

# N O R D S T E R N



**May '02**

## INHALTSVERZEICHNIS

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

### Table of Contents

|    |                                |    |  |
|----|--------------------------------|----|--|
| 2  | Offiziere                      | 14 | Liscense to Thrill . . .   |
| 3  | Nachrichten vom Editor         | 16 | Le Mans: The Movie, The Movie Star, The Car                        |
| 3  | Letters to the Editor . . .    | 22 | What Does it Mean to be an Officer in Nord Stern?                  |
| 4  | Willkommen                     | 23 | 911s are for Lovers . . . Lovers of Oil, Cardboard, Kitty Litter?! |
| 4  | Random words . . .             | 25 | St. Cloud Parking Lot AutoCross                                    |
| 5  | Unser Leiter                   | 28 | Concours Corner: The Basics: Washing Your Car                      |
| 6  | Kalender                       | 32 | An Easy and Inexpensive Ignition Cut-Off Switch                    |
| 7  | Kalender                       | 33 | 10th Annual Nord Stern Fall North Shore Tour!                      |
| 8  | Maplewood Imports Tech Session | 34 | Want Ads   |
| 10 | Fast Fling Driver Training     | 36 | Brighter Instrument Lights for your Porsche                        |
| 11 | Fast Fling Driver Education    |    |  |

*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.

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Front Cover - Ahhh, what a nice line up! 1964 356C, 2001 Boxster S, and 1980 911 SC. Photo by Ron Faust, cars by Porsche!

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## 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

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

Call Christie Boeder 952 593-5544.

Since I am not feeling particularly pithy, I am using my space this month for the "Letters to the Editor" feature that occasionally runs on page 4. (Read that as, "I am running out of space for all the member submitted

stuff so am using this as an excuse to not have to come up with anything clever, not all that interesting, blah, blah, blah!")

I do, however, want to point that there is are a number of interesting

articles, lots of photos from past events and registration forms and info on upcoming events galore so be sure to check everything out!

## Letters to the Editor . . .

Kudos to Roy (Henneberger)!!!

Last nights social at the Cafe Havana was a great time. All of you club members who stayed home last night missed a great evening.

—Jim Holton

Thanks to Roy Henneberger for organizing another great Friday night social, this time at Cafe Havana. what great food, what great atmosphere, what great music!

Thanks again, Roy.

—Bruce and Christie Boeder

And now, for a change of pace...

I could hardly believe my eyes when I read the bio on Teresa Vickery in the March newsletter. As a once deluded owner of British sports cars myself, I'm glad to see that she was able to find her way to the oil/air cooled side. ;-) Nice writeup for one of the clubs most active and friendly members!

—Jon Beatty

I always enjoy receiving and reading the latest Nord Stern, but this one (March) was exceptionally enjoyable because of the Personality Pro-

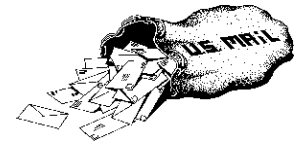
file of Teresa Vickery. It reminded me of all the good times I had with the Nord Stern gang.

The article about Teresa was great, but had one glaring error: on the side-bar she is listed as "Porsche Enthusiast of the MONTH". This is incorrect. Teresa is "Porsche Enthusiast of the CENTURY"! She has always epitomized the true lover of Porsche cars and the activities that surround them. (Editor's note: Couldn't Agree More!!)

Thanks again for a great article and all your hard work on a great newsletter!

Best regards,

—Denny Guentzel



### Nord Stern Newsletter - Advertising Rates

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

### Advertising Directory

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| Collision Center, Inc. ....         | 36    |
| Complete Garage .....               | 35    |
| Donnybrook .....                    | 27,31 |
| FlatSix .....                       | 28    |
| Jerkot .....                        | 27    |
| Johnson Autosport .....             | IBC   |
| Leighton's Garage, Inc. ....        | 19    |
| Maplewood Imports .....             | 20    |
| Mortgage Marketing Associates ..... | 7     |
| Nurburgring, Inc. ....              | 25    |
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| Pinnacle Signs .....                | 29    |
| Royal Tire .....                    | 12    |
| Sears Imported Autos .....          | 30    |
| United Mortgage .....               | 19    |

## Welcome New Members

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

**Thomas & Nancee Bruggeman**

North Oaks, MN  
2001 Orient Red Turbo 996

**Andrew Busch**

Minneapolis, MN  
1987 944T Black

**Frank & Darlene Gertz**

Shorewood, MN  
1994 968 Cab White

**Rudy & Betsy Gomez**

Chanhassan, MN  
1979 911SC Targa Red

**Chris Holm**

Wayzata, MN

**Chris & Kathryn Johnson**

Minneapolis, MN  
2002 996 Speed Yellow

**Rod & Tami Kittleson**

Sherburn, MN  
1972 911 Targa Yellow/1982 928  
Red

**Chris Kohler & Tracy Roberts**

Osceola, WI  
1989 Blue-Gray 944 Turbo S

**Sandra Oakes & Sara Ann  
Sexton**

Minnetrista, MN  
1990 Red 911 C2

**Paul & Susan Pederson**

Shoreview, MN  
2002 Black Boxster

**Peter Puffer**

Crystal, MN  
1986 944 Turbo Black

**Barry Rosenzweig**

Minnetonka, MN  
1998 Silver Boxster

**Neale & Pamela Roth**

Duluth, MN  
1962 Silver 356 B T-6

**Rufus & Marita Sanders**

Burnsville, MN  
1982 Pacific Blue Metallic 928

**John Sharp**

Richfield, MN  
1993 Black 911 RS America

**Michael Skinner**

Minneapolis, MN  
1985.5 Black 944

**Frank & Peter Thayer**

Eagan, MN  
1960 Slate Grey 356B Super 90  
Cab, 1999 Arctic Silver 911 C2

**Lawrence Yost**

Plymouth, MN  
1986 Blue 928S

Random words of inspiration, perspiration, participation, or  
'hilariration':

*If things seem under control, you're just not going fast enough.*  
—Mario Andretti

*The reason we are here is to do good to others, what the rest  
are here for, I'm not sure!*

It's getting really busy and the driving season has just begun. Since my last column, I've attended three different events and I haven't even pulled the car out of storage yet. (It would have been four events, but I passed up the recent Friday Night Social to get this column completed for Christie before the deadline.) Each event was a lot of fun and they each gave me an opportunity to meet some more members.

First, we held our annual New Member Social event at Davanni's in Edina on March 20<sup>th</sup>. I always enjoy these gatherings, and this was no exception. I guess I'm not the only one who likes these because we always



Susan Lee at the Nord Stern Driver Training tech session with new Nord Stern members April 5th, at Tech Session held at Carousel, photo by Mark Skweres

have a good turnout of 'old-timers' at these socials. It made my job as host very easy since we had great speakers from talk about all the different aspects of the club. Many thanks to **Pam Viau** (DE), **Joe Rothman** (Driver Training), **Mitch Berry** and **Jeremy Peterson** (Concours), **Ed**



**Vasquez** (Social), **Bruce Boeder** (Club Racing/Newsletter), **Ed Hazelwood** (Tech Sessions) and all

the others who contributed that night. I also want to thank all the new members who showed up. In particular, I want to give special recognition to **Michael** and

**Jean Galep** who drove down (in nasty

weather) from Cumberland, Wisconsin just to join us at the social. It wasn't a huge crowd, but we had a lot of fun. I hope we'll see many of these new members at other upcoming events.

