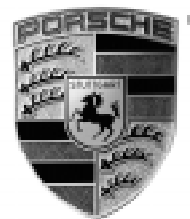


# N O R D S T E R N



*July '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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Front Cover - Up at First Fling (yes, there were some cars on the track!) Car #77  
photo by Ron Faust.

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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.

Well, here we go again; to continue with our recognition of membership I have included the listing of members who have belonged between 14 and 19 years. It's another long list with lots of names that we all have seen around the club participating in various activities, holding various offices and generally being pretty darn active. Congratulations to all those on this list! And again, some of you all must have been pretty young when you originally joined PCA!

By the way, I have not purposely put this list in 'All Caps,' that is the way it comes from National and short of retyping everyone's name there isn't anything I can do! All caps are difficult to read and are appropriate for headlines or short descriptive blurbs; one of the first things you learn in design work!

But nevertheless, I am enjoying using this database to recognize membership longevity.

19 yrs. KIM JOHN CRUMB	16 yrs. SCOTT C MAYER
19 yrs. TONY ANDERSEN	16 yrs. JAMES J KRIZ
19 yrs. MIKE SPEIDEL	16 yrs. ALEX A GIACOMUZZI
19 yrs. PETER R KITCHAK	16 yrs. RICHARD J QUITMEYER
19 yrs. JOHN A SCHMAHL	16 yrs. THOMAS R SCHWALEN
19 yrs. ROBERT L HANSON	16 yrs. JAMES W MILLER
19 yrs. CHARLES P VELURE	16 yrs. FRANK SOLTIS
19 yrs. N CHARLES WUSSOW	16 yrs. RONALD DREWSKI
19 yrs. DONNA C MC ROBERTS	16 yrs. ROGER W REINSCH
18 yrs. NEIL J CONTARDI	15 yrs. CHAD LEMMONS
18 yrs. WILLIAM J GROSCHE	15 yrs. KARL FRANK HENS
18 yrs. THOMAS R BUCKLEY	15 yrs. STEVEN R GLENDE
18 yrs. ROBERT ERIKSSON	15 yrs. DALE M NAATJES
18 yrs. THOMAS L SOLSTAD	15 yrs. BRIAN DEDOLPH
18 yrs. STEVEN R OSMAN	15 yrs. DOUG KUCHERA
18 yrs. STEVEN M BEDDOR	15 yrs. GREGORY D GENTLING
18 yrs. JOHN R KAUFFMAN	15 yrs. JAY W LUEHMANN
18 yrs. PETER H VICKERY	
17 yrs. PAUL GAURO	14 yrs. KEN E OVERSTREET
17 yrs. JAMES F SEUBERT	14 yrs. FRED SENN
17 yrs. MARILYN A BEDDOR	14 yrs. JERRY GREENE
17 yrs. GUY S REEDER	14 yrs. ANDREW M WEISS
17 yrs. DARYL P FORTIER	14 yrs. PETER K GEORGE
17 yrs. RICHARD J MEINTSMA	14 yrs. STEPHEN GULBRANDSEN
17 yrs. RONALD E LEWIS	14 yrs. DOUGLAS B FARROW
	14 yrs. ERIC ERICKSON
	14 yrs. STEPHEN W SHERF
	14 yrs. JONATHAN HOISTAD
16 yrs. RONALD K DRAPER	
16 yrs. JAMES N INGLE	
16 yrs. GORDON R MALTBY	
16 yrs. ANDREW J LEROY	
16 yrs. ERIC B PEHRSON	
16 yrs. MIKAEL J BLOMBERG	

## 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

Apex .....	IC
Art of Racing .....	21
Autobahn, Inc. ....	31
Auto Edge .....	37
Collision Center, Inc. ....	19
Complete Garage .....	12
Donnybrooke .....	22, 29
FlatSix .....	21
Jekot .....	23
Johnson Autosport .....	IBC
Leighton's Garage, Inc. ....	32
Maplewood Imports .....	33
Mortgage Marketing Associates .....	28
Nurburgring, Inc. ....	16
Peterson Pools & Spas .....	BC
Pinnacle Signs .....	29
Royal Tire .....	13
Sears Imported Autos .....	14
United Mortgage .....	25

