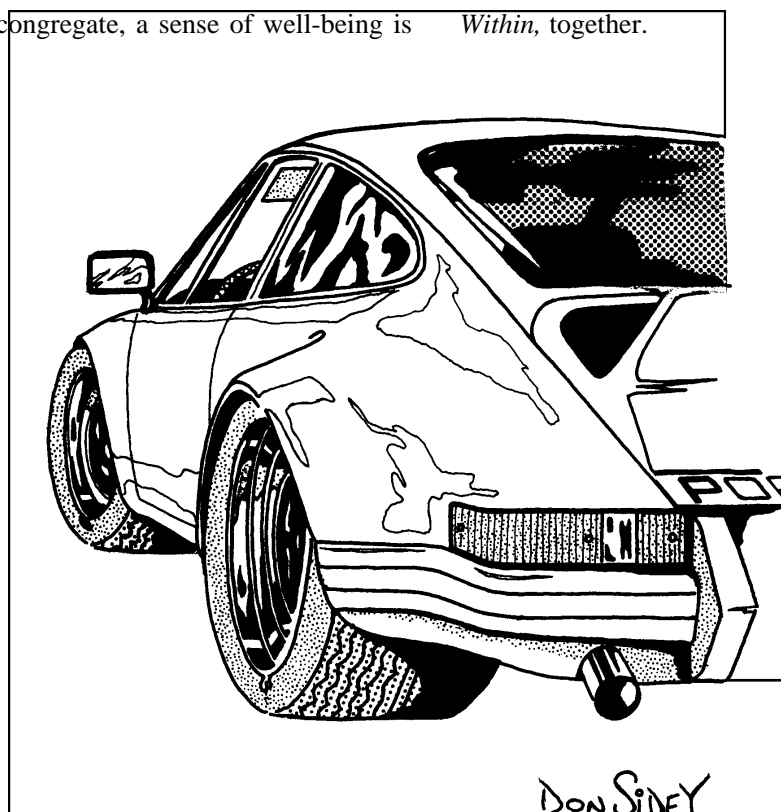
It is an absolutely perfect January day: 44 degrees and sunny. There is that fever pitch of the indomitable human spirit in the air. I know I will be the third man from the park . . . I will get the flame from Justin Carlson, a gung-ho 13 year old student who lives in Council Bluffs. Our driver is inciting a little contest of speed for us, in doing our segments. If you know me, you know that's an irresistible challenge! All the months of looking forward to this, and now it is happening so fast. I'm runner 75, and my family and friends and hundreds of others, are waiting at my exchange point at Worth and Main Street. I get off the special bus, the technician zooms up on his motorcycle and turns on the fuel in my Torch. Up runs Justin, we get our Torches a few inches apart and The Olympic Flame—the

only one in the world at this point in time—jumps over, lighting my Torch. I have the sensation I will be carrying the hopes, dreams and aspirations of the whole world. I'm going to run like the wind. My support runner is there, we take off down Main St. with people cheering, I hold the Torch high!

The next stoplight even turns green for us, and it is right onto 9th Avenue . . . I am totally exhilarated, getting an intense version of the endorphin high I get driving a championship lap on the track. I'm putting up a beyond-brisk running pace and encourage my support runner. "Come on, we can do it!" Down a few blocks, I spot Billy Weisman, he is running the next segment. Seemingly seconds later, I pass the flame to him. Could it all have happened that fast? Family and friends congregate, a sense of well-being is

present. Again and again, people just stop and ask to take my picture with the Torch. I suggest a better idea, how about our picture together . . . with them holding the Torch. Just as when I spend time very day doing community work, I look to encourage and acknowledge that champion that's inside everyone, to have them experience the difference we each make. Making it be about them is my chance to contribute, where the magic of life is! What an experience, days later, I am still moved. Carrying the Torch for me was a powerful expression of our innate passion for living, in a community expressing that most basic emotion, all at once. Capturing the essence, the exquisite perfection, of our human desire to be fully expressed in our lives, as we *Light the Fire*

Within, together.



February Business Meeting Minutes

Nord Stern business meeting 1/8/02
Opening Comments – I was eating and didn't get these down.

Chair reports:

Membership—Susanne Dvorak (report from Mark)

New Member Social Wed March 20th at Davanis. 6:30 social, meeting at 7:00

Newsletter—Christie Boeder (not in attendance)

Advertising—Bill Berard

Everything is on track for collections. Some people decided not to put ads in again so we have more space.

