



April '02

INHALTSVERZEICHNIS

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

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

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7th 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*.

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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 - Fred Senn at this past year's Brainerd Club Race in turn 9. Photo by Ron Faust.

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417 869-4266 (fax)

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

With this issue, I went back to 40 pages and found that I didn't have quite enough room for a few items of interest and important news! So I will feature them in my column this month. Therefore, be sure to keep reading!!!

First of all, **Mitch Berry** has sent me a communique indicating that there are new classes for this year's Annual Afton Concours set for Sunday, August 18th. The new classes are:

- ☛ Early 4 & 6 cyl: 356 (all), 914 (all), 911 (1965-1973)
- ☛ Mid 6 cyl: 911 (1974-1994)
- ☛ Late 6 cyl: 993, 996 and Boxster
- ☛ Front engine watercooled: 924, 944, 968, 928

So let's start thinking Concours. By the way, Mitch, will there be a

Race class? That's certainly the only class the Boeders would even think about entering. There aren't enough Q-tips out there to attack our beast. Seriously, while there are many members who are wonderfully meticulous about the care and cleaning of their cars, there are some of us not so meticulous types who should not be shy about showing their vehicles. Afton is great fun and we usually have just great weather. So get this on your calendar. And be there. Also, check the calendar as there is a Concour Tech Session that has been scheduled and is a new listing.

Then Lee Jacobsohn has asked that I get out this information:

If you are planning a Nord Stern Event that involves moving Vehicle (Rally, Race, Driver Ed, Tour on public roads, Auto-X, etc.) please

contact me so that I can register the event with the insurance company. This requires 45 days advanced notice.

Please include the following information:

- **Type of event:**
- **Anticipated number of participants:**
- **Location:**
- **Dates of the event:**
- **Additional names required to be "Named Insured's" on the policy.**
- **Special Insurance requirements.**

Contact Lee Jacobsohn at 612-922-8458 or email at: Speed@Tela.com

Okay, duty done. Now let's look forward to all the great events planned for the 2002 Nord Stern year!

***Til Next Month
—Christie***

Nord Stern Newsletter - Advertising Rates

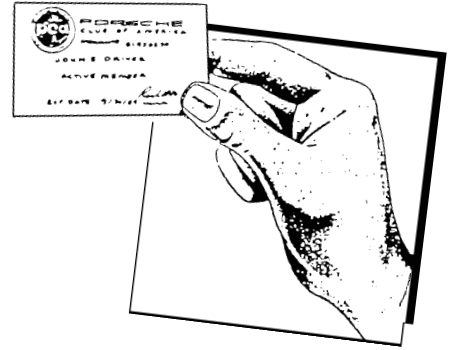
Size Ad Size	Frequency:		
	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84
Ad Sizes:			
Full Page:	7" wide x 10" High		
1/2 Page:	7" wide x 4-3/4" high		
1/4 Page:	7" wide x 2-3/8" high		
1/8 Page:	2-1/8" wide 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	IC
Autobahn, Inc.	7
Auto Edge	26
Collision Center, Inc.	25
Complete Garage	29
Donnybrooke	13,26
FlatSix	30
Johnson Autosport	IBC
Leighton's Garage, Inc.	31
Maplewood Imports	24
Mortgage Marketing Associates	30
Nurburgring, Inc.	36
Peterson Pools & Spas	BC
Pinnacle Signs	17
Royal Tire	27
Sears Imported Autos	23

Welcome New Members

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



Dennis Anderson
Wayzata, MN
1980 911SC

Julie and Paul Berg
St Paul, MN
1990 911 Carrera 2 Red

Barry and Eva Blomquist
Onalaska, WI
2002 996 C4S Black

Dawn and Ted Buck
Duluth, MN
2002 911 C2 Cab Arctic Silver

Roger and Michaeline Forland
Rochester, MN
2000 986 Boxster Black

Michael and Jean Galep
Cumberland, WI
1985 Royal Garnet 944

V.Christopher & Patty Kardashian
Pine Springs, MN
1995 Midnight Blue 993

Tom and Mary Kileen
Orono, MN
1986 911 Silver

Rick and Julie Kolbow
Chanhassen, MN
1984 Kiln Red Carrera

Jan and Deb Lahtonen
Isanti, MN
1988 911

Bob and Tody Pillsbury
Wayzata, MN
1991 911C2 Cab Red

Damon and Prudence Rapozo
Big Lake, MN
1995 Black 993

George and Vicky Rickey
Minneapolis, MN
1987 911 Black

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

How many of you remember the “Ice Dice” races or the autocrosses at the State Fairgrounds? You may know that our region was founded in 1959, but how many of you know who the first officers were? And how did they come up with the name “Nord Stern”?

There is a tradition in our club for the current president to “inherit” a growing collection of boxes, envelopes, binders and books from their predecessor. Jim Holton needed a full sized Suburban to haul the current stash of nostalgia over to my house. I was rather discouraged when I first saw all the boxes of papers and records he turned over to me. There were a lot of things that should probably be thrown out. But after I started to dig through it I found some very interesting ‘treasures’ as well.

I found the original meeting minutes dating back to the very first meeting held. It was fun to read about how a group of people gathered at the Roseville Lounge on October 21, 1958. 20 people were present, and 10 were PCA members. Bill Woolery was named the temporary chairman until a regional club could be formed and officers could be elected. One of the evening highlights was a report about the recent Porsche Parade in Binghamton, NY. They also made an announcement that the 1959 Parade would be held at Nippersink Manor near Elkhart Lake, Wisconsin, just prior to the Road America race. The Secretary Pro Tem who recorded these first notes was Wigdis G. Woolery, Bill’s wife.

OK, now I was hooked. It was like reading a novel with each month’s minutes a short chapter in how the club took shape. I scanned through the first few months of minutes for highlights. Over the next 3 months they formed a nominating committee, set regular meetings for the 2nd Tuesday each month, and gathered the information on how to charter a region. On January 13, 1959 the results of the first election were announced: President: Earle DeLaittre; Vice-president: Bill Woolery; Treasurer: Henry Riel; Secretary: Wigdis “Wiggie” Woolery.

They also announced a contest would be held to name the club. One month later John Peterson’s entry of “Nord Stern” (German for North Star) was the winning entry. He won a case of beer and a year’s subscription to *Christophorus*. The notes from other early meetings chronicled how several designs were proposed for the Nord Stern badge. As best I can tell, our current design was approved sometime in the summer of 1960, because the September meeting announced that badges were now available. But the minutes do not say who submitted the design. If anyone in the club has more information about our logo I’d be glad to collect it.

