

N O R D S T E R N



June '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.

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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.

NORD STERN STAFF

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

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

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

Please contact staff for any event coverage you need

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

Front Cover - Now that is what I call a REAL steering wheel! Sleek lines with design elegance!
Photo by Dave Weisel at Gullwing Service Company.

President

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

Vice-President

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

Secretary

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

Treasurer

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

Advertising

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

Driver Education

Pam Viau
651 779-2344 (h)
651 574-5050 (w)
pkviau@mediaone.net

Driver Education Registrar

John VeLure 612 906-9404

BIR Relations

Roger Johnson 763 557-9578

Board of Directors

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

Concours

Mitchell Berry 952 882-2959
Jeremy Peterson 952 361-6434

Club Race Chairperson

Roger Johnson 763 557-9578

Dealer Relations

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

Driver Training

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

German Car Fest

Nancy/Mark Cree 952 557-1979

Membership

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

Merchandise Manager

Jill Daneu 952 432-3486
jdaneu@aol.com

Met Council

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

Newsletter

Christie Boeder 952 593-5544

Shop Relations

Ed Hazelwood 612 237-9319
hazelwoode@elert.com

Rules

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

Rally

Ron Johnson 763 493-3543

Social

Ed Vazquez 952 934-5093
edmn911@aol.com

Safety

Don Miller 952 474-1261

Tech Inspection

Damian Kostron 651 714-4512

Timing and Scoring

Ed Tripet 952 471-0065
tripet5@mchsi.com

Andy Schmid

952 469-3483
ams@amschmid.com

Trophies

Fred Senn 952 942-9053

Zone 10 Rep

Kurt Gibson 417 881-7973 (h)
P O Box 4541 417 869-0374 (w)
Springfield, MO 65808
k_gibson@mindspring.com
417 869-4266 (fax)

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.

Now, if you are like me you will have looked at the list to the right before reading anything in this column; at least that is what I hope you have done!

With all the electronic advances of the last couple of years, I knew we could very easily recognize club membership longevity. I am finally getting around to that. PCA does send each club a membership roster on a regular basis. Now, since we are one of the regions that charges dues, this list potentially does not reflect active Nord Stern membership, but it certainly is fun to note how long different folks have been PCA members and how many of that list are very active to this day! Wow (gee, Ron and Dave, you guys must have been about 12 yrs. old when you joined)! This is just the list of 20 years or more active membership in PCA (includes all regions anyone has been living in as long as they maintained their membership). Fun to See!

Next, the only other thing I wanted to comment on was the upcoming 356

Registry event in Duluth this coming August. A multiple day, multiple event is being planned by this club which includes a number of Nord Stern members. This is a pretty big deal and would be great fun to take a little car trip on up to check out. At this point, we don't have an accompanying Nord Stern activity (like a day tour) but if anyone is interested to organizing it, give us a call! Be sure to see the ad on page 24 for more info!

PCA Nord Stern Membership Anniversaries 20+ years

#Years of PCA membership (since Nord Stern has a dues policy, this list does not potentially indicate in all cases a corresponding Nord Stern membership):

- 39yrs. JAMES N HARRIS
- 39 DAVID W WEISEL
- 37 ELMER F LANGREN
- 34 VANCE D BROWNE
- 34 SAM J MANCINO
- 34 CHARLES R LLOYD
- 33 CALVIN M NIEMEYER
- 32 JOHN F BIERBAUM
- 31 WILLARD E WILSON
- 31 STEVEN C NORDBERG
- 30 RONALD J FAUST
- 30 JOHN P BELGARDE
- 29 KEN KAMSTRA
- 28 STEPHEN H COLEMAN

- 28 JULE R BLOCK
- 28 THOMAS R LONGFELLOW
- 27 GARY T GREINER
- 27 LUIS H FRAGUADA
- 27 JOHN W MAYER
- 27 JAMES G TOURTILLOTTE
- 26 COREY W JOHNSON
- 26 JON P BEATTY
- 26 WILLIAM A SIGGELKOW
- 26 PLATT T HUBBELL
- 26 JACK F ERWIN
- 26 JACK L PALUMBO
- 26 PHILLIP C SAARI
- 26 THOMAS L TRUTNA
- 26 WOLFGANG J BAUMANN
- 25 DAVE THOMPSON
- 25 RICHARD E MOE
- 25 GLENN R EISENBRANDT
- 24 ROBERT KOSKY
- 24 STEVEN H STEINKE
- 24 STEVEN T TVEDTE
- 24 J D PRINCE
- 24 JAMES W ARHART
- 24 PATRICK G BASSETT
- 24 DONALD S HARTMANN
- 23 J ROBERT JOHNSON
- 23 JOHN G MERRILL
- 23 RODGER FINKE
- 23 TERRY M HENDERSON
- 23 ROGER D JOHNSON
- 23 PAUL D RANDALL
- 23 GREG CHRISTENSEN
- 22 TERRY L JOHNSON
- 21 PAUL H BORK
- 21 JAMES L HALVERSON
- 21 JAMES E DWYER
- 20 WALTER J DUFFY
- 20 ROBERT G DAVIDSON
- 20 ROBERT H POWLESS
- 20 ROBERT FLEMING

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.	22
Auto Edge	9
Collision Center, Inc.	27
Complete Garage	34
Donnybrooke	20,24
FlatSix	26
Jekot	14
Johnson Autosport	IBC
Leighton's Garage, Inc.	31
Maplewood Imports	8
Mortgage Marketing Associates	31
Nurburgring, Inc.	14
Peterson Pools & Spas	BC
Pinnacle Signs	19
Royal Tire	30
Sears Imported Autos	29
United Mortgage	19

*Welcome
New
Members*

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



Stuart and Jacqueline Bailey
Eden Prairie, MN
1984 Pewter Metallic Silver 911

Paul and Sandra Bolich
Hopkins, MN
1999 Silver 996 Cab

Gary Burns & Stacy Lindbloom
Rosemount, MN
1984 Black 911 SC

Stephen Byrnes
Orono, MN
1991 Plum 968

Phil and Laurie Hancock
Shorewood, MN
1964 Signal Red 356C

Garrett and Chris Harbron
Eagan, MN
1992 Silver 911 Cab

Mark and Marilyn Neid
Mendota Heights, MN
1999 Boxster

John and Karen Staral
Woodbury, MN
2002 Arctic Silver Boxster

Rick and Maggie Trenary
Minnetrista, MN
1999 Silver 996 C2

Jaap Vrolijk
Eden Prairie, MN
1999 Boxster

Letters to the Editor . . .