The second event I attended was the Novice Tech Session at Carousel Motors on Friday, April 5<sup>th</sup>. That had

an even bigger crowd, with a nice mix of new and 'experienced' members. **Ed Hazelwood** arranged this get-together, and **Pam Viau** and **Susan Lee** (Driver Training) contributed their advice for those considering our Driver Training and Driver Education programs. Our hosts at Carousel not only provided the venue and lots of technical expertise, but they even gave out several very nice door prizes. Whenever you get the chance, be sure to tell all the folks at Carousel how much we appreciate their support. By



ProKart racing, photo by Mark Skweres

Attentive listening by members at the Novice Driver Education Tech Session, held April 5 at Carousel, photo by Mark Skweres

*Continued on page 24*

| <b>May</b>       |  | <b>2002</b> |
|------------------|--|-------------|
| 5                | <b>Maplewood Imports 2nd Auto Fair</b><br>10 am to 2 pm—2780 North Highway 61, Maplewood, MN<br>Eventmaster: George Andeweg 651 483-2681. See pg. 31 for details!  |             |
| 10               | <b>Friday Night Socials are Back! 7:00 p.m.</b><br>Questions? Roy Henneberger 952 454-7716 or henneb@charter.net<br>The Black Forest Inn at 26th Ave. S. and Nicollet Ave.   |             |
| 12               | <b>St. Cloud Autocross</b> , at the MN Department of Safety Training Facility on I-94<br>Eventmaster: Bret Bailey 952 470-5002 see page 25   |             |
| <b>June</b>      |  | <b>2002</b> |
| 8                | <b>German CarFest!</b> Once again, the German Carfest 2002 will be held next year on<br>Saturday, June 8, 2002 at Schaar's Bluff Pica Area in Spring Lake Park Reserve<br>located in Hastings, MN. Runs from 9 am to 3 pm. See page for details! |             |
| 14               | <b>Friday Night Socials are Back! 7:00 p.m.</b><br>Questions? Roy Henneberger 952 454-7716 or henneb@charter.net<br>Toby's on the Lake (Oakdale on Hwy. 120 at I-94)   |             |
| 14               | <b>Nord Stern Driver Training at CBIR</b><br>Eventmaster: Joe Rothman 952 949-0873 and Susan Lee 651 429-8902  |             |
| 15,16            | <b>Nord Stern Driver Education and Time Trial at CBIR - Fast Fling Event</b><br>Eventmaster: Chip Smith 952 942-6686 & Cal Townsend  |             |
| 22***            | <b>Afton Concours Tech Session at Maplewood</b> , 10 am to Noon<br>Eventmaster: Mitch Berry 952 882-2959 and Jeremy Peterson 952 361-6434  |             |
| <b>July</b>      |  | <b>2002</b> |
| 12               | <b>Friday Night Socials are Back! 7:00 p.m.</b><br>Questions? Roy Henneberger 651 454-7716 or henneb@charter.net<br>Maynards in Excelsior  |             |
| 21***            | <b>St. Cloud Autocross</b> , at the MN Department of Safety Training Facility<br>Exact format TBA  |             |
| <b>August</b>    |  | <b>2002</b> |
| 9                | <b>Friday Night Socials are Back! 7:00 p.m.</b><br>Questions? Roy Henneberger 952 454-7716 or henneb@charter.net<br>Maynards in Excelsior  |             |
| 9,10,11          | <b>Nord Stern Driver Education and Club Race at CBIR</b><br>Eventmaster: Roger Johnson 763 557-9578, rdj@compuserve.com  |             |
| 18***            | <b>Annual Nord Stern Concours d'Elegance</b> Sunday, 10 am at Afton City State Park<br>Eventmaster: Mitchell Berry 952 882-2959 and Jeremy Peterson 952 361-6434   |             |
| 22,23            | <b>Nord Stern Driver Education at Road America, Elkhart Lake, WI</b><br>Eventmaster: TBA   |             |
| 22-25***         | <b>Fahr North sponsored 'North Coast Holiday' In Duluth: A National 356 Registry Event</b><br>Eventmaster: Lon Tusler 763-545-1116 or email: lon@snsabling.com; Watch for info!  |             |
| <b>September</b> |  | <b>2002</b> |
| 12,13            | <b>Nord Stern Driver Education and Time Trial at Blackhawk Farms</b><br>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 Training at CBIR**  
 Eventmaster: Joe Rothman 952 949-0873 and Susan Lee 651 429-8902
- 21,22 **Nord Stern Driver Education and Time Trial—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)

# Maplewood Imports Tech Session

by Ed Hazelwood

A nice break in the weather allowed us to have a very good tech session at Maplewood Imports on Saturday, March 2<sup>nd</sup> and see three great new Porsches up close. George Andeweg had an excellent session scheduled for us with his top mechanics available to answer our many questions about the cars. George also had the inside parts area all set up with parts, books and manuals for sale, and many items of Porsche clothing and souvenirs.

The showroom was open as well with several new cars for viewing, including new Boxsters. We were very fortunate to have three top of the line new Porsches to look over due to the good timing and the willingness of the owners to share their cars with us; and that the break in the weather allowed them to drive the cars back to the dealership for our session.

Bob Lunde had taken delivery of his 2002 Twin Turbo just before going on vacation, and was kind enough to drive it back in Saturday morning for us to see. Bob's car has a bright red exterior with a gorgeous leather interior. The car is one of the very first equipped with the just released aero kit, it is really a perfectly engineered system, great to look at and set up to provide maximum down force at the high speeds the car is capable of reaching.

Barry, a new Nord Stern member from Wisconsin, had also just taken delivery a couple of weeks earlier of his 2002 C4S. It is a truly beautiful car, but it sounds as though Barry may be looking towards a convertible.

This was a great opportunity to have the three cars on the lifts side by side so the group could look them over from top to bottom, and to see the differences in the rear spoilers and the front-end treatment. About 50 to 55 Nord Stern members and guests were in attendance.

The Targa was classic silver and is the latest generation of the 911 Targa. What a treat for us to see all three of these cars side by side to see the similarities. This latest model has a large glass roof that easily and smoothly slides under the rear window. The rear window can also be lifted up allowing easy access to the storage area.

Barry's Carrera 4S shows a similar look to the Turbo, or as others have described it, "the looks and handling of the Turbo"; but there is that 100 horsepower difference!

The C4S has the wider rear appearance and a red light lens or lightstrip filling the space between the taillights. The rear also sports the pop up spoiler rather than the Turbo tail or aero kit.