By the way, the “Ice Dice” races I mentioned earlier were referenced several times in the early 60’s notes, but the details are not clear. Evidently the club, or SCCA, organized some races on the ice at Deer Lake, WI. If any of you have more information please drop me a line.

I also found the book containing the club’s original Articles of Incorporation and State Certificate of Incorporation signed by Secretary of State Joseph L. Donovan. The Articles were drawn up on the 14th of April 1959 and the State Certificate was signed on April 21st, 1959. The book also contains a carbon copy of the letter of petition sent to the president of PCA on March 4, 1959, and includes the signatures of the four officers plus the names and addresses of 18 other charter members. The petition was accepted by PCA on March 28, 1959 making Nord Stern the 17th region in the nation. There are now over 160 regions in PCA.

That makes March 28th our club’s official birthday. We don’t have any specific parties planned to celebrate 43 years of Nord Stern, but I plan to celebrate a little early on March 20th at the New Member social.

If you are reading this before April 6th you should come out to the Pro-Kart track in Blaine and join in the fun, either driving or just socializing. We’ve got the party room and indoor track reserved at 10:00 am that Saturday. It’s bigger than the track in Burnsville and we are planning on having a LOT of fun. Well, I’ve got to get back to working on the archives. If you have any important documents or items from Nord Stern’s past you’d like to share, or would like to work with me to organize these archives, please give me a call. It’s a lot of work, but if you have the time it can be a lot of fun.

- 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 952 454-7716 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 4 for details!
- 6*** **Nord Stern Goes Pro-Karting! 10:00 a.m.** See Page 8 for details!
- 26 **Nord Stern Driver Education Training** at CBIR
Eventmaster: Joe Rothman 952 949-0873 and Susan Lee, see registration forms on pg. 10
- 27,28 **Nord Stern Driver Education and Time Trials—First Fling** at CBIR
Eventmaster: Brian Smillie 651 436-7196, see registration form on pg. 11
- 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. 31 for details!
- 10 **Friday Night Socials are Back!** 7:00 p.m.
Questions? Roy Henneberger 952 454-7716 or henneb@charter.net
The Black Forest Inn at 26th Ave. S. and Nicollet Ave.
- 12 **St. Cloud Autocross**, at the MN Department of Safety Training Facility on I-94
Eventmaster: Bret Bailey 952 470-5002 see page 25
- 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 952 454-7716 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
- 22*** **Afton Concours Tech Session at Maplewood**, 10 am to Noon
Eventmaster: Mitch Berry 952 882-2959 and Jeremy Peterson 952 361-6434
- 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 952 454-7716 or henneb@charter.net
Maynards in Excelsior

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

- 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 952 882-2959 and Jeremy Peterson 952 361-6434
- 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 952 454-7716 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 952 454-7716 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 952 454-7716 or henneb@charter.net
 The Local - downtown Minneapolis

December

2002

- 13 **Friday Night Socials are Back!** 7:00 p.m.
 Questions? Roy Henneberger 952 454-7716 or henneb@charter.net
 Location: The Dock Cafe in Stillwater, MN (call to RSVP)

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

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.'

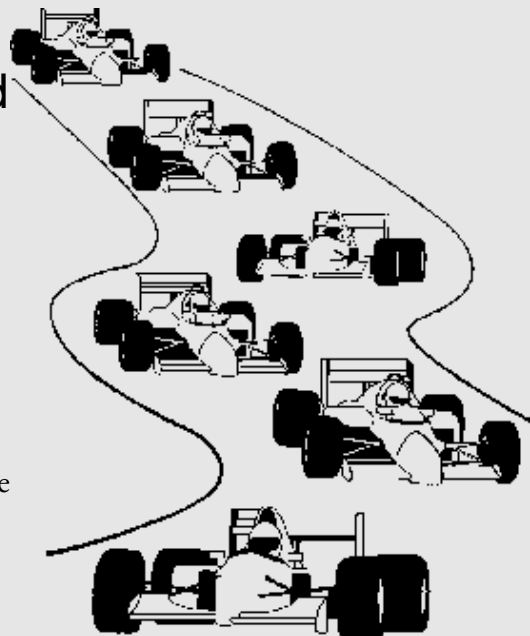
When: Saturday, April 6, 2002

**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!



Vintage Car Auction Tour: 2002

Doing the Barrett Jackson Auction, or Editor's Title: *'You've Heard of Fantasy Football . . . ?*

Pictures and text by Ron Faust

I told you last year and I'll tell you again. Nord Sterners don't need to go to rainy Florida in January to treat their automotive withdrawal problems. There's a quick fix for you and good therapy in Scottsdale, Arizona, and your friend Dick Meintsma is waiting to give you a personal, insiders' tour to whatever is happening in the car auction scene whenever you can get there.

I'm dying while waiting for the last questioners to give it up at the end of my anesthesia meeting. Don't these people know the Truth Is Out There in the medical literature? They can read it for themselves in full text format on the Internet, but there's no substitute for seeing the classics of the road in the flesh. There are only a few hours left before we have to be at another gourmet restaurant in the Phoenix area.

I sneak into a free parking space on some poor spot of abandoned Sonoran desert. They say the cowboys were riding past here on horseback into what is now "Old Town Scottsdale" less than a hundred years ago. I approach the Barrett Jackson big tent with my usual frugal approach to my car hobby. I ask, "\$20 to get in even if you don't want to buy a car?" The gate keeper understands the real



Buick rear end—an extra ton to help prevent oversteer?

world big picture better than I and says: "\$20 especially if you don't want to buy a car."

Poor Dick has been waiting patiently for me for over an hour next to some wonderful Chrysler prototype that they'll never build. We start into the indoor booths, automotive and non-automotive art, memorabilia, collector car magazine publishers, and a lot of other stuff. A self-proclaimed vintage art dealer looks like he never even heard of a Porsche factory racing poster.

An aquamarine 356 B Roadster with a gray top and gorgeous soft gray leather interior sits there alluringly.

Pretty good hood match and the body seems perfect topside except for enormous door gaps on the passenger side. This door was put on in America where they measure in inches. Perfection is hard to find in 356's. Even a good one is hard to find. But a leather steering wheel and a leather wrapped shift lever? They should have quit while they were ahead on this restoration project. Even at Afton, the judges would have trouble controlling their laughs.