Many thanks to all the Nord Stern members who volunteered their time to organize our first big track event of the season. From Driver Training (Joe, Susan and all the instructors) to DE (Pam, Roy, Brian, Don, Rick, John V. and their helpers, including the corner workers and support staff) a lot of effort has gone into making these events a success.

I'd also like to thank everyone who participated in last weekend's event at Brainerd for keeping the proper

mindset about the weather and track conditions. From all reports we had very little in the way of incidents, and we'd like to keep that trend going throughout the rest of the season.

Since I was unable to attend on Sat and Sunday I'll look forward to hearing more when I see many of you at the upcoming Auto Fair at Maplewood Imports this coming Sunday (10 - 2).

—See you then, Mark Skweres

I'd like to give my thanks to all of the people that helped put on these events as well. Despite the weather, I had a great time. I'd also like to thank my instructors on Friday, Susan (sorry, didn't learn your last name) and Brian Smillie, all the folks who gave chalk-talks, Roy Henneberger for his assistance, and Bob Viau for taking time out of his day to help me determine if my car had a problem. What a great bunch of people!

—Chris Johnson,
Novice 996 Pilot

If someone came up to me and asked “*What is the most important responsibility of your position as president of Nord Stern?*” I would not hesitate with my answer. My duty is to do the best job I can in making this club more enjoyable for the members. But how do I do that? Well, there are two types of activities that I find myself doing on a regular basis that characterize my role in the club: Planning and Communicating.

First, we have to remember that it takes time to get the word out to the general membership whenever we have an event. We have many volunteers in the various positions that know their respective areas very well, and they all do a good job of getting this done. But if there is one common oversight it is the tendency to underestimate how much time it takes to get an announcement out to the members. We have a great newsletter that is our official publication for the club. Whenever we want to communicate something, such as an upcoming event or a change to a policy, we need to get that published in the newsletter. But a lot of people forget the lead times required to get this done. It takes several weeks to collect, edit, print and mail over 600 copies of the newsletter. If you want the notice to be seen in two or more issues, you have to submit it to Christie several months beforehand.

So I spend a good amount of time reminding people to “*get that to Christie so it will make the <fill in the*

month> issue.” I used to look at the Nord Stern calendar to see what is going on this week or next. Now I look at it to see what we have coming up two months from now and start to worry if we haven’t done all our preparations for those events. My wife, Sue, would be quick to tell you that this level of planning is not a natural activity for me. But I’ve been motivated by the thought that if we don’t plan ahead properly many events would not have many participants or may not happen at all.

The second most common type of activity is pure communication (and coordination). I feel very fortunate to have a fairly large number of volunteer chairpersons and other members who pitch in to make things happen. But as we all know, as the number of people goes up . . . the need for communication increases. Most of the time people in the club are very good at communicating with others working on the events. But from time to time something slips through the cracks and we’ll get a conflict or other miscue. If that happens I know I’ll hear about it, so I’ve been trying to be proactive in making sure that people are in touch with each other. I use email a lot to check and see if “*the left hand knows what the right hand is doing.*” I like that email allows you to give the person the option to respond when they have the time. I respect the fact that all our volunteers have other priorities than the club, and work on Nord Stern tasks as time allows. This job

must have been a lot more difficult when you had to make phone calls to do all this coordination.

All this talk of planning ahead and communication/coordination reminds me that we have some big events coming up in August that we are already preparing for today. First, we have the big Club Race weekend up at Brainerd on August 9th, 10th and 11th. I know we’ll have good group of club racers and DE drivers there, but I also want to encourage other members to come up and see what this is all about. You don’t have to be in the race to enjoy the spectacle and variety of cars (and people) that show up that weekend. We also are working on plans to continue the charity auction and social activities, so the more people we have there the more fun everyone will have.

We are looking for sponsors for the Club Race this year, too. If you have a business or know someone that would like to help out please contact Jim Holton with your ideas. He is coordinating the sponsorship aspect, and can work out any details.

We’ll also be collecting donations for the Courage Center live and silent auctions to be held at the track. This is a great way to contribute to a good cause and have a lot of fun. We’ll have a person from Courage Center who will help us coordinate these donations, so call me if you have something you would like to contribute. We’ve had great success with this recently and want to continue this trend.

Continued on page 12

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. See page for details!
- 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 **Nord Stern Driver Training at CBIR**
Eventmaster: Joe Rothman 952 949-0873 and Susan Lee 651 429-8902. See page 10.
- 15,16 **Nord Stern Driver Education and Time Trial at CBIR - Fast Fling Event**
Eventmaster: Chip Smith 952 942-6686 & Cal Townsend, See page 11.
- 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, See page 12.