## Welcome New Members

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



**Graham Brown**  
Minneapolis, MN  
1993 Blue 968

**Garrett and Chris Harbron**  
Eagan, MN  
1992 Silver 911Cab

**Michael and Gayle Macaluso**  
Minneapolis, MN  
1997 Arena Red 996 S4

**John Perl II**  
Edina, MN  
2001 Orient Red 996 Cab

**Doug and Rita Podolak**  
Excelsior, MN  
1973 Red 911E Targa

**Stephen Randel**  
Minneapolis, MN  
1990 Silver 911 C4

**David and Susan Roberts**  
Woodbury, MN  
2000 Ocean Blue 996

**Brian Walsh**  
Shorewood, MN  
1995 Black 993



Turbo versus Turbo?!  
Photo by Joe Rothman



Okay, Daddy, what do I do now that I got it in 'reverse'?  
Photo by Joe Rothman

We are half way through the year and I haven't even had my 944S2 on the track yet. As I've said in previous columns I've been able to attend a lot of the strictly social type events, but haven't had time to prepare the car and get to participate at CBIR or St. Cloud. Well, nothing is going to get in the way of my going to Fast Fling (except writing this column and getting it to Christie before the deadline.) *Editor's note: He got it done and is up at Brainerd, way to go, Mark!*

In keeping with my goal to attend both social and track-oriented events, I was able to attend the German Car Fest in Schaar's Bluff Park near Hastings on Saturday, June 8<sup>th</sup>. I like this event because all the local German car clubs put it on. It gives me an opportunity to branch out a little and meet some other interesting car people. I must admit, however, that I spent most of my time with the Porsche contingent at this event. I had a great time, and even was able to spend some time with some new members. **Sarah DeLong** and **Tim Fahey** are new owners of a beautiful 930. This was one of their first events. Sarah was excited (and a little nervous) about taking the Driver Training school on the upcoming Friday of Fast Fling. I also saw **Chris** and **Garrett Harbron**. This was also their first event since transferring here from the Indianapolis Region. If you never have attended the German Car Fest, I would strongly urge you to try it next year. It is a fun, low-key event with

really good brats and an even better display of German automotive engineering. *(editor's note: I personally think this is a wonderful event even though the Boeders have not been able to attend—early June is just an awful time at our household because of it being the end of the school year and with my working in education, too, it always seems to be an incredibly jammed with 'stuff we have to do.' Fortunately, I can see the proverbial 'end of the tunnel,' as they say with our oldest now off to college and youngest half way through high school.)*

Looking forward, we have the big Club Race at CBIR on August 9, 10 and 11<sup>th</sup>. I want to encourage everyone to consider participating in one way or another. There will be club racers, of course, who really look forward to this as our home race. There is also the DE contingent that come up and run between the race group's sessions. These DE folks are critical to the success because they provide much of the volunteer effort required to put on the event. And, finally, there are the general spectators who come up just to watch. I firmly believe that the more people we get involved the more fun we all have at a big weekend like this. We are all hoping that every aspect of the weekend will be a big success.

I recently received an email from a member who has the opinion that we 'push' the club racing too much. He thought we present racing as a 'destination' for all DE participants. I re-

spectfully disagreed with that statement. The 'Club' does not 'push' club racing as a goal for all members. I pointed out that many of the different factions within the club try to encourage other members to join them in their activities. Club Racing, like most of the other club activities, is more fun when there are more participants. So the club racers will naturally try to recruit more people to participate. Nord Stern's position is that we have a wide range of activities where all members are welcome to join in. *(editor's note: take a look at the calendar and note that there is truly a mix of social and track stuff and frankly, club racing is only ONE event Nord Stern sponsors each year. I would also like to point out that it takes volunteers to offer options. Don't like what you see? Then get involved, organize something and run it. Simple as that. Nor should anyone expect that everything offered is meant for everyone. My motto is 'variety is the spice of life!')* But I've been careful when presenting these options to new members, for example, emphasizing that all activities are not for everyone. Just as some people are not going to enjoy Concours or Autocross events, some people know that Club Racing is not for them. It takes a certain set of skills, a different mental attitude and higher degree of commitment to participate in club racing, and each person should consider these factors before they apply. Because of that, the national Club Racing organ-