Social—Open (Mark)

Susanne is working with Marsha Drake on a ProKart event at Blaine on March 23rd at 10:00 or 10:30. An alternate date is April 6th. They want to have this after the new member social so new members can go. There will be a direct mailing to the new members. It will be put in the newsletter also. Marsha is working on cost. Kathy Jensen will coordinate the food but Marsha needs to call Kathy.

Shop Relations – Ed Hazelwood

Johnson Autosport Feb 16th “Got power?” Dyno event March 9th

Carousel Novice Tech Session date – April 5th

Maplewood? Mark Skweres will get details

Driver Education—Pam Viau

Price \$120 for first driver, \$100 for second driver in same car.

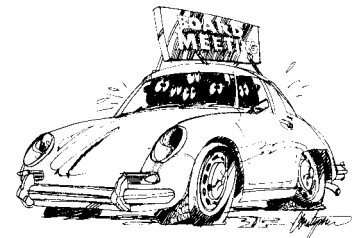
May St. Cloud event: 11th and 12th. Scott Meyer (Saturday eventmas-

ter) was excited about doing a training session on Saturday and would need about 5 or 6 instructors. If less than 10 people sign up we the training will be canceled. Need to get the details of the cost for Saturday and Sunday. Mark will contact Scotty and make sure that he talks to Pam and Joe. Pam, Mark and Joe will talk to Scotty and figure out what is going to be done on the Saturday training day. No Racing at the St Cloud facility. Safety needs to be there. The course needs to be set up to be relatively low speed. Requirements need to be similar to other autocross type events. Requirements need to be put in the Nord Stern. Pants are required at St Cloud, nobody will be allowed to drive without them although it would make for an interesting event.

First Fling: Brian Smillie is eventmaster. Roy Henneberger will probably be co-eventmaster.

At June event there is talk about setting up Friday as a driver training day and doing chalk talks for an “Intro to club racing” DE event. Things like “what paperwork do I need to do to club race” would be covered. They thought that they would send out notices to Milwaukee and Chicago to tell them about our event. “The Bobs” may be invited to give a talk about setting up the car. Someone will talk about Safety equipment. It was suggested to practice use of the flags during the sessions to get people to ac-

knowledging the flags. Susan Shire, Mark, Joe and Bruce need to get together and talk about doing this early in the year. Maybe have an ad in the



Panorama on the “preparing to club race” DE. There is an issue about passing but passing with acknowledgments should be OK. Theoretical situations can be set up for drivers to do things like doing turn 3 and pretending there is someone to the inside.

Pam said Bret Bailey volunteered to be an eventmaster. Several other people have also volunteered.

Safety—Don Miller, Rick Laverdiere

Ann Hefty, in charge of corner workers. Don needs to talk to them. Payment is a per diem reimbursement. He is trying to get in touch with the Patrics about the lunches for corner workers. Red Light rescue has grown from a hobby to a full time business. They now need to have a contract on paper. If they can be included on the PCA insurance that would be good which should be OK. They are not changing their rates because we can put them under our policy.

Drivers Training—Joe Rothman, Susan Lee

Business Meeting Minutes

Susan couldn't be here twice in a row and sends her regards. Bruce and Joe are going to get together to see what to cover in a June school.

Timing / Scoring—Dean Podevals, Andy Schmid

He has a conflict on June 16th and 28th. Vic said he would help with Blackhawk. Dean will do it also. St Cloud events are covered. Only 20 to 30 cars are doing timed runs at CBIR events because of insurance concerns.

Club Race—Roger Johnson

Need commitments from individuals for social events, charity and non-racing portions of the event. Get word on volunteers to Mark or Roger. Rules—Ron Lewis (not present, report from Mark

Wants to review tire information on how it effects classes. Mark will do a reminder to work on it with Ron.

Motion was made to put 993s and 996s to class 11 and it was approved.

Rally—Ron Johnson, Dan Tokheim, John VeLure

Mark attended a fun rally in Missouri. Bob was wondering if there was interest in a serious rally. Bob is going to ask his mom if she is interested in organizing one.

Concours—Mitch Berry

Looking for help. Maybe an eventmaster.

Other

John Velure ran numbers on who attended what. John has schedules done in his computer for different numbers of run groups to suit various numbers of people.

If any lawyers contact anyone in the club have them contact officers of the club.

Blackhawk dates changed and are now Sept 12th and 13th.

Scott Anderst wants to get feedback from current club position holders to have them fill out a description of the jobs. Mark suggested to put one description a month in Nord Stern.

Ed Tripet would like to be the timing guy and not timing and the social

chair. Mark knows someone who might be interested in being the social chair.