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
- 9,10,11 **Nord Stern Driver Education and Club Race at CBIR**
Eventmaster: Roger Johnson 763 557-9578, rdj@compuserve.com, See page 15.
- 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 Driver Education 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 Driver Education and Time Trial at Blackhawk Farms**
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

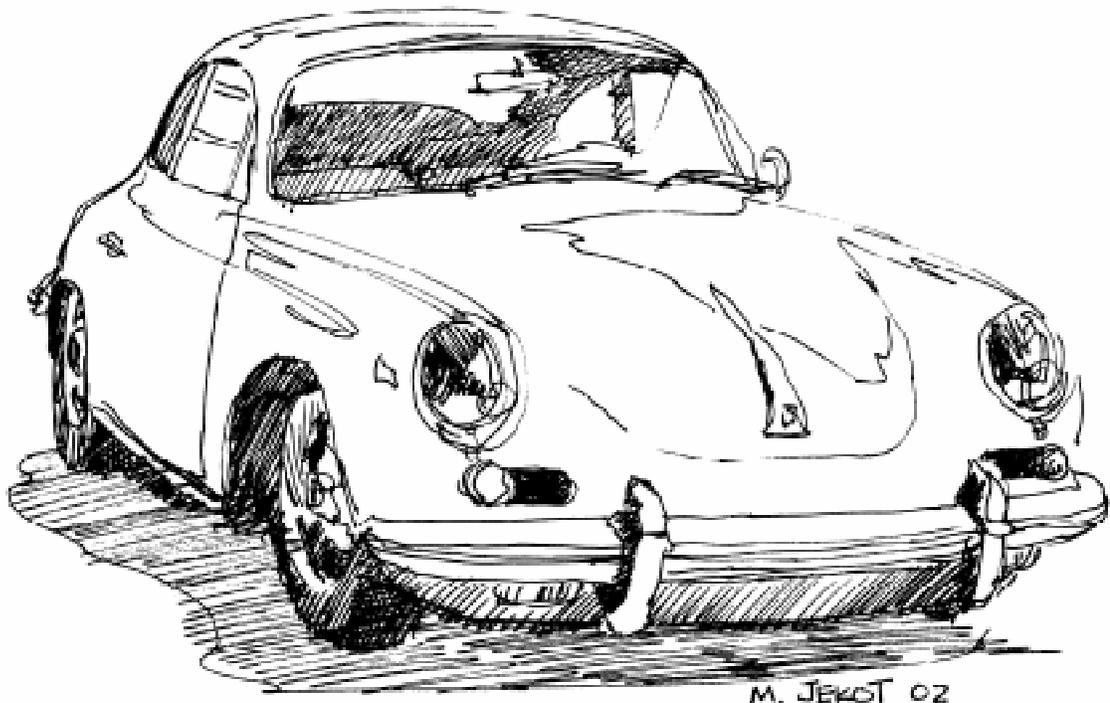
- 13 **Friday Night Socials are Back!** 7:00 p.m.
Questions? Roy Henneberger 952 454-7716 or henneb@charter.net
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

January

2003!

- 18*** **Nord Stern Holiday Dinner** Time and Location TBA
Join us this coming January for an evening with David Hobbs!
Get this on your calendar NOW. More information as it becomes available.

And now, the 'world premiere' of original artwork by Nord Stern member/artist, *Mike Jekot!* First in a series . . . watch your Nord Stern for more!



*** New Listing!

Spyders Anyone?

Text and Photos by Dave Weisel

Marblehead, Massachusetts, is a historic New England town situated on the Atlantic Ocean and birthplace of the U.S. Navy. In the Spring of 1975 during a summer evening bicycle ride in Marblehead, I noticed a quaint little garage with the sign, Dearborn Automobile Company. The doors were open and inside were several 300SL Gullwing coupes in various stages of restoration. I stopped for a closer look and asked if they did any work on old Porsches as my Speedster was in need of some “attention.” A young man who introduced himself as Paul Russell told me they worked on only Mercedes-Benz

they began including restoration on other makes in 1990; the name was changed and is now Paul Russell and Company (www.paulrussellandco.com). Their showroom and shop are located in a large warehouse complex in the picturesque seaside village of Essex. Eighteen employees work on total restoration of Mercedes-Benz, Ferrari, Porsche and other fine cars. Alex is the Sales Manager and minority partner and has become prominent in his field, seeking and finding rare cars throughout the world for his customers. In his spare time he cares for his award-winning Speedster and a 356A Coupe. Paul is the owner and runs the business. Both are true professionals.

In a recent phone conversation, Alex told me there was a lot of “interesting stuff” in the shop. A few weeks ago I went back to visit. I wasn’t disappointed. A 1959 356A GT Carrera Coupe had just arrived

automobiles but I should stop by during the day sometime and talk to Alex. “Alex is the Porsche guy.” Several days later I met Alex Finigan, a true Porsche aficionado, and struck up a friendship that continues to this day.

Alex and Paul left Dearborn in 1978 to establish their own company, Gullwing Service Company. After

from New York consigned for sale – 1600cc, 4-cam, Weber carbs, 60mm drum brakes. In the shop, under various stages of restoration are four Porsche Spyders; two RSK’s, an RS-60 and an RS-61. One of the RSK’s was built as a center-seat car with an experimental hood that



served as an oil cooler. This car ran at LeMans, unpainted, with oil being circulated throughout the channels the factory had installed in the hood. This, apparently, was not successful as no further attempts were made utilizing this design innovation. The RS-60 had later in its racing life been fitted with annular disc brakes from a Carrera 2. This car was originally purchased by William Wuesthoff, a Milwaukee VW dealer and ran in 17 races in the Midwest, winning 12 and never finishing lower than third. The car still has its original engine and transmission.

Also in the shop was a Ferrari 250 GTO undergoing a bare-metal, ground-up restoration. There were



only 39 GTO's produced and nearly all are in the hands of collectors. Among the previous owners of this car were Luigi Chinetti, John Mecom, and Otto Zipper. The car finished 2nd OA in the 1963 three-hour Daytona Continental and first in class in the 1963 Sebring twelve-hours. There were several 300 SL's being totally restored. All of the work, from metal forming to leather interior and seat construction to painting, is done in-house. There are true craftsmen on the premises.

A private individual maintains space in the complex for his collec-

tion of cars which includes a 356B Super 90 Roadster, a 356C Carrera Cabriolet as well as a Ferrari 166 Barchetta, a D Jaguar, even a '57 Buick!! A recently sold Ferrari California was awaiting shipment to its new owner. What an enjoyable way to spend a couple of hours. I didn't want to leave . . .