*Continued on page 12*

## 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  
Eventmaster: TBA See page.

## 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.
- 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 See page
- 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

## 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.
- 29 **Nord Sterners do F1**  
Eventmaster: Roger Johnson 763 557-9578. See page

## 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

\*\*\* New Listing!



## December

2002

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

## January

2003!

18\*\*\* **Nord Stern Holiday Dinner** Location TBA (date is set)  
*Join us this coming January for an evening with David Hobbs!*  
 Get this on your calendar NOW. More information as it becomes available.

## On View at this past May's 2nd Annual Maplewood Auto Fair

*. . . photos by Jill Daneu*



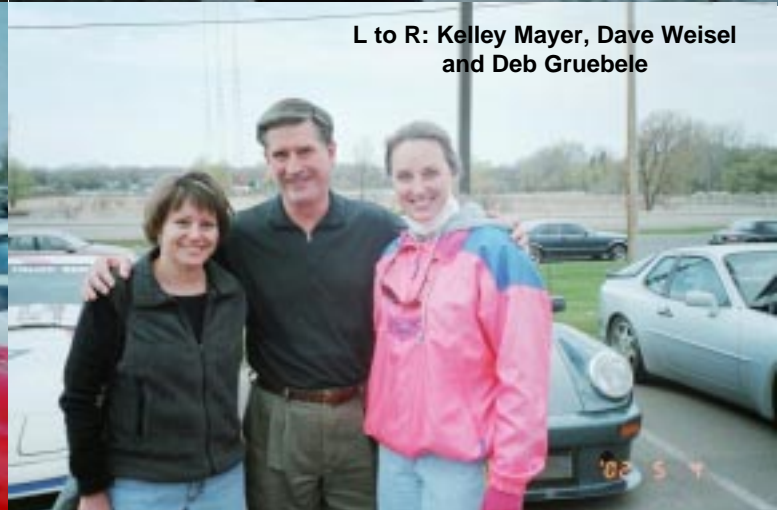
George Andeweg awards  
 People's Choice Award  
 to Lon and Lori Tusler



L to R: Dave Weisel,  
 Roger Johnson and President  
 Mark Skweres



Lori and Lon Tusler with their  
 gorgeous red 356



L to R: Kelley Mayer, Dave Weisel  
 and Deb Gruebele



Vic Lee, John Velure, Joe Rothman and Prez Mark Skweres are spotted at Maplewood Auto Fair!



George Andeweg of Maplewood Imports presents awards



Gotcha, Edmund!



A good time was had by all at Maplewood Imports, L to R: Larry Carlson, George Andeweg and Roger Johnson