Ignore the line in the rules section about 993s and 996s.

New Business

Closing Comments – Mark Skweres

Next Meeting – Tuesday, March 5th

*Respectfully submitted,
Todd Knettel/Secretary*

A Little Carrera History

by Mike Willis, Sacramento Valley Region, PCA

The Carrera debuted in the fall of 1955 with a four-cam engine at Frankfurt auto show. The Carrera was recognizable by dual exhaust, oil tank peering out from the left rear wheel opening, gold colored script “Carrera” on the rear deck and front fenders. It was the first 1.5 liter production car to reach 200 km/h (124.3 mph). The four-cam roller bearing engine could easily reach 7500 rpm which in 1955 was quite a feat.

The 1957 Carrera coupes or speedster body were available. Also a deluxe was available with “heaters” for the passengers. During 1958 to boost sagging sales, a redesign of the Carrera was made to make it more road worthy for the street driver.

1958 Reutter GT Carrera doors and deck lids were of aluminum; engine cover louvered at the sides for cool air ducted to the carburetor air intakes; seats were made of aluminum (not steel); aluminum wheels with steel centers; spacers were used to increase track width; aluminum hub caps (not usually used); and Koni shocks used at all four corners. The engine was a 1.6 liter, now with plain bearings but retaining the 4 overhead cams. Change for the sake of making the car more streetable.

The 1959 Carrera had more sound insulation, and was the heaviest Porsche built to date. The acceleration times also suffered some because of

the additional weight. A twelve-volt system was used for the first time in production car.

From 1955-60 700 Carreras of all kinds were produced. Most of these were race cars. In 1960-61 the Carrera started to phase out. The only ones built were for racers and hard core street users.

1960-62 saw the “Abarth Carrera”, a much sleeker version of the 356 and was strictly a racing Porsche for European sports car circuits.

The 356B/2000 GS Carrera 2 entered production in April 1962 and was targeted toward the racer and elite Porsche buyer. Porsche planned to produce only 100 but eventually made 310 of the B Model and 126 356C Models. They had a 1966cc 4-cam engine with 9.5 compression ratio, 130 hp, and disk brakes.

The 904, or Carrera GTS, entered the racing world in 1964 and later (1966) Porsche introduced the Carrera 6 (a.k.a. Type 906), an entirely new tube-frame chassis with a six-cylinder engine. The 904s used the 4 cam engines, fiberglass bodies with coil over shocks for the suspension at each corner. Disks brakes were standard. Both the 904 and 906 models were build for racing and were not intended as street cars.

During the “60”s the Carrera name was applied to specialty racing cars and not until the “70”s did the

Carrera nameplate return to the high performance variant of the production Porsche.

The Carrera nameplate returned in late 1972 with the 1973 Carrera RS and RST (touring). Also, 60 RS Porsches were turned into RSRs (Rennsport Racing). History was made at Daytona as a RSR won the race (Peter Gregg). The 906, 907, and 917 had been “ruled” out of race in 1971. Old racing axiom: if you can’t beat a Porsche, change the rules.

The rear duck tail and Carrera side script were the hallmarks of the model RS and RSTs. The touring version was fitted with 911S interior and other fittings.

In 1973 Porsche supplied the cars for the IROC (International Race of Champions). These were identically prepared RSRs. Each had the 1974 3.0 engine. The larger turbo-style whale tail was used on these cars.

In 1974 Porsche added a Carrera coupe and Targa to the line. This was basically the 911 S with different rear spoiler (duck tail), 7 and 8 inch wheels standard, and the factory options as standard equipment. The engines were the 911S engine with no special treatment. The U.S. 1975 Carreras were similar to the 1974’s in that no special engine differences were made. There wasn’t a U.S. Carrera model in 1976-77.

Continued on page 40

Auto Fair  Auto Fair  Auto Fair

Sunday, May 5th **Maplewood Imports**

Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 5th 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. 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

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

Leave a message and she will get back to you.

Susanne Dvorak, Membership Chair

4335 Rosewood Lane N.

Plymouth, MN 55442-2613

Carrera History

... continued from page 38

The 1975-77 European Carreras were another story. They had the 3.0 turbo engine without the turbo and were called the Carrera 3. During these years the Turbo was also referred to as the Turbo Carrera.

The Carrera did not reappear until 1984 with the introduction of the Carrera with a 214-horsepower 3.2 liter engine. The interior included standard leather appointments and was truly a street car. The Carrera was the designation for the 911. From this point forward the Carrera designation has become the model, not the ultimate performance car as was so true in the past. Lost is the super performance designation for the Porsche Carrera.