Paul Russell and Company, Essex, Massachusetts, car restoration specialists of the highest quality, have produced award-winning cars for many shows. This includes the Pebble Beach "Best of Show" winning



Bugatti T57SC "Atlantique" coupe belonging to Ralph Lauren. They are the premier Mercedes 300SL restoration experts in the United States.

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 DT 2000 if needed to accommodate a large DT 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:

DT 1000: Intro to track driving; covers safety, procedures, and basics of car control/driving techniques.

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

DT 2000: Students able to consistently drive laps utilizing the proper "line" and desire an opportunity to work on specific turns/techniques. The June event will also 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 _____

DT1000 _____ DT1001 _____ DT2000 _____

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
- **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 _____

St. Cloud Parking Lot AutoCross

Sunday July 21, 2002

- Eventmaster: TBA
- 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.



Unser Leiter

... continued from page 5

One week after the Club Race we have our annual Afton Concours. We are hoping to draw some of the 356 Registry folks to come and participate. They are holding their national gathering in Duluth the following week (August 22-25) so we should see a lot of those beautiful cars here. I know there are several Nord Stern members planning on driving up to Duluth for that event as well. You don't have to own a 356 to appreciate them, and this is a unique opportunity to see a lot of fantastic older Porsches.

I hope to see many of you at these upcoming events. A lot of people are working hard to make these events a success, and when we get a real good turnout of participants we enjoy them even more.



Above, photo by David Grant
Nice shot of Viau's 944 on track at Brainerd. Note the view under the right left tire!

**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

Safety Time! Rules Rule . . .

by Don Miller

The following safety requirements are in effort for ALL Nord Stern track events. That includes Brainerd, Road America, Blackhawk Farms and St. Cloud Autocross.

All drivers will have a Snell 95 or newer helmet. Bring your helmet to registration the first time you come to an event and have the registrar put the inspection sticker on the helmet.

All cars will have a securely mounted (metal bracket) 5 bc rating minimum fire extinguisher and a current Nord Stern vehicle inspection.

Check with any of the sops that advertise in Nord Stern for information on proper and SAFE fire extinguisher mounting, and of course the vehicle inspection. Other Nord Stern advertisers can help you with helmets and any other desire safety equipment.

**Learn ♦ Get Fast ♦
Have Fun ♦ Be Safe**

If you have any questions on this subject or any other safety issue call Don Miller, 952 474-1261.

2002 Nord Stern Club Race!



Nord Stern's 10th Annual PCA Club Race and Enduro Brainerd Minnesota August 10 & 11, 2002



Colonel's Brainerd International Raceway in Brainerd Minnesota is one of the **FASTEST** and **SAFEST** tracks that you can race on in the PCA Club Racing series.

Smooth run-off areas and gravel traps along this exciting 3 mile, ten - turn high speed road course provide safe exits during competitive racing.



So **JOIN US** for two days of racing and camaraderie in the beautiful Northwoods of Minnesota.

Test and Tune day on Friday, August 9.

To get registration forms and more information, Visit:

www.nordstern.org

Race Chairman:

Roger Johnson

763-557-9578 rdj@compuserve.com

Registrar:

John Velure

952-906-9404 johnvelure@att.net



The Trek to Mid-America Motorplex; or I need a speed fix!

Photos by Ron McFarland, Text by Jon Beatty

As some may already know, I have been struggling with my car the beginning of this season and, as a result, the car failed to make the First Fling event. My loving wife, noting my depression and need for a speed fix, allowed me to take the Mother's Day weekend and trek to the southwestern plains of Iowa to remedy that condition. Several people in the club as well as others in the wider Internet community helped me get it all together in the nick of time. A big THANKS for the help. After a few ClubTalk posts were made, a group of eight Nord Stern members and six cars comprised our contingent. The players were, **Ron Lewis, David Anderson, Jim Breakey, Rick LaVerdiere, Ron MacFarland, Jon Wen, Jim Seubert** and of course me. Not being a member of the trailer people I was the lone member to drive my car down and back. Of course, I rationalized this by the fact that I needed to get some break-in miles on the engine before the event. The trip down is easy and you never leave the interstate until you arrive at the track. Only problem we had was my battle with Dave over cruising speed, since his rig turns into a gas hog at over 75 and mine turns into a resonance chamber at under 75.

It was a cold, windy and wet Saturday when we first lined up for our

run sessions. The track is brand new and this is only the third weekend event they have had so gaining track knowledge from local experience was not an option. After a few laps in the wet, it was obvious that rain tires are a must if you want to keep the nose pointing in the right direction. The track surface, being new, is very smooth. While slow and icy-like traction diminished the fun factor, it was a good way to learn the track and especially, the complex corners. To add a bit more of a challenge, the wind was terrible and having to run with both windows open (local rule) made the interior of your car quite damp. By the end of the day the rain abated and the track was merely damp. It was then you began to see the real speed and grip potential hiding in this track.



Photo by Ron McFarland

On Sunday morning it was again, overcast, cold and windy—but DRY! The morning sessions were a real learning experience and lap times dropped quickly. As the day wore on, the track became completely dry and the grip was incredible. It was at this point that you discovered that your tires were not showing the usual CBIR rubber boogers snaking across the tread, but were smooth and almost polished in appearance. A further realization came when, having missed a corner entry and exit pretty badly, I found myself way off line. Guess what? No marbles! The surface of the track is 3rd generation NASCAR asphalt and it is really incredible. The track manager told me that on a warm sunny day the grip would be awesome, and I believe him. As the day

progressed the event chair decided to combine some run groups due to attrition. This gave us one extra run session, which for me, was the best of the day. Thanks Dave, that last run was worth the whole trip!