An area of 'upmarket' collector cars in the big tent is open only to those in the inner circle (with the bid-

Continued on page 13

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 and Roy Henneberger 952 474-7716
- **Cost:** \$120 per person; \$100 second person, same car
- **Requirements:** Snell 95 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 _____

Jackson Barrett

... continued from page 13

ders' passes), like Dick. We look at a Gullwing Mercedes and a Ford GT-40, but he moves on to a white '73 911 Carrera RS lightweight edition. Perfect peau de orange paint. Beautiful reverse blue lettering and color-keyed Fuchs 6 and 7 inch vintage correct wheels. At least a 95 point car before we can even see it in daylight. Too perfect to take to the track unless you're filthy rich and I know Dick's smarter than that. He opens the fiberglass door and takes some of the documentation out and puts it on the windshield as if he already owns it. Although he'll wait until the night to verify the race history of this car and the engine, body, and transmission numbers, he can already tell me more than I have time to hear on the model. 1985 pounds, thanks to 0.7 mm steel instead of the usual 1.0 to 1.25 mm dent-proof bodies we like. A 2.7 liter engine with the same bore and stroke and Nikasil cylinder coating as 12



'59 Cadillac vertical spoiler



Buick front end: **massive**

Photo by Ron Faust

cylinder 917. Fiberglass ducktail and lots of other light parts. The first Bilsteins used on a Porsche. The factory guys didn't know if they should build it and the first 500 were sold in two months.

We walk past the main auction block. We take note as a Camaro sells for \$26,000! Dick has the bidder's pass and a guest pass. We could have sat down, but we didn't bring our ear protection, and choose to keep walking in honor of that minority of our hearing cells that have survived the abuses of Brainerd and other tracks so far.

They don't pour Summit here, but every one of the women selling beer today is sporting cleavage; maybe a Bud wouldn't taste so bad after all.

The January sun is beautiful on this afternoon and the thermometer is peaking at a sultry 67. Like the cars, the women of the Valley of the Sun are starting to proudly show their own front-end restoration jobs. Undistracted from our purpose, Dick and I stare only at the cars.

Late 50's Cadillacs show the fins that wouldn't quit. They must have had the idea for a spoiler; they just didn't know it would work better horizontally than vertically. Wouldn't you love to blow by one of these Caddies and suck its doors off with your 356?

I spot the popcorn booth and can't wait to exchange \$5 for a big bag of kettle corn. Dick holds the vendor and me up with one word, "Hot". The cook and his sous chef swing into action shoveling popcorn into a giant black kettle so deep it doesn't need a cover. The caloric load is bolstered with sugar; enough salt is added to give our kidneys something to do for the rest of the afternoon. We need to get this booth up to CBIR.

This is the most fun since the Last Fling, but I'd better not keep my better half waiting more than an extra 45 minutes before we head to our Asian-Pacific Rim-fusion-girly-food-and-ambience dinner. Dick's 911 Carrera RS won't come to the auction block until Sunday; he has time for research, a careful review of his finances, and

long range life plan before he makes his move.

I can't come back, however, and have to make a decision now. My wife's advice before I bought the Boxster S rings in my ears, "*You're going to do whatever you're going to do anyway, so why do we need to rationalize it together?*" (editor's note: Claire, are you sure we aren't sisters?! Can't recall how many times I have said this to 'you know who!') The car of my dreams is here. I have to have it. I need it so bad. It's only money. This one will be an investment car. The Donohue Sunoco 917-30 is too much to resist. After this, I'll never need another non-utilitarian car any-

way, because the 917-30 (in my little mind at least) is and always will be the most beautiful collector/track/vintage race car ever to roll on the face of the planet. I do it.

I can't wait for the First Fling to see Dick's Carrera beautiful surprise and maybe even get a ride. Although I won't be giving rides, at least I can take my choice home in my carry-on baggage; there are some real advantages to 1:43 scale.



Dick and 'his' new 1973 Carrera RS lightweight, photo by Ron Faust

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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 95/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 _____

* Note change from 2001

February Tech Session – Got Horsepower Johnson Autosport

By Ed Hazelwood

Bob Johnson opened his Johnson Autosport shop in Shakopee to the Nord Stern group February 16th for a tech session featuring a Dynamometer (DYNO) session with a Porsche all set up and ready to go! Thanks to Steve Pattee for sharing his really good looking car with us!

Some 70 to 80 Nord Stern members showed up Saturday morning to see a beautiful Porsche 911, GT4 car just back from racing at Sebring all set up on the Dyno ready for testing. Bob had many other cars in the shop ranging from race ready cars just waiting for the event, cars being repaired after the last race, and a new GT1 car being built for Tom McGlynn.

Bob and his wife had prepared not only the shop and cars for all of us, but also had a wonderful assortment of rolls, jams, coffee and juice for the group to enjoy.

The Dyno Bob has is a Mustang “Chassis Dynamometer” which means it tests and reports the “real world power to the ground” horsepower (HP). That is the amount of torque and horsepower the car is putting out at the rear (drive) wheels rather than the rated or typically stated engine street horsepower which is the power at the engine, without taking into account the power used or lost in driving accessories, the drive train,

wheels, lost in tire compression etc., which is very significant. The Mustang Dyno provides full database, data acquisition, graphing and printing capabilities.

After some time with everyone walking around the shop and looking at all the race cars and enjoying the smells of high octane racing fuel, oil and brakes, the group was ready to hear the GT4 car fire up and put in some Dyno runs or “pulls”. What a great sound to hear in the middle of February in Minnesota!

The photo of the car is Steve’s GT4 car in place up on the Dyno, tied down securely at a minimum of four points to prevent any movement forward or backward. The rear wheels are positioned directly on top a large roller that applies a load resistance to the car and allows the Dyno to read

the input of the drive wheels, conduct an analysis and then compute torque and horsepower of the car.

The next photo shows the Dyno computer monitor and readout that provides the analysis and also numbers for speed in M.P.H., engine RPM’s, torque and horsepower. The monitor displays the information in real time mode and includes all the input from the car as it is being transmitted from the rear wheels through the dyno rollers. This information is then combined with input received through other sensors including air temperature, humidity and air density. The dyno can also measure the output of a turbocharged car and read and display the amount of turbo boost.

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Steve Pattee's GT4 on the Dyno, photo by Ed Hazelwood

Dyno

... continued from page 15

A great deal of HP can be lost from the engine to what is actually put down to the ground. This loss can represent from 15 to 40% from the engine to the rear wheels. This means an engine rated at 250 to 300 engine or "street" horsepower, might only read 150 to 225 at the rear wheels. The issues in determining the true horsepower or useful output of an engine for performance purposes is in determining what the terms and numbers mean. Do the numbers only relate to the engine (an engine can be dyno tested out of the car on an engine dyno) are engine accessories connected, are the published numbers from the original car manufacturer, by an individual that built the engine in their garage, as well as other factors not listed here.