In 1990 the Carrera 4 was introduced and carried a 247-horsepower 3.6 liter engine. A new look was also present with redesigned front and rear bumpers and rocker panels. Also included was full time four wheel drive with traction control. For the first time power steering was included. The suspension was also changed from torsion bars to coil-over shocks on each corner. Also in 1990 the Carrera 2 was part of Porsche model line. Similar to the Carrera 4 but with 2 wheel drive.

In 1994 Porsche introduced the new 1995 911 Carrera known as the 993. The car has reduced front fender height, wheel arches are sculptured, body is widened, and the headlights are flatter and raked back. The front of the car has a 959 resemblance. The

engine is still 3.6 liters but has a revised intake system, free flow exhaust, new electronics and a multitude of internal changes making the horsepower now at 270 hp. The engine also has hydraulic lifters. All this for a mere \$60,000 suggested retail.

The 1995 Carrera 4 is also available for the paltry sum of \$65,900 which is \$3,600 less than the original Carrera 4 when introduced. The four wheel drive aspect will cost \$11,000 more than the Carrera 2.

During these years Porsche continued to use the Carrera name for its racing RSR's. The Cup RSR's are called Carrera RSR to help continue the tradition of the Carrera name.

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 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!)



10th 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

or email: eyerack@tcq.net

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7th of the month prior to publication date: 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

Wanted

928 Auto 1987-1988, under 90,000 miles, under \$10,000. Accident free, AC works? Send pictures, prices, color, condition. Auto TT Quattro Coupe, under \$22,000. Send prices, color, pictures, condition. 1997 986 Boxster under 50,000 miles, under \$22,000. Elmer & Vietta Langren, 9548 Oliver No. Minneapolis, MN 55444.

1980 911SC

Johnson Autosport prepared. All the upgrades. Close to concours. Way too much to list, way too much invested. Ready for drivers ed or club racing. 68k original miles. All original parts. Black/Black \$35,000 Call

for email list of upgrades and details. Call 320-358-0600(day) or email: MN65000@aol.com, Paul Olson.

1979 930/911 Turbo

Mocha/Black Leather, 154k miles, CA car purchased 2 yrs ago and has been driven little since. Stored in heated garage. The car is stock and while not pristine, it is strong, straight and without rust. \$18,500 or B/O. Contact Greg Bernhardt (952) 935-2505.

1982 911 SC Coupe

Black/Brown, 15,900 miles. all Carrera mechanical updates. Regional Full Concours 1st place last 10 years. Potential Natinal Parade Preservation winner. Condition beyond excellent. I am too old to keep perfect but don't have the heart to turn it into a daily driver. \$32,500. Jim Tourtillotte 952 831-6513 (home).

'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. In-

cludes original seat, steering wheel, sway bars. Can e-mail photos. Mark Kittock 952-934-2556 or red951@pclink.com Sale due to imminent 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@pclink.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.

Porsche Undercoating

by Larry Reynolds, Northern New Jersey Region

The question was raised as to matching Porsche OEM undercoating:

The match for that “pebble finish” super tough coating is Wurth SKS Stonegard or “body schutz”. This is a water based elastomer compound that may be applied with either the Wurth Schutz Gun or “dappled” onto the surface with a brush. The easiest way to match the OEM finish is to use the gun, but with patience and little artistic flair, you can achieve excellent results with a small stiff brush and a larger soft brush.

The brush technique involves “spattering” the honey like consistency SKS with the stiff brush. Dip the brush into the liquid and fan the bristles with your finger to fling it onto the surface. Then using the end stiff bristles, dab it to the proper “bumpy texture” using up and down strokes. The up stroke will tend to create (pull) bumps and the down will meld the bumps together. When it has been dappled to your satisfaction, dip the softer brush in water and smooth out any rough areas and match the OEM texture. This is rather an artistic adventure, so developing your technique on your Yugo may be prudent.