The track layout is very deceptive, at least for me. It is virtually flat and has adequate runoff everywhere with some corners having acres of space to collect yourself before you could hit anything. Down side is that it is a very low area and, given the rain we had, there were large puddles of standing water in the infield. Any excursion off the track virtually ensured you would be in mud, the consistency of very wet putty, up to your axles. In one case a twin turbo decided to go 4 wheeling and attempted to get back on the track (he failed). In doing this he threw mud all over a section of the track that required the use of both the sweeping/vacuum truck and a fire truck to wash and scrub clean. Good news to this episode is that the track

Photo by Ron McFarland



has both vehicles on premises. Another thing you had to get used to is the absence of features you could use as braking points, turn in markers, apexes and exit points. At MAM, once the cones get punted, you have a hard time getting back into your rhythm. So for those that are used to CBIR's indelible physical features, it will be interesting to see what you substitute for them at this track.

MAM, as I mentioned, is a brand new facility. It was under construction even as our event was underway. In only 6 months, this track has sprouted out of the Iowa farmland and the people responsible seem to be telling us, "*come and play and leave the details to us.*" The track is well equipped, having a large vacuum truck, a sweeper and two tow vehicles to remove the unlucky, in the case of an incident. The on-site food is very good, ranking 2nd only to Road America in my book. Paddock area is paved and sufficiently large to easily allow for 100+ cars and towing equipment. The track supplies all of the "details": corner workers, tow and cleaning equipment, classrooms, registration area, security, ambulance, paramedics, flags, fire bottles, kitty litter, radios, etc. This track even has onsite race gas in 3 flavors: 94, 100 and 110 and they take credit cards at the pump! It is really a whole pack-

Photo by Ron McFarland



Continued on page 23



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



Looking for advice on prepping your car for Driver's Ed events, Club Racing or Sunday drives? The names shown below represent people who have considerable experience and expertise with the respective models. Feel free to call them at reasonable hours and please also respect the fact that everybody leads busy lives! This is, by no means, a complete list!

356	Bill Siggelkow	507 282-3970
	Gordon Maltby	651 439-0204
914-4	Tom Solstad	651 687-0804
914-6	Corey Johnson	952 881-2364
911 thru 1977	Jim Seubert	763 788-2663
911 SC/911 Carrera	Joel Pfister	763 546-4919 (W)
	Jon Beatty	952 449-0187 (W)
924-944	Jim Bryant	651 730-0009
944T/944S2/928	Mike Selner	651 488-9847
	Terry Johnson	651 731-4540
911C2/C4/RSA/911T	Roger Johnson	763 557-9578
	Brian Smillie	651 436-7196
928	Kim Crumb	952 881-0113
996	Bob Lunde	651 421-3770
Boxster	Mike Bowers	

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!

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?

Continuing our series on 'job descriptions' for the various opportunities to volunteer within Nord Stern, next up on the agenda is our club Secretary. Like all well run organizations, our club has a secretary with the current holder of this office being Todd Knettel.

Primary Purpose:

The primary purpose of the Nord Stern secretary is to attend the business meetings and document the important information that was discussed so it can be shared with the Nord Stern members.

Specific Responsibilities:

Get the agenda for the upcoming meeting from the president. This is helpful as an outline to take notes on.

Attend monthly business meetings:

Record the information that should be forwarded on to the other members. There is usually a quite a bit of dis-

ussion at the meetings so it is important to try and pick out the highlights and just right those down. It is not possible or necessary to write everything down.

Edit the information in a timely manner. This involves elaborating on very condensed notes and deleting information that is not necessary. The president and Nord Stern editor will let you know when the notes are due.

Forward the notes to the president for review:

The president will forward the notes to the Nord Stern editor. (editor's note: Or I request them directly from the secretary

Qualifications for Secretary:

There is only one secretary. It is advisable for the secretary to identify a backup early on in case they need them as a fill in for a meeting.

Ability to listen to discussions and take notes on the important points, names and action items.

Word processing skills and email capability are helpful.

An interest in learning more about the club and its operation is helpful!

Barret Jackson Auction Article Follow-Up

by Ron Faust

For those still wondering, the '73 Carrerra RS lightweight Dick Meitsma spotted at the Barrett Jackson Auction went for \$127,440. I wonder where he's hiding it!

Check out the website at:
<http://www.barrett-jackson.com/auctionresults/common/cardetail.asp?id=168956>

Mid-America

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age deal. Now all they have to do is get the 1-mile of gravel road paved, so entry to the track isn't quit so dusty.

The track itself is deceptively fast, with no less than 5 straights and some significantly hard braking areas. With this, one can quickly see that coming to this track without a spare set of brake pads might make for a short weekend. The corners have variety, albeit without elevation changes. The lack of elevation is more than made up for in the complexity of several corner combinations. If you look at a track map or layout (<http://www.midamericamotorplex.com>), the corners I'm referring to are Turn 3, Turns 7-8 and Turns 9-10. I'm sure I left a bunch of time in all of them even after 2 days of practice.

Another item that deserves mention is the local track management. He was present for the entire event and was actively seeking participant's

opinions and feedback. To give you an idea of the support you can expect at this track, I turned on SpeedVision in my motel room and was shocked to see an advertisement for the PCA event I was attending! This was placed and paid for by the track! Now is that local support for the club or what? The local region, Great Plains, is to be commended for running a very laid back and entertaining event. We had

a few off track incidents but no bent metal and nothing more than pride damage. Here is a good place to mention that none of the Nord Stern contingent was involved in any incidents. Nice job guys!

While the wind and rain were a factor for us, I would suspect that a "normal" Iowa summer day would be much more accommodating. Even in the rain, the crowned track surface ensured that there was no standing water, and, with rain tires, it would provide an excellent driving experience. As this track grows, so will the grass surrounding it and this will add a lot to enhance the tracks appearance and to lessen the possibility of getting stuck in an off track excursion. That, coupled with the excellent vantage point the bleachers offers, allow the observer to see the entire track and take in all the action.

In summation, I would recommend to anyone that they take advan-

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Photo by Ron McFarland



Photo by Ron McFarland

356 Registry North Coast Holiday

WIN! WIN! WIN!