A simple example would be that a new car from a manufacturer, might be advertised as having an engine with 300 horsepower. This number may be

based on an ideal engine (at the top of perfect specifications) and the basic engine being tested without any power robbing accessories connected, such as cooling fan, power steering pump, air conditioning, alternator, or open exhaust rather than a full street legal system with Catalytic converters and mufflers. Assuming the base engine did test at 300 HP, the same engine could lose significant horsepower just by connecting all the accessories.

After installing the engine in the car, it is now connected to, and must transmit the power through a clutch assembly, drive train, transmission, rear wheels through the tires and to the road surface. Again there is a substantial loss in horsepower because of the power requirements to move all the components due to weight and friction loss. So it is easier to understand how an engine that started out producing 250 to 300 horsepower only delivers 175 to 200 at the rear wheels.



Bob provided an excellent demonstration of the dyno testing process, and explained what was taking place step-by-step. Once the car was secured in place and the Dyno connected, Bob warmed the car up thoroughly before starting the test. He sat in the car in order to bring the cars speed and RPM's up to preset levels. For our tests the car was run up to approximately 120 M.P.H..

The computer provides a printed report for each run in addition to the real time monitor display. The first run results provided a good baseline for the car, and did indicate some tuning problems that were limiting maximum output. Bob then made changes to the air/fuel mix, carburetor jets and amount of fuel going into the car, then did a second run.

This test indicated a better power curve but still left room for improvement. After making a change to the fuel mix again, the car was run for a third time. This run provided an in-



Left, Jon Beatty (with big grin!) next to Tom McGlynn's new GT1R, photo by Ed Hazelwood.

Above, the Dyno with computer, photo by Ed Hazelwood.

crease of some 4 to 6 HP in maximum power for the car with the Dyno printout providing the specific quantifiable results.

So, with all the different confusing numbers what is the value of having your car Dyno tested and tuned? The answer lies partially in what you are looking for your particular car and application. You may just want to get a rough idea of how much power your car is producing, or perhaps you want to compare that number to those from other cars. The Dyno can also be used as a diagnostic tool to help spot and thus aid in the correction of drivability problems.

However, aside from the test numbers and if they are different from other numbers you might have or expect from your car, or if numbers from a Mustang Dyno are greater or less than from a different Dyno, I believe it is of great value when you are planning to make performance changes to your car. By running the car on a Dyno prior to making changes, you are able to establish a real baseline of performance. Then by making one change at a time to the car power output, you get immediate feedback from the Dyno if the change increased horsepower or decreased it, and at what RPMs. This is real verifiable data, and is much better than the typi-

cal “seat of the pants” feel you would get at a track. In the long run, this approach could save you a lot of wasted time and money.

So, the real value of the Dyno to most individuals may not be in the HP number you would get from a single Dyno session, but rather from establishing the baseline, then as you make changes in the future using the Dyno to see if you are adding horsepower, or losing it!

Thanks to all members and guests that attended, thanks to Steve Pattee for allowing us to see his great car, and thanks very much to Bob Johnson and his wife for their hospitality and excellent session.

Mike Jerkot Artwork (pdf file)

Mixing Synthetic Oils and Snow, Proving Water and Oil Can Mix!

Text and photos by Mike Jerkot

Freezing winter weather did not keep the faithful from attending the first “Synthetic Oils” art show and race car exhibit. Over seventy-five Nord Stern, 356 Registry and other interested folks braved the very chilling winter weather to see what this new event was all about. Co-produced by Mike Jerkot and Bob Johnson there were things to see and do for just about any enthusiast.

The art was diverse as there were three different artists showing, each with their own individual take on the cars and enthusiasm we as a group tend to embrace. Jeff Gamble who showed four of his sculptures; two Speedsters, a 911 and a stunning Auto Union land speed record breaker. Larry Braun whose approach is looking at the human side of automotive enthusiasm. Larry had four sculptures as well. These pieces were very well received as they took a personal look at winning, tuning, changing tires and reforming a body panel. All things that we sometimes face as we interact with our cars. And there was my art, paintings on canvas. With the exception of two previously done pieces, all of the paintings were created for this event (see photo on this page). I felt it was important to have my paintings look at the race car and its interaction with the people who drive and support these very special cars. There were

nine paintings shown which were staged throughout Bob Johnson’s Johnson Autosport shop in Shakopee.

This first ever exhibit “Synthetic Oils” (more on the naming of this event later) was my brainstorm. After twenty years of focusing on my career I felt it was time once again to pick up my paintbrush and canvas and begin painting, but where to start?

A lunch with Joel Pfister soon pointed me in the right direction. With Joel it is always good conversation that circles around design, engineering and eventually, the Brainerd racetrack. Joel had some good suggestions as to whom I might speak with, as did Teresa Vickery who also helped getting the way cleared for this event. Not wanting to put myself out there to the faithful alone, I called Larry Braun. Larry and I go back several decades and I have always felt he is one of the most talented artists I know. Larry has been sculpting automotive moments for most of his adult life. Without hesitation he jumped in with both feet and



committed on the phone to the four pieces of art that were exhibited. Jeff Gamble, another very talented sculptor asked to join the group once he received his invitation to the event! A true talent who exhibits his work worldwide! The naming of the event was an important decision for me. I wanted to create interest with a bit of controversy. I really had no idea that my choice “Synthetic Oils” was so controversial. My reasoning was simple. I paint with acrylic colors that come in tubes just like oil paints. Acrylics are a replacement medium for oil paints just like synthetic oil is

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Frustrations in the Hinterland

by Charles Stephens, New Ulm, 1975 914 1.8

Taking a harried drive through a blinding southern Minnesota blizzard is really a bad idea . . . and typing this is the only thing keeping me from doing just that! For weeks, I had been looking forward to this unusual and unique gathering, the Synthetic Oils art and race cars event at Bob Johnson's shop. I had made special arrangements to have my weekend call schedule covered. The kids were all taken care of on a trip out of town. And my wife, a woman very supportive of me in general, but with limited understanding of my Porsche enthusiasm, had even agreed that this sounded like a Nord Stern event she would like to attend.

The winter had been mild . . . maybe too mild. Given how dry the roads had been for much of the season, I had even toyed with the blasphemous idea actually driving the 'Teener to Shakopee for the event, just in case the road conditions were really nice. All was calm when I went to bed, but morning broke with snow and gale-force winds. As the day progressed, things did not get better. The snow falls and prairie winds continue to howl. Driving conditions in the Twin Cities are reportedly not too bad, but I am a hundred miles away in New Ulm where it is a white out at ground level. The Powers-That-Be said "forget it"—the plows were pulled and no travel advised until well into the evening. Ack!!! I am deflated. I am

depressed. I am stuck in the hinterland, unable to leave.