Bob Lunde's Twin Turbo is "The real deal"!— The new 2002 Turbo is rated at 415 horsepower (bhp) and has

---

*“the looks and handling of the Turbo”; but there is that 100 horsepower difference!*

---

all the right stuff, with the full front end treatment, from the air ducts and spoiler to provide maximum down force for the front wheels to the Aero kit on the rear. Bob said this is one of the first 2002s to have the Aero kit from the factory, it is very distinctive, you won't miss it! Oh yes, the car is very, VERY RED!

Thanks to Maplewood Imports and George Andeweg for hosting this great event for us, and thanks to members Bob and Barry for sharing their cars with us.

For more information on the cars, talk with George Andeweg at Maplewood. These three models have also been spotlighted in the Porsche Panorama magazines going back to about December 2001.



Right: The new Turbo with Nord Stern  
members checking it over!  
Photo by Ed Hazelwood



Left: Bob Lunde and George Andeweg  
Photo by Ed Hazelwood

Right: From left to right; C4S, Targa, Turbo  
Photo by Ed Hazelwood



# Fast Fling Driver Training

## Brainerd International Raceway

### Friday, June 14, 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 Fast 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 6/7/2002, cancellations prior to 6/12/2002 will receive full refund. Course descriptions:

**DE 1000:** Intro 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/techniques. Also will address all those questions about "So, I think I may be interested in Club Racing, what's next?" Your opportunity to learn more about this national program.

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

# Fast Fling Driver Education & Time Trial at CBIR Saturday & Sunday, June 15 & 16, 2002

*The Cornell's Brainerd International Raceway is a superb, three-mile road course,  
situated six miles north of Brainerd, Minnesota*

- **Eventmaster/s:** Chip Smith 952 942-6686 & Cal Townsend
- **Cost:** \$120 per person; \$100 second person, same car
- **Requirements:** Snell 95 or newer helmet, A fire extinguisher (5 b-c min.) is required. It must be securely mounted using a metal bracket, 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](http://www.nordstern.org)
- **Refund Policy:** **Deadline is June 7, 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 - Fast 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 \_\_\_\_\_



**You are cordially Invited to Attend  
Nord Stern's Annual  
*Afton Concours d'Elegance*  
Sunday, August 18, 2002  
Afton City Park**

Park Opens at 8:00 a.m.  
Judging begins at 10:00 a.m.  
Stay to enjoy the afternoon

Directions: East on I-94, south on MN 95 into the hamlet of Afton. The park is in the center of town on your right.

Eventmasters: Jeremy Peterson 952 361-6434 & Mitch Berry 952 882-2959

Classes are: (air cooled):

Early 4 & 6 cyl - 356(all) 914(all) 911(65-73)

Mid 6 cyl - 911(74-94)

Late 6 cyl - 993, 996, & Boxster

Front engine watercooled - 924, 944, 968, 928



And Don't forget: Concours Tech Session (Learn those Q-tip techniques!)  
Maplewood Imports, Saturday, June 22 from 10 am to Noon

## Liscense to Thrill . . .

by Mark Brabec

In August of 2000, after four years of research and lots of fancy book learning, I found and purchased a sickly 1958 356A Convertible D. Rick Moe, Ed Sundean, and Jim Seubert helped me haul it out of a barn (no engine) and into The Nurburgring for a full mechanical restoration and new four cylinder heart. Last fall, after almost a year in the shop, it was finally time for me to stop dreaming and start driving. And that's where my dream world collided with the real world.

No amount of reading had prepared me for the idiosyncrasies of driving a 40+ year old car. The steering wheel, although a beautiful wood VDM reproduction, is the size of a school bus. Working the gearbox is like replacing electrical outlets while the wires are hot. And while very comfortable, the old springy seats cause such a ripple effect that on a long drive I begin to feel like a bobble-head. Then there was that incident on the side of the highway, fixed not with

a new distributor or plug wires, but with a gallon of gas delivered by my amused wife. Exactly why had I put so much time, effort, and money into this car?

A few days later, on a beautiful crisp fall morning, I decided to drive the car to work. Not wanting to have the same mechanical issues that stranded me on the road earlier, I pulled into the local Holiday store for a fill. Because the car doesn't have a fuel filler tube on the outside, I had opened the front compartment and

carefully begun the process of filling the tank. A guy in a sedan pulled up next to me and began to fill his car also. The guy looked over at the 356 and smiled. And then a young kid in a school uniform poked his head out the back window and gasped at the 356. I saw him looking at me and then back at the car. Then he yelled out: "Dad! Dad! Look! It's James Bond!".

Thanks, kid. Your dad and I had a great laugh. And I drove away, (grinding 2nd gear), feeling like I was on Her Majesty's Secret Service.



***Right: A photo collage of images from May 2001 Maplewood Imports Auto Fair which was enjoyed by many German Car enthusiasts. It also was a fundraiser for Cancer Kids Fund, as will be the 2nd Annual Auto Fair scheduled for May 5th.***

***—Photos by Mark McArdle***

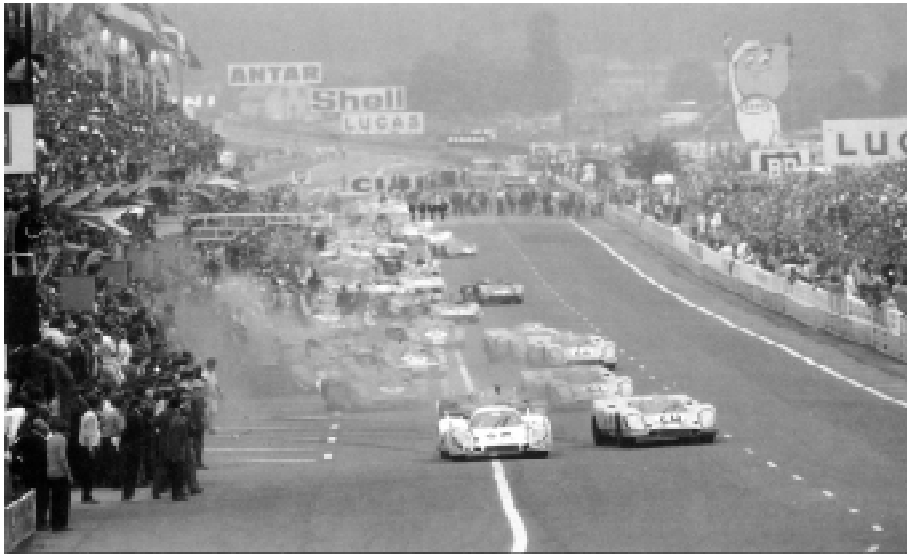
\* Note change from 2001





# Le Mans: The Movie, The Movie Star, The Car

*by Mike Mulligan, courtesy Windblown Witness, San Diego  
Photos by Skip Carter and Symbolic Motor Car Company*



From time to time in the world of sport there are individuals who feel the need to branch out into occupations beyond those in which they are known to excel. Unfortunately, many attempt to move into show business. We've all seen some former athlete delivering lines with the stiffness worthy of a Formula 1 chassis, but there are occasional successes. Here we have one of the most spectacular. You see, while the Porsche 917 has been called one of the greatest racing cars of all time, this particular example gained fame not on the track, but as a film star.