A BEAUTIFUL, BRAND NEW 2002 PORSCHE BOXSTER S!

This is an exclusive offer for Porsche Club of America Members!



All Proceeds Benefit the American Cancer Society!

**Only \$100
per ticket!**

The drawing will be held on
Friday, August 2, 2002

**Only 1,000 tickets
will be sold!**

at 10:00pm (EST) / 8:00pm (MST)

at the American Cancer Society, 538 Preston Avenue, Meriden, CT.

During the drawing, American Cancer Society staff will be on the phone with Porsche Club of America staff. The moment the winning ticket is drawn in Meriden, CT, the winner will be announced at the Porsche Parade in Boise, ID!

For ticket(s) or information, please call toll-free 1-800-572-0757
or complete the ticket order form (below) and mail \$100 for each ticket desired to:

American Cancer Society

Accounting Center for Raffles, 538 Preston Avenue, Meriden, CT 06450-1004

YES! I WANT TO WIN A BRAND NEW 2002 PORSCHE BOXSTER S!

Please send me _____ raffle ticket(s) at \$100 each. Enclosed please find my check for \$ _____.
I understand you will fill out my stub(s) and enter it/them in the raffle and send me my raffle ticket(s).



If you have any questions about this raffle, please call us toll-free at 1-800-572-0757
(M-F, 9am-4:30pm) or fax us toll-free at 1-800-572-0797.

Name: _____
Address: _____
City/Town: _____ State: _____ Zip: _____
Home phone: _____ Business phone: _____

Drawing: August 2, 2002
Make check payable to:



Concours Corner: Rubber Strip Conditioning

by Bev Frohm,

Every car I have ever owned has needed a little TLC, from time to time, on the rubber stripping both inside and outside. You know the look; light gray, maybe some water spots or a powdery look etc.. The California sun and water can be treacherous for rubber. Washing the car again wont remedy the problem. Recently, purchased a new car and already I have those wonderful little telltale signs on my rubber window stripping.

There are a few ways to get rid of these and I will tell you some pros and cons. Now these are products I have

tried and either kept or threw away. There may be some of you out there who have had luck with a certain brand or product, write us and let us know what you experience has been. It is all personal preference!

Vaseline: A BIG No-No! First of all this is a petroleum product and will do the opposite of what you are try to achieve. It dries out the rubber over time! On top of that it is slick looking and gets all over the place.

Armour All: This product has had some controversy for a while now. Some people swear by it and others

tell tales of woe. Personally, I do not use it. On your rubber it will give a shinny slick look, unless you put it on and then wipe it off. It doesn't last very long either, your first wash you'll see a discoloration on the rubber. Some light gray spots etc., so you have to use the product again to get rid of them hopefully.

Black Wax: I do not think this product is available any longer. I used to use this on the bumpers and tires. It was too difficult to use on rubber stripping, as you had to rub it off just like wax. It would just be my luck I would

be rubbing off the wax on the stripping and take half the stripping off because I got into my work too much.

Black Chrome: This is my current product of choice. It gives the rubber a satin look and does not come off with the first washing. It is also a wax base, so it protects the rubber from the elements. I have also used it on the rubber bumpers (the hard rubber on the older 911s) with some success, but I use another product on those now. I have also used it on the gray plastic you find in the older 911 & 912s. It will bring life to the plastic without giving it that slick phony look.

Pledge: You can close your mouth! Many of us Concours types use Pledge, but not for rubber stripping. Remember those funky rubber bumpers mentioned above? Pledge does a great job on those, as well as the seats (not leather) in the car.

Meguiars Rubber Conditioner: I have had some success with this product, but before a show I always go back to the tried and true Black Chrome.

Now, the rubber stripping is not a large area, so apply the product of choice with a Q-tip. You do not have to rub it in hard, just apply the product and then go over it again with a rag or another Q-tip. A word of caution, do not use the Q-tips with the wooden sticks, just one slip and you could tear your rubber and you will be very unhappy if you do that.

A word of caution for you Targa owners, for the cloth covered side of the Targa there is another product that

will do the trick. Do not use any of these on the cloth, it will not look good. Go to a Crafts shop and get a charcoal gray or black fabric paint. I know this sounds crazy, but another Concours person gave me this tip years ago and it works. Mix the fabric paint rather thin and dab it on with a sponge. As with anything, first do a test in a less visible area. The fabric paint works great! Don't get the metallic black fabric paint though, unless you need a little sparkle in your life.

How often do you apply the product of choice? This depends on how

often your automobile is in the elements. The 911 lives in the garage and I apply the Black Chrome every third show or so. The new car lives outside, so I apply the BC once a month.

Editor's Note: Bev and Lars Frohm are the owners of 'Bevees, a 1970 911T that has won many concours events in the Southern California regions of PCA. Their 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.

Mid-America

... continued from page 23

tage of an event here. I certainly look forward to going again and would even consider having Nord Stern region add this venue to our regular track schedule.

A Hot-Lap around MAM:

➔ T1: Hard right hander where you can carry a lot of speed. Comes up at 130+ MPH in my car and it has permanent braking markers. I shifted from 4th to 3rd and then drove right over the cement apex curbing.

➔ T2: Left jog which takes a bit of practice to see that in a 911 you can almost go thru there with just a slight lift and a minor wiggle, hitting both the T2 and T3 apex curbs.

➔ T3: Right hand, decreasing radius, double apex corner. If you hit the entry curb you find yourself very high on the outside with light braking required. A sharper turn is then needed in order to line up for exit and the next small straight. I tried 2nd gear here

but found once I got the hang of it, you can carry enough speed to just leave it in 3rd. I had trouble getting comfortable and fast in this corner, as I'm not that comfortable hanging the rear end out that far.

➔ T4: A fast left-hander that only requires a small lift and go. I needed to shift into 4th gear here before the braking zone, which is clearly marked with signs.