Three years ago I became a first-time Porsche owner, stumbling on to the 914 of my dreams, the previous Concours champ of Jim Tourtillotte. Like any 30-ish year old car, it was in need of little bits restorative work, something not easy to come by commercially in this neck of the woods. Despite its touted German heritage, my adopted town holds precious little in the way of German cars and nothing in terms of mechanics knowledgeable of them, so I was forced to learn some new to skills. Steady reading of Panorama, Nord Stern and several books, along with some key discoveries of Internet discussion sites, amazingly clear technical articles from Pelican Parts and egging-on by various pals convinced me to dive in there. I was already a pretty good bicycle mechanic and I found that, with patience and lots of well-labeled little bags of parts, dropping the drive train, removing the fuel system, and pulling apart the interior were challenges that I could handle and successfully complete over the long non-driving season.

But alas, I feel the dearth of Porscheophile cama-

raderie in my corner of the world. The Twin Cities are just far enough away that "popping up" for a Friday night social or a quickie tech event is tough to pull off spontaneously; too many kid events and general responsibilities to zip off on a moment's notice. And then there is always the weather, ready to sneak up on the best-laid plans...

Someday I'll make it to an event. Someday the kids will grow up and move on and I'll have nothing but time on my hands. Someday my wife will agree that having only one project Porsche in the family just isn't enough, that there is room in our hearts and garage for a 911, too. In the meantime, if you ever find yourself taste-testing at Schell's or doing a little polka in a Heritagefest tent, remember to look me up. We can have our own little bitty Porsche Parade. Right here in New Ulm!



GERMAN CARFEST 2002 ***SATURDAY, JUNE 8, 2002***

Mark your calendars now for the 8th Annual German CarFest, picnic and car show. Members from the Audi Quattro, BMW, Mercedes-Benz, Fahr North Porsche 356, Nord Stern Porsche and the VW Clubs will all gather, just like last year at Schaar's Bluff Picnic Area in Spring Lake Park Reserve overlooking the Mississippi, just northwest of Hastings, off County Rd. 42.

Spring Lake Park is one of the rest stops along the Great River Road. It is a study in contrast with oak woods and open fields on the high rocky bluff tops which rise more than 100 feet above the Mississippi with its solid plain and black walnuts. Schaar's Bluff is a perfect setting for the German CarFest. There are blacktop roads with parking available in both sunny and shaded areas.

We plan on having a full day of fun for those attending. Food will be served between 11 AM and 1 PM at a nominal cost: pop, brats, hot dogs with all the trimmings. There will be a car show, tech events, a lot of socializing and a great time for all. The Collision Center & Jurgen's Dent Craft will even sponsor a German folk music band to animate this great event. We kindly ask you for a small contribution of \$5 per person to help us defray the cost of organizing the event, such as renting the park, trophies, etc.

2002 SCHEDULE

9:00 am	Gates open: Registration for Car Show, Ding & Dent Removal.
10:00 am - Noon	Ding & Dent Removal: Tech Session by Jurgen Holzer
10:00 am - Noon	People's Choice Car Show: Bring your car to show, trophy awards will be given at 1:00 pm to each marque, based on people's choice
10:00 am - 3:00 pm	Collision Center, Inc.: Technicians will be on hand to answer any questions you may have regarding body and paint work.
10:00 am - 3:00 pm	Twin City Tire & Auto Service: Owner Jim Miller will educate you on the newest development in tire technology and answer any questions you may have on wheels & tire packages
3:00 pm	German CarFest ends: See you next year!

What Does it Mean to be an Officer in Nord Stern?

by Scott Anderst, Vice President

When I was approached for the Vice President position of Nord Stern, I was unsure of the responsibilities that went along with the position. I spoke to the current VP and asked him what the responsibilities were. He gave me a good run down of what he had done, but there was no written standard for me to review. Every person I talked to had a different view of what the job was. No one I spoke with had a written description of the job's responsibilities. With the little information I had, I accepted the nomination, but was still unclear of my duties. One of the duties I was clear on is that it would be my responsibility to assist the President in making sure others were fulfilling their duties. But without written job descriptions, it is going to be difficult to make sure things are getting done.

Like me, other people have said they want to be involved in the club but are unsure about the volunteer positions. They want to understand the details of the positions so they can choose one they feel they are best qualified to handle. For example, they may have past experiences in other clubs or work related talents that would complement our clubs needs.

I feel, new members as well as more seasoned members, would benefit from written job descriptions. I brought the idea up to the Board, and asked each of the current volunteers/

officers to write a description for the position they hold. These descriptions will include the purpose, the specific responsibilities and the qualifications needed to do the job properly. I want to have these documents readily available to all members. Each month we will publish one job description in Nord Stern for all members to view. And they may also be uploaded to our web site at some point in the future.

Ron Lewis was the first to give me a written job description of his current position. He was not only quick, but he did a great job. I would like to use this format as a template for all job descriptions. Following is the job description for the Chair of the Rule Committee.

Primary Purpose:

The primary purpose of the Nord Stern rules committee is to encourage participation and safety in driver education, time trial and autocross activities. Specifically, the rules committee is charged with promoting:

- ❖ safe operation of vehicles engaged in high performance maneuvers,
- ❖ a system of fair competition, and
- ❖ the opportunity, in the stock classes, to field competitive cars at reasonable costs.

Specific Responsibilities:

❖ Understand the upcoming year rules as received at the beginning of the season. These rules are prepared by preceding year's rules committee.

❖ Administer the rules during the course of the season. Answer member queries as they arise.

❖ During the course of the season, identify issues that need clarification and/or change.

❖ Draft proposed changes to the rules for the next year.

❖ Provide to membership timely notice of significant proposed changes, and solicit member feedback.

❖ Consider member feedback and modify rules as appropriate. Publish the new rules for distribution to members by January 1.

Qualifications for Rules Committee Membership:

❖ The committee has historically had three members. Ideally, these members should have in depth knowledge, respectively, about late model 911s and Boxsters, early 911s and 914s, and 924s, 944s and 928s.

❖ Knowledge of rules, especially Nord Stern, Parade and Club Racing rules are helpful.

❖ Membership terms on the committee should be staggered, to enhance organizational memory and continuity of philosophy and interpretation.

❖ The chair should be an individual capable of saying "no" to requests for rules "breaks" and other "unfair advantages" when such requests are inconsistent with the stated rules and rules philosophy.