The 917 shocked the motor racing world when it appeared at the Geneva Motor Show in March of 1969. Conceived and built in great secrecy at the Porsche works, it was a product of rule changes designed expressly to eliminate its type from international sports car racing. Alarmed by the speeds (and perhaps the nationality) of the seven liter Ford GT-40s and their

counterparts from Lola, the FIA decreed that for 1969 all prototype sports racing cars would be limited to a maximum of 3 liter engine displacement, and that "production" sports cars would be allowed a maximum of five liters. In this case "production" was defined as minimum run of 50 (later reduced to 25) cars. The thinking was that the many privateers who were running Fords and Lolas would still be allowed to compete (albeit with smaller engines) since there were easily 25 of each already in existence, but that no manufacturer would be willing to ante up the enormous cost of designing and building 25 copies of a new five liter prototype racing car. They had, however, significantly underestimated the Porsche racing works desire for victory.

In April of 1969, the FIA's representative was summoned to the Porsche factory and was stunned by the sight of 25 917 coupes lined up side to side outside the Werk 1 building. Though they most likely weren't very happy about it, the FIA had no choice but to homologate the new car for the coming season. Getting there was only half the battle however, and Porsche spent the better part of the 1969 season sorting out the new car.

The 917 was fast right out of the box, but tricky handling made it quite a handful for the drivers, and reliability issues caused several retirements. In spite of the difficulties, a 917 led the 1969 Le Mans 24-hour race until



a cracked bellhousing sidelined the car after nearly 21 hours. The type's first win would come at Zeltweg in Austria in the last race of the season. 1970 would bring a significant change of fortune.

Development work in the off-season had sorted out the 917s handling woes, and Porsche hit the ground run-



ning in 1970. Five of the first six races of the season were won by Porsches. The exception was Sebring, where Porsche came second to Ferrari, not with a 917, but with a 908 driven by Peter Revson and some Hollywood-type named McQueen . . .

These five victories gave Porsche the 1970 World Championship, but there was little time for celebration. The next race was Le Mans.

The 24-hour race was valued above all others for Porsche. They had a remarkable record of class wins at Le Mans, but they had never won the race outright and were desperate to do so. There were no less than seven 917s entered that year, and Ferrari countered with eleven 512S models. The event was looking like a stand off between the two greatest sports car manufacturers in the world, a true clash of titans. In the end, bad weather and attrition would decide the race. Richard Attwood and Hans Herrmann's 917 won overall with another 917 second followed by a trusty old 908 and two of the Ferraris in fourth and fifth place. As a 914 driver, I feel obliged to point out that the car

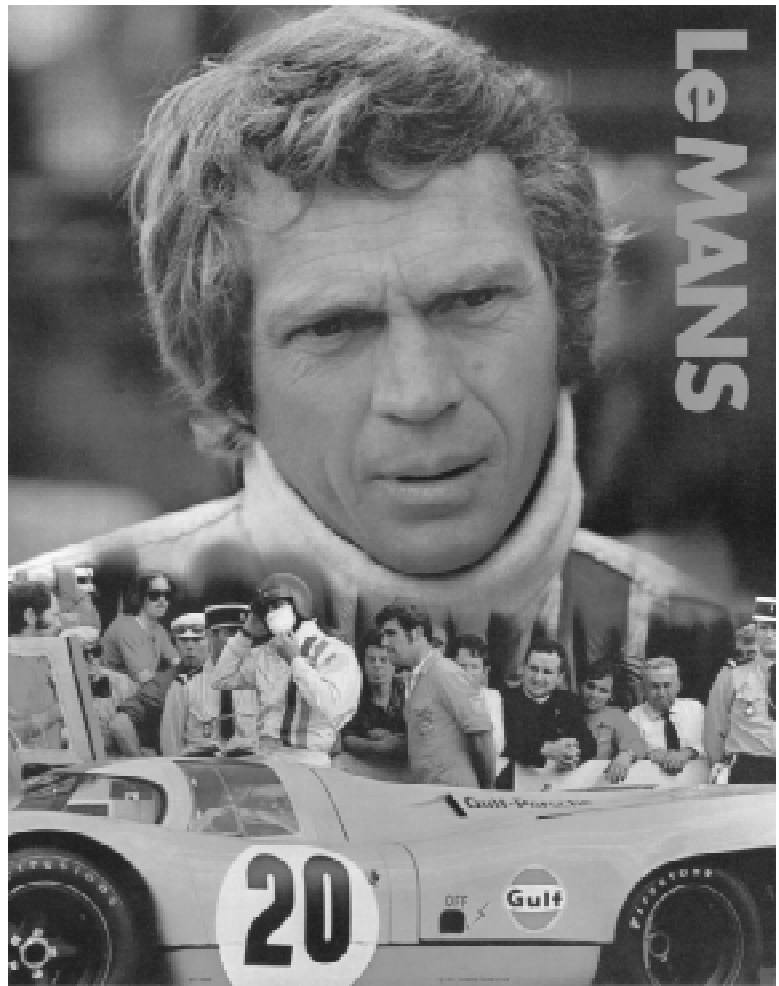
that placed sixth overall, and first in the GT class, was in fact, a 914/6 GT.

Ahem . . .

The 1970 Le Mans event brought Porsche the first of its sixteen victories in the great race. It was also unique in that the whole event was

filmed, from every possible angle, by a team of Hollywood film makers. Shortly after the actual race, several of the cars and drivers returned to the Sarthe circuit to complete the filming that had begun during the race in June.

It was at this point that we first meet our film star, and become reacquainted with that chap that finished second at Sebring. The car you see on these pages is 917-022, the 22nd of the original batch of 25 built in 1969. It was unused until it sold to Steve McQueen's Solar productions for use in the film *Le Mans*. It was to serve as a camera car and backup in case one of the other 917s was crashed or encountered mechanical difficulty. If you've seen the movie, you've ridden



*Continued on page 18*



## Le Mans

... continued from page 17  
 aboard 022. All of those wonderful in-car and on-car shots were filmed by cameras rigged to various parts of the 917. If you know where to look, the camera mounting brackets are still visible on the chassis. Though by now it was perhaps the most publicly visible example of a 917, the car had never actually turned a wheel in anger. It would have to wait until 1971 to get its chance.

Reinhold Joest ran 022 in selected events in 1971, but only managed a fourth at Spa and a sixth at Brands Hatch. Brian Redman bought the car from Joest, but did very little with it, finally selling it to Le Mans winner

Richard Attwood in 1978. Attwood had the car repainted to match his 1970 winning car, and raced and displaced the car rather infrequently until 2000. When Attwood sold the car, it made its way across the pond to Gunnar Racing in Florida where it underwent a complete restoration, including the return of the original Gulf livery.