➔ T5: A left hand entry to a mini-carousel. Entry is slow and requires a downshift into 3rd. On this corner you just dial it down to the apex of T6 as you add the gas. A very fun corner to hang the tail out.

➔ T6: Exit to the mini-carousel with an increasing radius. The exit is very fast with a fun little float when you cross the track crown (think T13 at Road America). I needed to shift into 4th before T7.

➔ T7: Sharp right hander and the entry into the second mini-carousel. I go from 4th to 3rd before entry.

➔ T8: Exit of 2nd mini-carousel and the entry to a short straight. The slight increase in radius in this corner is very noticeable at speed and, for me, hard to judge the apex and exit points.

➔ T9: Right hander and entry into an S combination. There was no cement curb at the apex of this turn but I suspect they will have installed before the club race.

➔ T10: Hard and slow left hander with a small dip at the apex. Makes the front of the car bite real nice as you turn into it under braking. Still leaving it in 3rd.

➔ T11: Right hander and entry onto the grandstand straight. A simple lift and go, no brakes required, but I often chickened out and tapped the binders.

➔ T12: Right hander and entry into another set of S'es. Hard brake required before entry.

➔ T13: Quick left hander and entry to a short straight I used to downshift into 2nd.

➔ T14: Very tight right hander leading to the main (longest) straight. Had to feather the throttle here because, with the torque in 2nd gear, it would be easy to lose it and the runoff is minimal before getting to the Armco.

➔ T15: Right hand conclusion to the entry to the main straight. Needs an upshift to 3rd just after the apex and while still turning (a challenge for me). Used 3rd and 4th on the straight to get to 130+ MPH.



Unofficial Results of May 12, 2002 Autocross at St. Cloud

submitted by Ed Tripet

Car#	Class	Driver	Car	Pen	Total
54	11M	Bob Lunde	TBD	0	1:40.104
806	8M	David Schaal	83 911 SC	0	1:40.471
492	10M	Philip White	93 911 RSA	0	1:41.197
277	8M	Harvey Robideau	83 911SC	0	1:41.431
193	9M	Jeffrey Lawrence	84 911	0	1:41.722
82	9M	Bret Bailey	86 911	0	1:42.739
317	9M	Dale Nelson	86 911	0	1:42.745
110	4M	Brian Hanson	968	0	1:42.909
94	4M	Jim Bryant	944	0	1:43.212
141	4M	Luis Fraguada, jr.	89 944S2	0	1:44.413
24	P3	David Steen	92 911TS2	0	1:47.935
850	4M	Andrew Busche	87 944Turbo	0	1:49.032
666	10M	Dick Beers	97 911C4	0	1:49.888
61	4M	Steve Garske	86 944	0	1:51.797
911	9M	Edmund Vazquez	911	0	1:59.477
189	2M	John Meier	85.5 944	0	2:00.916

**10th 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

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

1985 Targa Carrera

Guards Red, Black Targa Top and Black Leather Interior. Power Sports Seats, power locks, power windows, cruise, recharged air, new clutch, rebuilt gears, Frozen rotors all around, Factory Tail and chin, New dash, back deck, targa top, new alarm, new cambermeister, am/fm/cd, 95m miles. Professionally maintained, Runs Wells and Looks Good. Took 1st place at last years concours. Cover and Bra. Garage kept and stored in winter. Everything works/ No work needed. Best Offer over \$21,000. Ed Vazquez 952 937 6990 or Edmn911@aol.com

1981 924 (931) Porsche Turbo
Zermat Silver/Black interior. 108K Mi. fresh rebuild on Engine (No track miles), transmission and turbo replaced at 95K mi (adjustable Boost), rebuilt Alternator, 250lb Coil-overs on front, adjustable Konis, 931 Porsche Positraction, new race brake Pads front and rear, 931 heavy duty sway bars. Manual Steering, MOMO wheel. Sparco drivers seat, harness bar, new harness belts, extinguisher. No mods to exhaust system, licensed and very streetable, approved Nord Stern 2002 Tech Inspection by Johnson

Autosport. No mods to body except front spoiler, all original interior parts with the car, \$4,500. Extra 924 wheels available. Misc. for sale: Set of WSW track wheels for '83-85 1/2 Porsche 944/911, \$100, special tunned track exhaust for 944 2.5 non Turbo \$100. Contact Dave Trumble 952-881-2392 or e-mail at david_trumble@bluecrossmn.com

1987 Porsche 924S

13,700 actual miles. Absolutely pristine and unmolested non-sunroof 924S. Complete documentation including original sticker, maintenance records from porsche dealers from day 1. Over \$27,000 invested to date. This vehicle is essentially a brand new 1987 model. Perfect candidate for Concours or Parade. Ideal for your collection. \$6,950 Firm. Call Dave Rosen @ 612-860-3084. or email: porschedave@excite.com

Rare 1989 944 Turbo

Burgundy Rose/Linen, 112,500 miles, new seals, rod bearings, water pump, brake pads. Newer front rotors, timing belt, and waste gate. Adjustable shocks, radio/tape player, very clean, minor flaws (small rock chips on front). All the standard goodies: power seats, windows, rear wiper, limited slip, dual airbags, Will need clutch soon (will replace prior to delivery or give credit for replacement). No winters, no smoke, an absolute blast to drive and a great cruiser giving 22+ mpg on highway. \$13,000. Jim Miller at 612-203-8189

1984 911 Coupe

Copper/Brown Int., 77,148 miles. ready for Driver Ed or PCA "F" Class Club Race. Bolt-In Roll Cage, Solid Motor Mounts, Dyno Max Exhaust w/test pipe, Upgraded sway bars & torsion bars. \$24,000. Alan Hamilton 952 944-0459 or cell 612 385-9027.