Synthetic Oils

... continued from page 19

a replacement for the refined oil that we use in our cars. Simple, I named the event “Synthetic Oils” as a way to combine the interests of the faithful with my interests in painting. As the invitations were being received along with the announcement in the various newsletters I was contemplating the kind of response I might get. I was at a local club meeting when someone asked me why any one would want to attend a Tech Session about synthetic oils. I was stunned to say the least! Looking back though I think the name caused just the correct amount of buzz. Look for SYNTHETIC OILS II next year. To view this years art please point your web

browser to reconstructions.com or if you have any questions regarding any of the art that was for sale you can call me directly 612.929.2017.

I want to thank all those that braved the sub-zero weather to see what this new event was all about, and Bob Johnson, Johnson Autosport for allowing me to take over his incredible shop turning it into a gallery for one evening. The artists Larry Braun and Jeff Gamble and Gabe Stockinger, chef, for his creative take on nouvelle German cuisine and Jongbloed wheels for their support and the race cars that presented themselves proudly. Thank you. *EDITOR'S NOTE: THERE ARE SEVERAL MORE PHOTOS THAT I DID NOT HAVE ROOM FOR IN THIS ISSUE, WATCH FOR THEM IN THE MAY NORD STERN!*

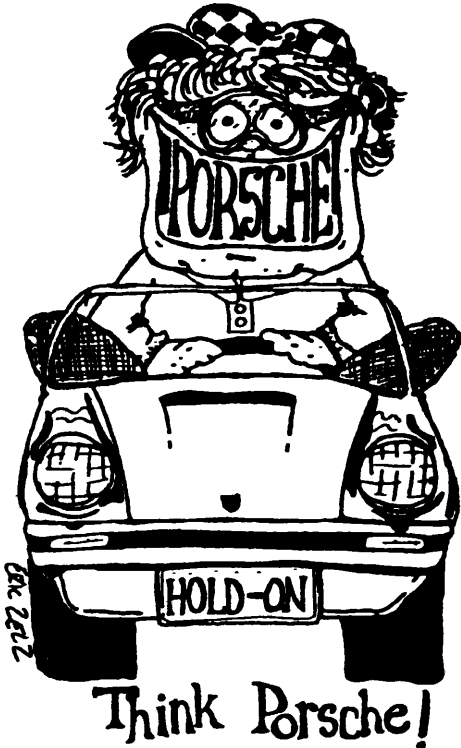
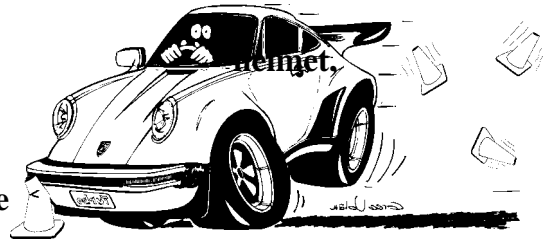


4 Cam sculpture, by Larry Braun, photo by Mike Jerkot

St. Loud Parking Lot AutoCross

Sunday May 12 , 2002

- Eventmaster: **Bret Bailey 952 470-0526**
- Cost: **\$35**
- Requirements: **Snell 95 or newer**
- Registration: **9:00 a.m. at the event**
- Directions: **West on I-94 to St. Cloud, facility is on the north side of the highway just opposite the St. Cloud Prison.**



Think Porsche!

March Business Meeting Minutes

Agenda -Tuesday, 3/5/02

Old Business

- ♦ Job Descriptions Effort - Scott Anderst reported on the effort.
- ♦ Flyer announcing spring events is planned.
- ♦ Next tech session is the novice tech session Friday night April 5th 7:00 PM at Carousel.
- ♦ March 20th will be the new member social 7:00 PM at Davanis in Edina.
- ♦ We will skip the April meeting unless something important comes up.
- ♦ Nord Stern ProKart event in Blaine April 6th.
- ♦ Mark Skweres is reviewing the old Nord Stern documents going back to 1959.

♦ Chair reports:

Concours - Mitch Berry

- ♦ He has Jeremy Peterson to help him with the Aug 18th concours. Mitch is going to get married around the time of the concours so some things might change here. Judges need to be found early for the concours and they need instructions on how to judge.
- ♦ Mark is going to talk to Mitch about the size and amount of the awards. A small entry fee might be charged to help defray costs.
- ♦ It was asked if it might be feasible to have the concours with the club race and making it an overall weekend at Brainerd. Mark would like input from some of the concours people. The Afton concours is a tradition. Concours people may not haul their cars up to Brainerd. If anyone is interested in helping with the Concours call Mark.

Membership-Susanne Dvorak

- ♦ New Member Social details: Davanni's on Wednesday, March 20th at 7:00 pm.

- ♦ Mark would like to have another new member social in September or October.

- ♦ Mark and Scott Anderst are going to meet with Susanne about using a volunteer to help with calling people for new member social.

- ♦ Mark reported about the PCA website having reports about a region's membership including new members and those who that have quit. He also reported that PCA is expressing concern over the fact that a large percentage of new members do not renew after only two or three years.

Newsletter-Christie Boeder

- ♦ Scott will send a note to Christie about Job Descriptions.
- ♦ Christie is going to send out a flyer with a list of the next 4 or 5 events.
- ♦ Christie wants to extend her appreciation to the members who have written for Nord Stern.

Advertising-Bill Berard

- ♦ Peterson Pools, Donnybrook and Bobby Piper are all new advertisers.
- ♦ Bill is going to check some more next month on advertisers that have lapsed in payment.

Social - Open

- ♦ ProKart event at Blaine - Date: Saturday April 6th at 10AM ~\$30 entry fee with several 8 minute sessions and food. Kathy Jensen volunteered to help with the food. She won't be in town so she will organize. Mark suggested just bringing snacks instead of doing pizza. 38 people showed last year. Hopefully 30 or more will show this year.

- ♦ Ed Vasquez will be working with Ed Tripet on social. Ed will be writing the job description for social coordinator soon.

- ♦ We need to make more of an effort to get more of our event information to PCA.

- ♦ Mark talked to a member from South Dakota and discussed having a social event somewhere in western Minnesota so we could have it with South Dakota members.

- ♦ John Beatty had some ideas for where to have the awards banquets.

Shop Relations - Ed Hazelwood

- ♦ Ed is trying to get an article written up after each of the tech sessions.

- ♦ Next text session is the novice tech session Friday night April 5th 7PM at Carousel.

- ♦ Ed is going to look into doing a swap meet.

DE - Pam Viau

- ♦ May St. Cloud event - We don't have Saturday, May 11th due to a schedule conflict.

- ♦ First Fling - Brian Smiley and Roy Henneberger will be eventmasters.