022 passed through the capable hands of our own (San Diego Region) Symbolic Motorcars who, if the rumors are accurate sold it to a certain individual who once had a TV show "*about nothing* . . ." (as he often put it). The rumor mill also has it that the car is again for sale. Perhaps it's time to start digging behind the couch for

loose change, though I doubt any of our couches are that big.

Though 917 chassis # 022 might not have the finest of motor racing pedigrees, it certainly has one of the most unique histories of any purpose-built racing car. Perhaps it is this lack of hard competition miles that has preserved it as one of the most original examples of a truly incredible breed. For that, not to mention the tour it gave us mortals of the classic Le Mans circuit, we can be truly thankful.



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# ***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            | <b>Gates open:</b> Registration for Car Show, Ding & Dent Removal.   |
| 10:00 am - Noon    | <b>Ding &amp; Dent Removal:</b> Tech Session by Jurgen Holzer  |
| 10:00 am - Noon    | <b>People's Choice Car Show:</b> 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 | <b>Collision Center, Inc.:</b> Technicians will be on hand to answer any questions you may have regarding body and paint work.   |
| 10:00 am - 3:00 pm | <b>Twin City Tire &amp; Auto Service:</b> 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            | <b>German CarFest ends:</b> See you next year!   |

**Don't miss one of the biggest social events of the year for German automotive enthusiasts!**  
**Directions:** South on Hwy 52 from St. Paul, south/east on Hwy 55, take County Rd. 42 to Idell Ave., turn left, take to 127th St., turn left to Schaar's Bluff Picnic Area on Spring Lake.

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

*by Scott Anderst, Vice President*

Continuing our series on 'job descriptions' for the various opportunities to volunteer within Nord Stern, our current guru of Timing and Scoring, Dean Podevels, submitted the following commentary about this absolutely essential position within Nord Stern (editor's note: these are my words and can you tell we spend a lot of our Nord Stern time on the track!!!)

The primary purpose of the Nord Stern Timing and Scoring group is to provide a method for accurately recording, displaying, and publishing timing results (editor's note again: which actually I get to do and these guys have been getting pretty good at getting me files that I can reformat 'fairly' easily for inclusion in our newsletter), and tallying yearly points scored for time trial and autocross activities.

## **Specific Responsibilities:**

1. Understanding of the upcoming year's schedule at the beginning of the season in order to coordinate coverage of all events as required.
2. Work closely with eventmaster in setting up equipment, and insuring that course layout does not preclude routing of signal wires and power cords.
3. Work closely with registrar to provide accurate and complete list of

those members planning to take timed runs. Work with Rules, registrar and the entrant in resolving any classing issues that need clarification and/or change.

4. Strive for consistent recording of data, taking changing weather conditions into account. Request drivers to take re-runs when malfunctions occur, or as appropriate, if conditions for the run/heat are not the same for all competitors of a specific class.
5. Display interim results throughout the day of the event. Publish the results of the event in a timely manner.
6. Maintenance, transport, and storage of the timing gear and display board. This can be coordinated and shared with other Nord Stern members.

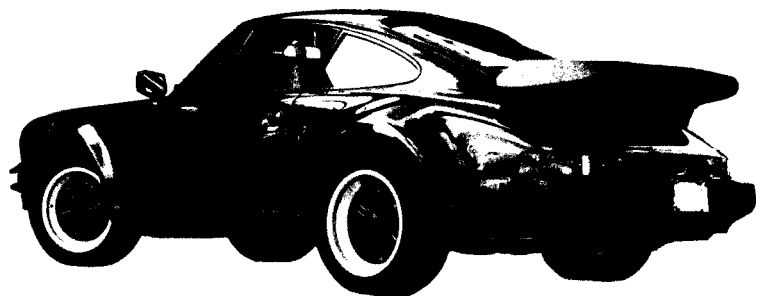
## **Qualifications for Timing and**

### **Scoring Committee Membership:**

1. The committee has recently had three members. This has worked well in coverage of various ven-

ues, without any one member becoming overloaded with duties. These members should be comfortable working with computers, timing software, data management files, printers and timing light beam electronic gear.

2. Knowledge of autocross and time trial rules, especially Nord Stern, Parade, and SCCA or Minnesota AutoSports Club rules are helpful.
3. Membership terms on the committee should be staggered, to enhance organizational memory and continuity of timing equipment operation and maintenance, rules interpretation and general procedures for each venue.
4. The chief should be the individual capable of maintaining the yearly scoring results, and work closely with rules committee to insure fair and consistent interpretation of the state car classes, scoring rules and rules philosophy.



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# 911s are for Lovers . . .

## *Lovers of Oil, Cardboard, Kitty Litter?!*

*by Chris Welty, courtesy Early 911 Registry*

There is nothing like spring for reminding me how much I love 911s. There is no other car on earth quite like it, and owning one had always been one of my dreams. Having a 911, however, can frequently be a little less than dream-like. All cars break down from time to time, but I am convinced that a cared-for 911 is far more reliable than any other car.

No, the things I am talking about are in many ways rather peculiar to the 911, and some of them can only be experienced by someone who drives a 911 all the time. I suppose it is only fair to admit that owning a 911, for me, implies both owning much older ones and maintaining them myself. I have, therefore, no first-hand knowledge of what owning a new 911 is like, though normally that wouldn't stop me from writing about it anyway.

First of all, if you own a 911 you better learn to love oil. You better learn to really just adore oil. You should love to see it, breath it, get it on your hands, face, clothes, floor, kids, and especially under your fingernails. You also better love buying it, often. Very often. All the time. Consider having a local gas station install an oil pump so you can just pull in and fill it up.

Loving oil is not really that hard a thing to do. An oil stained floor is obviously very attractive, and the oil

itself, standing in beautiful spectral pools that shimmer like a gateway to some dark and magical other world, is one of those natural wonders that continues to surpass all of man's efforts to create beauty.

Be careful, however, that you don't start loving oil, and the sight of it, so much that you avoid purchasing kitty litter, or some other thing that will absorb oil off the floor. Despite the visual splendor, oil is, like most true art, fairly dangerous and objectionable in a number of ways, and generally a good thing to clean up.

This brings me to my next point. It is probably okay not to love kitty litter so much as long as, like me, you gain an appreciation for cardboard.

I love cardboard. It is such a wonderful brown color. I love particularly the corrugations, and I really hate non corrugated cardboard, it is entirely useless and has no character whatsoever.

My garage floor is essentially paved with nice brown corrugated cardboard, which is decorated with numerous lovely dark spots of fragrant oil. This kind of deviant artistic appreciation is characteristic of the true-hearted 911 owner. It would be hard to accurately convey my elation when I get brand new cardboard, and I imagine how it might look after a few drops of oil have leaked onto it.

I often find humor in novice 911 owners who worry when they notice their cars leaking oil. I suppose they don't have any cardboard that needs spotting, and they probably don't realize that leaking oil keeps the heat exchangers from rusting, and is also a sign that you actually have oil in the car. This may come as something of a surprise, but aside from the obvious decorative and rust preventing properties of oil, it also fills a fairly important role in the engine as a lubricant! Oil is an amazing substance, and there are plenty of good reasons to love it.