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 e-mail 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

Pelican Technical Article: Fan Belt and Pulley Replacement, *Difficulty Level 2*

Text and photos by Wayne R. Dempsey

The fan belt on the 911 motor is perhaps one of the most important components on the entire motor. Being an air-cooled engine, the cylinders and oil cooler depend upon the steady flow of air to cool the engine during operation. If this belt should happen to fail, then the engine will instantly begin to overheat. At this point, there will be no air cooling the cylinders, and their temperature will rise almost instantly. Additionally, the oil cooler will be starved for air, and the engine temperature will quickly begin to rise. The 356 has a very similar fan belt system, and the principles discussed here can easily translate over to the 356 side.

Unfortunately, the only real warning of a belt failure is the alternator light indicating that you have a problem. I was driving my 2.7 914-6 on a winding road in bright sunlight, coming back from a short trip when I noticed that my alternator light was on. The sun was shining on the dash, so I barely noticed it. Since I have had many alternator problems in the past, I simply assumed that my alternator was going bad. About three minutes later, I saw that my temperature gauge was almost in the red. At this point, I knew that my fan belt had broken, and I had to stop real soon. I limped into a gas station and shut off the car. Smoke



Figure 1: 911 Fan in Engine Compartment

was billowing from my engine (left over oil that had spilled on the engine block I assume), and when I lifted the engine grille, I could hear the oil 'bubbling' inside the engine. Needless to say, I'm glad that I noticed the alternator light in time. This incident enlightened me to the importance of this seemingly simple part.

Needless to say, if your fan belt or pulley fails, then your engine could be in trouble. The key to keeping your motor running cool is preventative maintenance in this case. Proper installation of both the fan and the pulley will guarantee that your car will be running cool thousands of miles.

You should frequently inspect your fan belt for damage or wear from the years of previous service. The belt often shows signs of cracking or drying out after years of service in the car. You should check the fan belt every time that you change the oil, and replace it if you see anything that looks wrong. The tension of the fan

belt is adjusted by the use of shims around the pulley. Adding more shims on the shaft causes the belt to ride lower on the pulley shaft. Removing the shims decreases the diameter of the 'V' groove, and causes the belt to ride higher, and thus tighter.

The first step in replacement is to remove the old belt. Figure 1 shows the fan belt as seen from the engine compartment. To remove the fan belt, you use the special pulley holding tool that comes in the 911 toolkit. Seeing how most people don't have this tool, you can use a small screwdriver inserted in the holes of the pulley, to constrain the fan from moving. Do not use any tools on the actual fan blades. These blades often break off, and replacement fans can be expensive. While holding the pulley from turning, loosen the nut on the pulley shaft. This nut is a metric size 22mm, but in a pinch, a 7/8" socket will work.

Once you have the old pulley, belt and shims off, take a close look at the pulley. Figure 2 shows a pulley that was damaged, probably due to over-



Figure 2: Destroyed 911 Fan Pulley

Pulleys

... continued from page 35

tightening. These pulleys are used primarily in smog or AC motors where you need to run another device off of the main driveshaft. In general, the earlier pulleys are stronger in construction. The pulley actually broke in its center ribs and then became very loose on the shaft. Figure 3 shows an earlier type pulley with larger holes that are less prone to break. In addition, you want to make sure that you use the proper sized shims. I found out that on my car, someone had used shims that were too thin. Perhaps that added to the problem, and caused the pulley to fail. Figure 4 (below)



Figure 4: New Replacement Shims

shows the proper sized shims for a 1974 911 motor.

Figure 5 (above, right) shows the correct assembly order of the shims, pulley and belt on the shaft. Although the factory recommends storing the extra shims on the outside of the pulley (as shown in the Figure) I don't think that this is a very wise idea. I think that the placement of the shims on the outer part of the shaft may have contributed to the failure of my original pulley. As shown previously in



Figure 3: New Pulley and Shims

Figure 2, the shims are very worn, indicating that they were possibly spinning on the shaft. Note that these were the extra shims on the outside that showed this characteristic wear.

After publishing this article, Charlie Swanson made the following observations.

“The extra shims must be installed as per the factory recommendation or the washer will bottom on the shaft and won't clamp the pulley to fan. When this condition exists the pulley will be loose and wear into the shaft. It happened to me (I put the 2 extra shims in the glove box) and nearly destroyed the shaft. If you don't believe me, ask Bruce Anderson.”

It would seem that the factory designed the shaft to account for the shims. Be careful to make sure that the pulley is tight if you do decide to not put all the shims on the shaft.

You begin the installation process by placing 5 shims on the shaft in-between the pulley halves. Using the screwdriver or the pulley holding tool, tighten down the belt until it is reasonably tight. At this point, the pulley is probably compressing the belt against the fan housing, and is not completely seated. To seat the belt,

you need to rotate the engine slightly. You can accomplish this by unplugging the CD box (the small box that makes the high pitched sound) and turning the engine over a few times with the starter. This should cause the belt to ride up, and prevent it from being pinched. Retighten the pulley after you turn the engine over. Repeat this process until the pulley nut is cannot be turned any more. At this point, the pulley should be seated up against the fan. You should be able to determine when this happens by the different pressure when tightening.

Once the pulley is tight against the fan, check the belt tension. The belt is at the correct tension when it can be deflected about one-half to three-quarters of an inch under light thumb pressure. If the tension is a little too loose, then remove one of the shims, and start again. Make sure that you keep turning the engine over after you tighten the pulley. This is the key to making sure that everything is tightened correctly.

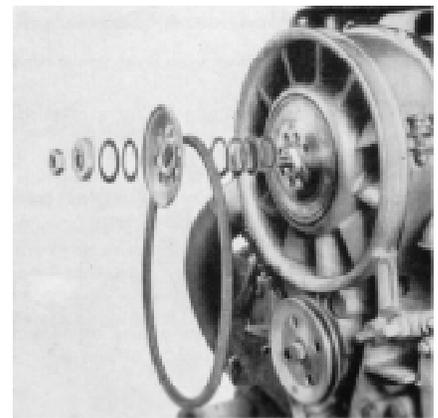


Figure 5:
911 Fan Belt Pulley Parts Exploded View