- ♦ Fast Fling - Chip Smith and Cal Townsend will be the eventmasters.

- ♦ Pam talked to Scott Quick about safety.

- ♦ Pam talked to Gary Pearson, manager at North Ambulance. His name has been spelled wrong for the past three years.

- ♦ It was suggested to open the July event to MAC. Ed Tripet will need help for entering people into the timing software. We can charge non-Nord Stern members an extra \$5 or \$10. Tech inspection will have to be done on non-Nord Stern entrants.

- ♦ Dave Thomson said he would help with a St. Cloud event.

- ♦ Pam needs a non-club racer for club race eventmaster. A couple of people have tentatively volunteered.

- ♦ Dave Anderson is thinking about being Road America eventmaster. He needs a co-eventmaster. We may do some promotion for the RA event. Costs have gone up and we have plenty of room for more people. A

Business Meeting Minutes

suggestion to put it in the Panorama schedule was made. Club racers could use it as training for the following weekend's Chicago race and may be able to leave their trailer there as well. Getting a tech form done before the event is important.

Safety, Don Miller, Rick Laverdiere

- ◆ Scott and Don had a meeting with the corner workers. The same positions will be manned this year.
- ◆ Patricks, the food providers will hold last year's rates on meals.
- ◆ There was information on Red Light Rescue. He does a lot of the flat tows. He is also a backup EMT. He has extrication equipment and fire equipment. His service costs \$750 an event with the helpers. He is also the only person with license to use radios.
- ◆ Eventmaster will also be responsible for safety at the St Cloud events. Cones need to be laid out in a way that speeds are reasonable and safe.

Driver Training - Susan Lee

- ◆ No Driver Training event at autocross in St Cloud due to schedule conflict.
- ◆ Susan will be taking over since Joe is moving to St Louis. Thanks to Joe and Michelle for everything you have done for the club. June drivers training will have a novice school. Which type of more advanced school is still to be determined. It may be a "So you want to be a Club Racer" school.
- ◆ PCA National has a program for working on driver training for 16-18 year olds for low speed events. We need a site if we want to do it.

Timing/Scoring - Dean Podevals, Andy Schmidt

- ◆ Dean is passing over the timing equipment to Ed Tripet. Dean will help with the May St Cloud event. He will be moving soon after that. Dean will help with the Blackhawk event if Ron Lewis and Ed Tripet get the equipment there. Pam Viau and Ed need to make sure the eventmaster is

informed as to the coordination. Dean encouraged us to use the timing equipment that Lon Tusler has stored in the trailer.

Club Race-Roger Johnson (Mark reporting)

- ◆ Roger should be informed of Pam's arrangement with CBIR for security.
- ◆ Everything from a club race perspective looks good. He needs help with the social side. Ed Vasquez and Mark will work on getting a social and charity eventmasters for the event. If we are going to have the charity event we NEED someone to step forward for the coordination. Perhaps Courage Center could step forward and take more responsibility for the effort.

Rules-Ron Lewis

- ◆ 2002 rules are posted on the web site. Only two small changes. Now requiring a Snell 95 helmet. Helmet and tech inspection should be checked at registration.
- ◆ The items that members need to bring to registration should be listed on the registration forms: Drivers li-

censes, PCA cards, helmets and tech inspection forms.

- ◆ John Velure has records on who has turned in their information at previous events. It was suggested that someone could download the member and associate member information from PCA and get it to John before the events.

- ◆ Pam needs to get maximum entrant number to John Velure.

Rally- Ron Johnson, John VeLure

- ◆ Chris Weber and Dan Tokheim are stepping down, so we need a chairperson for Rally.
- ◆ A suggestion was made to do a fun easy rally could be held during club race weekend.
- ◆ If anyone is interested in organizing a rally call Mark. To date there are no rallies scheduled.

New Business

- ◆ July autocross date was wrong in the newsletter. It will be corrected. There will be no April meeting. Meeting Adjourned.

—*Respectfully submitted,*
Todd Knettel, Secretary

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.

Tech Quiz - Test Your Knowledge!

by Mary Anne Kowakowski, Chicago Scene



- The Type 964 is also known as the?
 - Carrera 2
 - Carrera 4
 - 1991 911 Turbo II
 - All of the above
- The forged 5-spoke alloy wheel first appeared as standard on the?
 - 1996 911S
 - 1967 911S
 - 1968 911S
 - 1968 911L
- A leak down test is performed to check?
 - Air leakage from tires
 - Brake system hydraulic system leakage
 - Length of time required to drain engine oil
 - Each cylinder's ability to hold pressure
- Porsche's first production disc brake appeared on the?
 - Carrera 2
 - 356B
 - 904
 - 356C
- The exhaust valves in a 356B will reach approximately what temperature?
 - 1000-1200 Deg. F.
 - 1400-1600 Deg. F.
 - 1300-1500 Deg. F.
 - 2000-2100 Deg. F.
- A red cooling shroud factory-installed on a 911 engine traditionally indicates?
 - That they ran out of the black ones
 - The most powerful of the engine series for a particular year
 - The piece is hot, do not touch it
 - A specially prepared race engine
- Oil spray jets for piston cooling . . .
 - Have never been used by Porsche
 - Were first used for the 2.0S engine
 - Were used for all 911 engines
 - Were first used for the 1971 2.2 engine
- You are preparing to change the engine oil in your 1973 911E, with 5-speed manual transmission. How much oil is required?
 - 3.17 Gallons
 - 4.09 Gallons
 - 2.91 Gallons
 - 2.64 Gallons
- What did the 1977 924 have in common with the American Motors Gremlin?
 - Nothing
 - Engine
 - Transmission
 - Brake rotors
- The 1985 928S has how many different keys?
 - 2
 - 3
 - 4
 - 5

Answers:
1. B
2. B
3. D
4. B
5. C
6. B
7. D
8. C
9. B
10. D

April is the last issue you will receive!
If you have not renewed your dues to Nord Stern, starting with
the May issue, you will be dropped from the mailing list.

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



**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 ad to:
editor@nordstern.org

FOR SALE

1973 914

New AutoEdge Euro 2.0 carbs, cam, 911 cowling, oil coolers, large starter, upsized brakes, body in excellent condition. No battery area rust, roll cage. Garfield Clark 612 868-8314.

Trailer

1996 Gullickson Double Axel Trailer with spare, electric brakes, slope tail, ramps. Garfield Clark, 612 868-8314.

1963 356B Coupe

Fly yellow with race stripe, fuel cell, #117684, \$15,000. Call Eric Erickson 612-823-6198 or email at: eerick@concentric.net

1979 911SC Targa

Great Runner, real good condition, new clutch summer 2001, new stereo/CD player. Red with black interior, Whaletail, all manuals included. Car has been serviced at Auto Edge. \$10,000. Starting new business. Must Sell!! Call Tom Fisher at 952-435-7262.