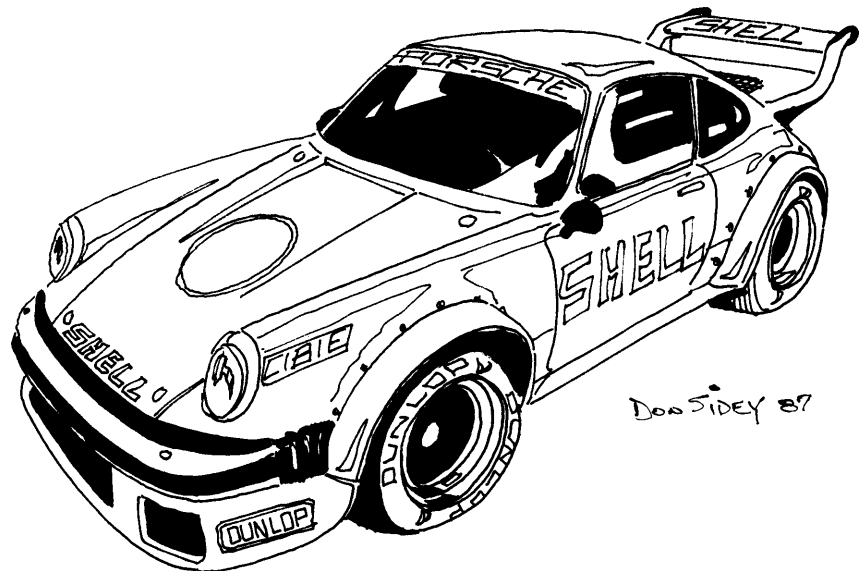
Correct application involves thoroughly cleaning the area to covered with a quality degreaser or pre-paint cleaner to remove all loose rust, undercoating, wax, dirt and grease. The surface must be completely dry.

Apply the SKS and allow the dry. It changes color as it dries and may be painted in 4-5 hours (but 24 is better). When dry, clean again with a pre-paint cleaner, apply primer and then paint. It does not have to be painted if you so choose. Available colors are beige, black or gray.

The finished product will be a super tough, flexible protective coating that helps prevent rust and is very chip resistant. The water base allows easy clean up, until it dries. Once it has dried, about the only way to remove it is to blast it off. It seems to be impervious to almost anything. So, clean off any “slops” before they set.

The directions warn against freezing. Heed this warning. Do not allow the bottle to get below 32 degrees. If you do, you will have a big rubber baseball floating inside the bottle. This is experience talking! Anyone want two cases of baseballs in bottles?

EDITOR'S NOTE: Larry Reynolds and his wife, Geri, are both track junkies and have conducted numerous concour workshops. Larry also runs Car Care Specialties, Inc., a distributor of quality car care products. See his ad in the PANO.



Tech Quiz - Test Your Knowledge

by Mary Anne Kowakowski, Chicago Scene

- For a given displacement, a major factor in maximum torque generated by an engine is:
 - Compression Ratio.
 - Intake Valve Size.
 - Exhaust Pipe Diameter.
 - How Perfectly Internal Engine Parts are Balanced.
- What do the letters PCCB refer to?
 - Porsche Ceramic Composite Brakes.
 - Porsche Club Certification Board.
 - Porsche Cars Credit Bureau.
 - Porsche Continuous Corrective Braking.
- When did Porsche begin using synthetic motor oil in new productin models?
 - 1990
 - 1992
 - 1994
 - 1995
- The primary difference between a 956 and 962 is?
 - Number of Turbochargers.
 - Suspension Design.
 - Wheelbase.
 - Right versus left hand drive.
- The TWR Porsche Spyder originally started life with this make engine:
 - Jaguar
 - Mazda
 - Porsche
 - Peugeot
- A 12-volt car battery that reads 12.0 volts is _____ charged.
 - One-third
 - One-half
 - Two-thirds
 - Fully
- The "Weissach axle" is a multi-line rear suspension that was first used on the ?
 - 914
 - 924
 - 928
 - 993
- The 2002 Carrera GT features:
 - 8-piston brake caliper in front, 4-piston brake caliper in rear.
 - Titanium connecting rods linking pistons to crankshaft.
 - V10 Induction Engine.
 - All of the above.
- The maximum rpm limit of the new Carrera GT's engine is:
 - 8,000
 - 8,200
 - 8,400
 - 8,500
- The 911 Carrera 4 introduced an entirely new heating, ventilation and air conditioning system to the 911 line in what model year?
 - 1989
 - 1990
 - 1986
 - 1988

- Answers:
- A, From Pano Nov. 2000, pg. 54
 - A, From Excellence, June 2000, pg. 127
 - B, From Pano, Oct 2000, pg. 82
 - C, From Pano, March 2000, pg. 22
 - A, From Pano, February 1999, pg. 2
 - A, From Pano, January 2001, pg. 70
 - C, From Pano, July 2000, pg. 56
 - D, From Porsche Website
 - B, From Porsche Website
 - A, From Pano, January 1989, pg. 14