One of the truly unique design features of 911s is the lack of what in more recent years has come to be called "climate control." Climate control is one of those 90's politically correct terms; you have to call a guy with no legs "challenged", and you have to call a car with a heating system "climate controlled." Conversely you call a guy with two legs "unchallenged", and you call a car with no heat "cold."

Most 911 owners don't bother driving their cars when it is cold and will give explanations usually relating cold weather to rust. These kinds of excuses are actually lame attempts to avoid saying that their cars are climatically challenged. Clearly the true

*Continued on page 26*

## Unser Leiter

*... continued from page 5*

the way, **Michael** and **Jean Galep** once again drove in from Wisconsin for this session.



One day later, on April 6<sup>th</sup>, I served as eventmaster (I know, I should delegate more . . .) for the ProKarts Indoor event at their new Blaine facility. I was worried that we would not have that strong a turnout, but with a surge of last minute participants we had nearly 45 people! I hope everyone had as good a time as I did. Judging from the smiles I saw behind their

helmets as they came off the track, I'd guess they enjoyed themselves. I know that is probably the last time this season that I'll be able to sneak a pass around **Chip Smith**. But he's going to have to wait until our August Club Race to get me back. I want to thank **Mike** and **Marsha Drake** for helping make the arrangements and host the event. The long-distance participant award goes to **Antti Lepisto** and his son who came all the way from

Duluth to drive with us. I hope we add this to our list of regular off-season events. In addition to being a ton of fun, it acts as an incentive for me to lose weight and get my lap times down.

Why am I raving about these events? One reason is to point out all the fun we have even when our cars are tucked away in their winter storage places. It was also interesting to see how members, new and old, will

Upper left, gee, if I lean with that make me go fast?

Right, bumper to bumper racing! Below left, there was lots of action on the track!

All photos by Mark Skweres



get together and immediately have a reason to play together. I hope those that joined in for the first time came away with a warm sense of camaraderie, and will continue to join in on other events.

I also want to point out that each event was the product of a few members making that little extra effort to make it happen. One reason I chose to be eventmaster for the kart event was to see what it would take to organize it. As it turned out, it wasn't that much work. **Mike** and **Marsha Drake**



# St. Cloud Parking Lot AutoCross

## Sunday May 12 , 2002

- Eventmaster: **Bret Bailey 952 470-0526**
- Cost: **\$35**
- Requirements: **Snell 95 or newer helmet,**
- 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.**



introduced me to the ProKart management and helped us get a good hourly rate. Then we chose a date that did not conflict with other events and gave that to Christie for the newsletter. She sent out a flyer with the details and put a great notice in the Nord Stern, while I posted some notices on ClubTalk. I went to Costco the night before the event and picked up some food for lunch afterwards. At the event, Marsha helped collect the fees and the ProKart people did the rest. While not all events are quite this easy, I think this was pretty typical for this type of event.

If you have an idea that you think would be a good activity, just give me a call. We are always looking for new ways to make the club what you want it to be. While we are very fortunate

to have a very enthusiastic group of “track junkies” that are willing to pitch in to help with the driving events, I’m looking for more members who are interested in the non-track events to so we can have more tours and social events. It goes back to that concept of balance I mentioned in the March column. With a little coordination and a few enthusiastic volunteers we can get together and have a good time.

I hope I get to meet more of you at our next event. Until then, let’s get out driving and enjoy our cars.

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## Lovers

... continued from page 23

911 owner knows that there is enough oil leaking to prevent any rust from forming, regardless of weather conditions.

Shivering in the drivers seat is certainly one of the more romantic parts of driving a 911, but families, spouses, and people-you-are-trying-to-impress usually aren't too fond of the experience. My autonomic nervous system has a built-in mechanism that forces the words, "*How could you be cold?*" out of my mouth as soon as my internal body temperature drops below 97 degrees. This feature is particularly enhanced in SCs, where fairly unsympathetic Porsche engineers added a blower fan on the engine that would blow air over the heat exchangers regardless of engine speed. The fan they chose, however, lasts about two months, and when not working actually inhibits the airflow from the engine fan over the heat exchangers and into the passenger compartment. This has the effect of making the "improved" SC heating system colder than the unimproved heating system on earlier cars, and of course I love it.

For the benefit of slightly less enthusiastic passengers suffering from hypothermia, I have developed a neat little trick that usually brings on the heat in SCs: open the sunroof. If you have a 911SC without a sunroof then turn it into a "track car" (or sell it to someone who will) and get one that does so you can have heat. That is, heat for your passengers. The sunroof trick only works when the car is moving and the windows are closed, and the rest of the heating system has to be intact. I'm a lot better at obfuscating than explaining things (which is why I became a college professor), but the reason this works is actually quite similar to the reason planes fly. The fast-moving air going past the sunroof sucks air out of your car, and if the heater vents are open it will draw air over the heat exchangers, which is what the non-functional heater fan was supposed to do in the first place. This, obviously, creates a multi-dimensional time/space vortex through which the particles of cold air are transubstantiated into particles of warm air from another universe. The result is an increase in entropy which is manifested as heat in your car.

The sunroof trick also has the advantage of making people think you're nuts. "*I'm freezing! Why are you opening the sunroof?*" You just smile enigmatically in response and watch their expression as they suddenly warm up.

This takes us full circle, because the expression of wonder at the flow of warm air is usually replaced by a wrinkled nose and the standard, "*What's that smell?*"

If your car is leaking properly, then the heat exchangers should have a nice sealing coat of oil on them, and when this oil heats up it produces the peculiar odor of burning oil, a fragrance that warms the cockles of the true 911 owner's heart, and sours the nostrils of various non-believers. Tobacco smokers can probably understand this experience, although I don't let anyone smoke in my car since I can't stand the smell.

All in all, a 911 owner, like the cars themselves, are a singular breed. Where others see problems and compromise, we see endearing qualities that make the experiencing of driving a 911 that much more enjoyable.



# Concours Corner: The Basics: Washing Your Car

*by Bev Frohm, courtesy Pelican Parts*

A couple people tugged at my arm to write a monthly tidbit on Concours preparation. I'll be honest, I did not feel like I was an expert to impart valuable information, but they convinced me I did know a thing or two about prepare your car for a show.

This first article will deal with the basics, washing the baby.

When I wash Bevees, I do it one of two ways. The first way is to use plain water. This is the preferred method if the car has just been sitting

in the garage and collecting dust. I use a wash mitt that I throw in the washing machine between car cleaning gigs. I do not use a chamois, some people prefer them, but I have found they trap fine particles of dirt in the pores. This can cause small scratches in the paint. I learned this at a tech session at McGuire's one rainy afternoon, boy was I shocked, we have all been raised on the powers of the Chamois. I then dry the car with good 100% cotton terry towels. Make sure

the towels have been washed once and do not use a rinse of softener on them. The rinse is an additive that can cause streaks, and retards absorbency of the towel. Using a rinse is not detrimental by any means, just a nuisance you learn to avoid.