1986 944 Turbo

175K mi., red/tan, rebuilt engine, rebuilt turbo, rebuilt alternator, new water pump, cup car suspension, adjustable Konis, camber plates, K&N, Recaro SE seat, harness bar, harnesses, extinguisher, extra set of wheels, no rust, runs great, great DE car, needs paint, must sell \$8000. Please contact me by e-mail: pingebrihtsen@hotmail.com
Paul Ingebrihtsen

1987 Non-Turbo

944/Zermatt Silver/Burg. Leather/52K miles/New T-Belt, Water Pump & Power Steering Pump/Stamped Books, Orig. Window sticker. Price: \$7,250. I am the third owner and this car is in excellent original condition. The only non-stock component is a Pioneer AM/FM/CD and aftermarket rear speakers. Car is ready to go and has been stored during the winter. Feel free to call me if you are interested: 612-860-3084.

'86 944 turbo

94M. Guards red, needs work, but will make a great track car. \$2,950 O.B.O. Please call for details. Mitchell Berry (952)882-2959.

91 911 Turbo

BLK/BLK, 30K service done at Nurburgring, new battery, Michelin Pilots, supple leather, B&B headers, muffler and 1 bar boost spring, stock exhaust, also. Drives perfect, looks great (no paint work has been done). Audiophile stereo in stock locations. No more joy riders, please! Marty Kaye: W) 651 464-6190 or H) 952 470-7813 or email at: MartyK@Thewoodster.net

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 driver 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).

915 Transmission Shifting Problem— A Technical Question Answered

courtesy PCA-Editors list

Question: I recently bought the 911 of my dreams, 911SC, and it is a perfect car except for one disturbing situation. It is very balky shifting into first gear and between first and second gears. It does not matter whether the car is cold or warmed up.

The previous owner had installed a short shift modification to the linkage and it felt like that was the problem or part of it, so I had the original shift linkage reinstalled which required a new shift lever. Still, the shifting is difficult, often to the point that I've felt I would bend the lever trying to force the transmission into gear.

The transmission was diagnosed as needing first and second gear synchronizers replaced, which I had done last month, but the balky shifting has not changed. I have had two different Porsche mechanics whom I trust and admire tell me that this shifting difficulty is typical for all 911SCs and that there is nothing that can be done. Please tell me that isn't so!

I had resolved to work with it and adapt, but for nearly a month now it seems beyond acceptability, and I have had some interesting moments trying to get into gear in traffic. Both my 1972 911T coupe and 1976 911S Targa were very smooth and easy to shift, and I cannot believe that there is nothing that can be done. Has the

wrong linkage been installed? Has the transmission been put together improperly?

Bruce Anderson: Since you have already owned two cars with this same transmission, you should actually know as much about how the cars should shift as your mechanics do. Your 911SC transmission should shift as well as either of your earlier cars with the 915 transmission and probably better than your 1972 because of the changed shift linkage. I would still suggest that you try driving another 911SC to see what they normally shift like. Make sure that you have a problem and not just a perceived problem. You might also want to let someone else with a lot of experience with these particular cars drive your car. I have always felt that the 915 transmission is a little balky; perhaps this is your problem. I've never been particularly fond of the 915 transmission used in 911s from 1972 through 1986 because of this. I drove a friend's 1980 911SC a few months ago, however, and marveled at how nice his car shifted.

The problem that you mention, the difficulty engaging first gear when at a stop, is really a common characteristic of the Porsche servo synchro transmissions. The best way to deal with this is to first go into one of the other gears and then back to first gear.

One other thing. You mentioned that you had changed the synchronizers for first and second gear. I have noticed that it will sometimes take a few thousand miles for the new synchronizers to break in and shift normally. When we had our shop, this was always a problem for us when we returned a car with a rebuilt transmission to one of our customers. The transmission would seem to shift stiffly and our customers would complain. They break in gradually, so drivers probably don't really notice the change; they do break in and shift right again.

You have had two cars with Porsche 915 transmissions before so this should not be your problem, but shifting the Porsche transmissions is an acquired skill. The Porsche servo synchronizer used in these transmissions worked very well in the smaller transmissions used in the 356 and smaller 911s, but when it grew large enough to cope with the added power of the larger 911, 930 and 928 engines, they became more and more balky. Shifting any of the Porsche transmissions which use the servo synchronizers has to be a very deliberate process. You shift out of a gear and then pause ever so slightly in neutral and then ease it into the next gear. The procedure

Continued on page 36

Transmission Shifting

... continued from page 35

needs to be followed for both upshifts and downshifts. You just cannot force or rush the Porsche synchros. If you force the shifts, you will damage the synchros and the operating sleeve and additionally the transmission will require an overhaul.

Porsche finally rectified this shortcoming by changing the transmission design in 1987 to what they call the G-50 transmission which uses Borg Warner cone-type design synchronizers like those used in American performance cars and most other cars in the world. I really like the G-50 trans-

mission and the way it shifts, but a lot of Porsche mechanics still prefer the old 915 transmission like the one used in your 911SC.

If you understand the shortcomings of the Porsche transmission, you will probably be able to make your Porsche transmission last indefinitely even with a short shifter installed. One other thing that I recommend for these transmissions is the use of Swepco 201 gear oil; you can actually feel the difference in the way that the transmissions shift after changing to Swepco.

Reprinted from *Upfixin der Porsche*, Volume 11

Porsche Panorama's 11-volume technical anthology can be purchased from the PCA Executive Office at 703/451-9000 or at www.pca.org.

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911 Carrera Sunroof— A Technical Question Answered

Question: *My 1987 911 Carrera has a non-working sunroof. I can hear the cables operate but there is no movement of the insert. Any thoughts?*

Answer, John Paterek: 911 sunroof cables or drives have been known to shear off at the cast guides. The roof remains in the locked position. You must remove the sunroof liner insert and trip the drives with a small screwdriver or unbolt them from the insert. The factory has superseded all drives to Carrera 2 type (964.564.143.00 and 964.564.144.100). They have a felt

covering on the cable to reduce the noise and fit a larger diameter sunroof track. On pre-1990 911s, the guide must be hand filed to the smaller diameter of the old track. If not, the drives will lock in the guide. Pre-1984 911s will fail due to plastic trip mechanisms. Try to find new-old-stock (NOS) 1984 style cables or file as suggested by the Porsche dealer.

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