If I have been using my 911 for tours, rallies or in the rain there is usually some road grime. I use a small amount of car wash soap to get the grime off. It is advisable not to use regular detergent. Detergent takes the

wax off the car, this is because wax is a specialized form of grease (ugly name but basic fact). Regular detergents are developed to cut grease—therefore bye-bye wax. Car wash soaps are very mild and specially formulated not to take the wax off your cars surfaces. A good thing to remember for any automobile you are washing, whether it be your Porsche, Jag, Chevy or SUV.

When you wash your Porsche, make sure you get the valance, running boards and under the rear bumpers. These areas actually collect more dirt than any other place on your Porsche – unless of course you’ve been parked at the beach with a group

of mischievous seagulls using your precious Porsche for target practice.

Rinse the surfaces thoroughly with a hose and immediately start drying the surfaces off. It is best to do this in an area out of the sun. I usually pull the car into the garage and dry her off in there. The reason to pull the car out of the sun is to keep those nasty little water spots from adhering to the paint. They are ugly and a nuisance to get rid of.

When drying your Porsche don’t forget to use those 100% cotton terry towels, keep a few of them available. Once one towel gets damp, get another one until that one gets damp. If you find one of those nasty little wa-

ter spots, use one of the damp (not wet) towels to rub it gently out. Don’t forget the valance, running boards etc. It is easy to forget these and you want to make sure you don’t have a beautiful sparkling top and anything below the doors is spotty and streaked.

Editor’s Notes from Pelican: Bev Frohm is the owner of ‘Bevees’, a European 1970 911T that has won many concours events in the Southern California regions of PCA. Her car was chosen by PCNA to represent the 1970 911T at Porsche’s 50th Anniversary at Monterey. Bev is also the web site coordinator for the Orange Coast PCA Region.

*Continued on page 30*

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## Washing

*... continued from page 29*

Bev says: I have been involved with PCA since 1978. I first started out racing the 911 in Autocrosses and progressed to Time Trialing. In 1982 I started running TSD Rallies with Tom using the 911 and ran one Starlight Rally with the car. We started the restoration project on the car in 1985, the project took 5 years to complete as we did 80% of the work ourselves.

After the 911's restoration was complete I decided to show the car in the Concours Series. I attended my first Concours in 1993 to get an idea

of what I was in for. Lars was not really interested in the Q-Tip contest, so I would prepare the car myself for each of the Concours I attended. In 1994 I attended all 9 Concours events and came out as 1st in my class overall at the end of the year. In 1995, 1996 I had the same results and really enjoyed competing against such great automobiles.

In 1995 I won my class in the Parade Concours in Portland. The car did so well that if they had an overall award for street driven cars, I would have taken that as well. We had the same results in 1996 in Oklahoma. At this year's Parade the 911 came in 2<sup>nd</sup>

place to some very stiff competition. Tom Chang's 73 911S and a Zone 7 car is the top champion for their series. The cars took first and third respectively.

The 911 has over 380,000 miles on it. The car is driven regularly and has to be maintained all the time. The engine had a top level rebuild at 280,000 when we did the restoration. It has been a fantastic car and really gone the distance. We were honored in Oklahoma to have the Porsche family come over and ask to see the 911. They had heard it was a very high mileage car that was also a show stopper. Long enough to leave the cellar either.



## An Easy and Inexpensive Ignition Cut-Off Switch

by Wayne R. Dempsey, Pelican Parts

When I first acquired my 356B it had a 912 engine installed along with a mechanical tachometer. Seeing how the mechanical tachometer will not work with the 912 engine, I quickly set out to convert it to electric. After studying the electrical diagrams, I soon realized that the tachometer line connects to the output from the points that drive the ignition coil. Thinking about this in detail, I soon realized that the points that trigger the coil would not work if the tachometer cable was accidentally grounded. With this in mind, it became apparent that if I placed an electrical switch that swapped the electric tachometer cable between the gauge and ground, I would have a handy ignition cutoff switch with very little extraneous wiring.

The basic electrical ignition wiring diagram for the 914, early 911 and 356 is shown in Figure 1. As you can see from the diagram, placing an in-line switch that grounds the tachometer signal will prevent the coil from firing. A thief may enter your car and be able to hot-wire the starter, but he will not be able to get the car started because the points will be grounded. The starter will turn over and over, but the car will not fire up because there will be no spark for ignition. This ba-

sically has the same effect as disconnecting the coil.

I chose to use a simple SPDT switch from Radio Shack that allows me to alter the tachometer signal cable from the gauge to ground. I placed this switch behind the dashboard so that it couldn't easily be seen from the drivers seat, or from underneath the dash. The switch works really well, and will prevent anyone from starting the car who does not know it's there.

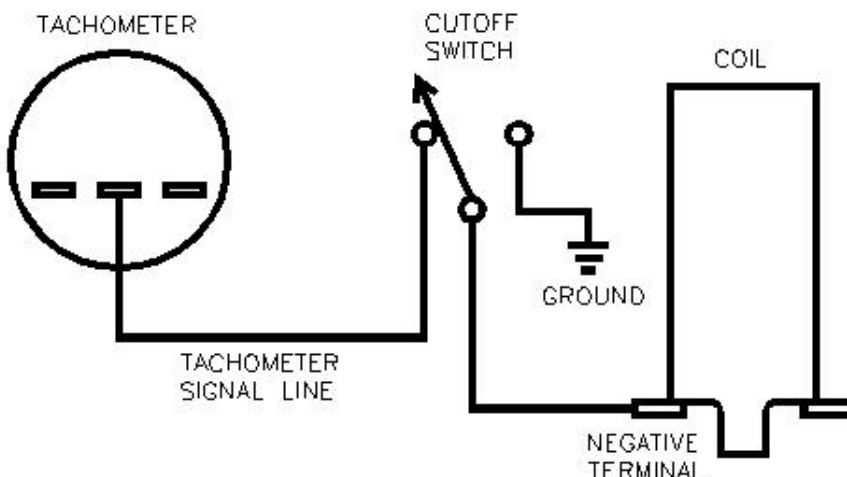
Here's an additional thought on the subject from one of our readers, 914 owner Bill Kohnke:

Just a thought for the safety of the car and a little theft prevention. I am a Ford salesman and through the years have to explain to many customers about fuel shut off switches that are installed in all Fords. They work in

an accident situation by popping up mechanically from the force of the impact and interrupting the fuel pump circuit. Just push the switch down to reset.

I have one mounted to the firewall because if I ever oops & tag the ditch, tree, etc. I don't want the electric fuel pump to empty the tank into an already bad situation.

For theft prevention a little direct tap from a screwdriver handle and the carbs/FI will cease to run very soon or until the switch is reset. This is great because who would be looking for a 1988 - 1998 Ford part stashed above the relay box and can't be seen. The 19 year old has no idea why the car can't run long enough to leave the cellar either.





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



Participants of the 2001 North Shore Fall Color tour pose for Eventmaster Extraordinaire, John Dixon, while hiking down to the shore of Lake Superior - notice all the smiles!

Friday, Saturday, Sunday

Sept 27 - 29, 2002

Headquarters: BlueFin Bay (1-800-BlueFin)

Eventmaster: John Dixon 952 939-9071

or email: [eyerack@tcq.net](mailto: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 7<sup>th</sup> of the month prior to publication date: Send ads to:

Christie Boeder - NORD STERN  
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## FOR SALE

### 92 Lexus ES300

One-owner loaded standard transmission ES300, 128,000 miles, white/tan exterior with tan leather interior. A/C, Alarm, Alloy Wheels, ABS, CD/AM/FM/Cassette w/6-Disc Trunk Changer, Drivers Side Air Bag, Front Wheel Drive, Heated Seats, Keyless Entry, Power Antenna, Brakes, Locks, Steering and Windows, Rear Defrost, Remote Trunk Lid, Sun Roof. Car has been pampered since new. Stored last two winters. New clutch/flywheel at 115K miles, CV maintenance at 100K miles. \$9,995 Contact: Don DeLaria 952-404-5683 or delaria@msn.com

### 2000 911 Carrera Coupe

Arctic Silver/Graphite Grey soft leather interior; 6-speed; PSM; 18" wheels with colored crest; full power heated seats with crest in headrest and lumbar support for driver; carbon/leather steering wheel; carbon/aluminum gearshift knob and brake handle; hi-fi sound system; car cover. Mint condition. 7,500 miles; stored winters; no smoke, no track (except a touring session at Road America). \$65,000. Mike Brewer (952) 934-0007.

### 1987 Carrera

Carmine Red/Black with factory Turbo Tail. Gold center BBS 7's & 8's with new S-O2's. Lowered with upgraded sway bars, Power Slot rotors and Weltmeister shock tower brace. Sunroof, full leather sport seats, Euro taillights, car cover and more. Pampered with only 26,400 miles. \$28,000. Contact Dan Wolfe at 952 943-2016 or email at wolfdog@therapypartners.com

### 1980 911 SC Euro

Race prepared G class race car by Johnson Autosport with all the right stuff, nothing spared. 62k original miles, oak green. All work done in the last 18 months. Full weld-in custom cage. Two sets of Fuchs, 7/8's and 8/9's. Fiberglass bumpers/tail, front oil cooler, new exhaust, charlie bars, Sparco Evo race seats w/5 pt harness, much more. \$32,500 w/o all aluminum 14' trailer, \$35,000 with. Car weight 2552 lbs trailer weighs 1000 lbs. Call 612-339-3349 or email searlsmd@aol.com, Mark Searls.

### Tires

4-165x15 Michelin XZX tires. Excellent condition. \$125 for the set. Phil Saari, 651 484-0303 or email to: ps356er@aol.com

### Wanted

1969 Porsche 912. No rustorations or extensively modified cars. Phil Saari, 651 484-0303 or email to: ps356er@aol.com

### 1988 944 Turbo

Zermatt silver/ black leather, 106k miles, dependable daily driver or fun track car. Clean, mechanically sound, 2 sets powdercoated stock wheels, 968 Sport sway bars and brake coolers, test pipe, harnesses, recent water pump, oil seals, etc by Auto Edge. \$9,800. Don Bredle 715 552-8724, bredledl@uwec.edu

### 1970 911T Coupe

2.2 liter, 5 speed, 6 weber carbs with downdraft, white pearl essence, fiberglass turbo widebody kit, RSR spoiler/bumper and turbo tail, 8x16 black 5 spoke ronal wheels, leather electric seats, security system, yamaha AM/FM/cassette pullout deck, car cover, new batt's, many new parts, still needs some work. \$13,900/offers. John Schuebel 1509 23rd. St. Cameron, WI 54822 (715) 458-4663, or email at: schuebel@chibardun.net

### 968 Wheels

Porsche Five Spoke Cast Alloy Wheels 7x16 (2) and 8x16 (2) with Gold Porsche Crest Centers, plus New 205/55ZR 16 (2) and 225/50ZR (2) Continentals. Will fit '82 and newer 944, 968 and 911 models, \$2,000. Contact Andrew Golfis at 651 699-6629 or email at: Golfis570@aol

### Parts

901 Transmission, \$400; 2.2/2.4 heads, \$400; 2.2/2.4 pistons and cylinders, \$200; E cams, \$100; Weber carbs 40mm, \$300; alum. case, \$300; S cams, \$150; 911/914 sport seats, \$150. Chris Zawistowski, 763 595-0100.

### 1970 914-4

1.7, Tangerine/black. 42,000 miles, appearance group, Pedrini wheels, Koni, bursch, 195-50 goodyear, Weber 40 carbs, have OEM fuel injection system. owned since 1972. \$4,700. Gary Greiner, 701 E. 8th, Superior, WI 54880. 715 395-9431.

### 1990 Carrera 4 Coupe

Silver/Navy, 43K miles, 45K service completed. In-dash CD, power sunroof, rear wiper. Excellent condition, no modifications. Stored winters, custom cover, colgan bra. \$29,500. Contact Jerry Patten 651 426-4510 or email at: Jerry\_Patten@msn.com

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**1973 914**

New AutoEdge Euro 2.0 carbs, cam, 911 cowl, 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: pingebrigtsen@hotmail.com  
Paul Ingebrigtsen

**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

## Brighter Instrument Lights for your Porsche

*by Bob Tindel, Pelican Parts*

A frequent complaint from the owners of older Porsches is that the instrument lights are not bright enough. In most cases, the instrument light bulbs are the original factory ones, and over the years, they have lost their brightness. Often, the only thing that is needed to make the lights brighter is to replace these old bulbs with new ones, a procedure that can be done in just a few minutes' time. For a 911SC, you will need a total of eight 12 volt, 2 watt bulbs—"indicator lamps", as they are termed by Osram, one of the manufacturers.

To begin, pull the instrument from the dash. In the early cars, before the early 70s, this takes a bit more work, because the instruments are held in the dash with a U-shaped bracket, which must be unfastened from the luggage boot. On the 911SCs and later, only the rubber collar around each one holds the instruments, and they can be pulled or pried out from the driver's seat. If an instrument is stubborn, I use a stiff putty knife to pry it out, with a piece of wood (paint stir stick works well) to protect the dash from dings. Once you have an instrument out, you can reach behind the others and easily push them out.

It is not necessary or desirable to completely remove or disconnect each instrument. Just pull it out far enough to access the light bulb holders. The fuel/oil tank combination gauge and

clock have one light bulb each, and the other three gauges have two light bulbs each. Use a tiny screwdriver to pry the bulbholders from the instrument—don't pull on the wire. The bulbs are bayonet mount, so just push

in slightly and rotate the bulb to remove it from the holder. Replace the bulbs with new 12 volt, 2 watt bulbs, put the instruments back in the dash, and enjoy gauges that are much more readable at night.