Keith and Deb Gruebele with George Andeweg



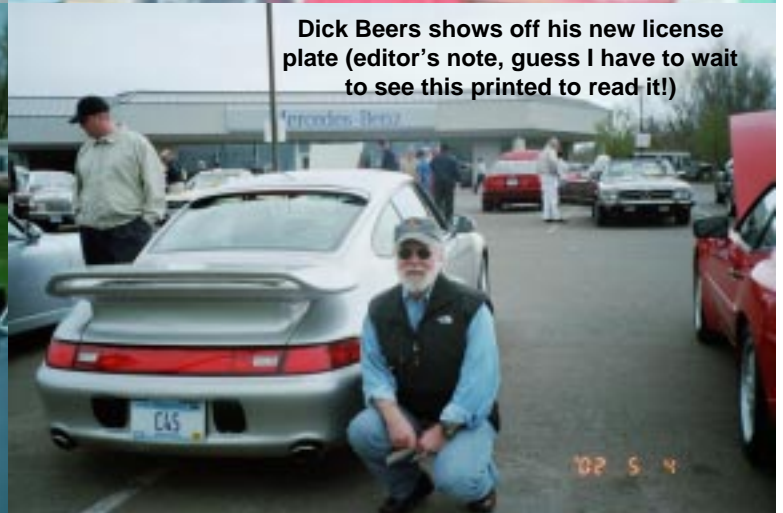
Jeanne Andweg and Jamie Pfuhl help tally car entries



Joe Rothman's 944 S2

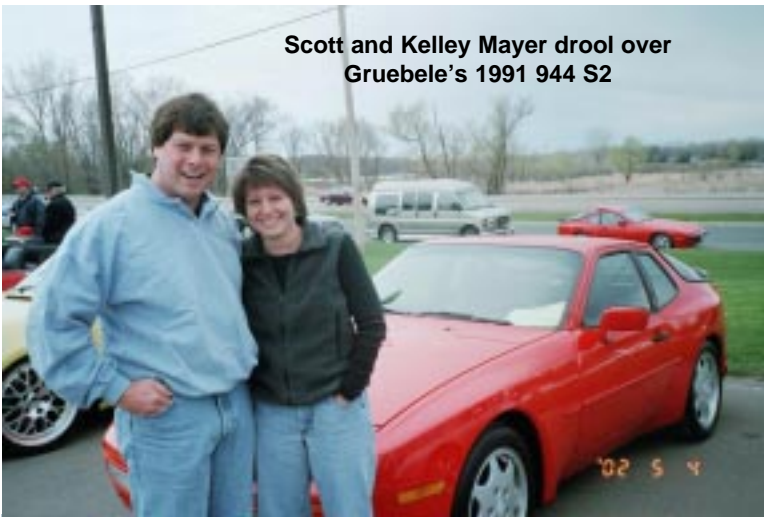


Dick Beers shows off his new license plate (editor's note, guess I have to wait to see this printed to read it!)

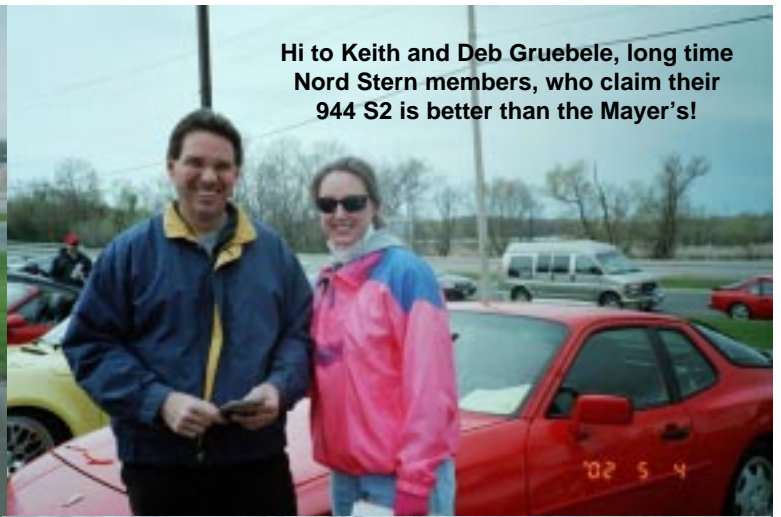




Scott and Kelley Mayer drool over  
Gruebele's 1991 944 S2



Hi to Keith and Deb Gruebele, long time  
Nord Stern members, who claim their  
944 S2 is better than the Mayer's!



Luis Fraguada with Ryan and Mark Cree



Dave Weisel overheard saying to Roger  
Johnson, "Hmmm, I'm buying that Turbo  
with cash . . ."



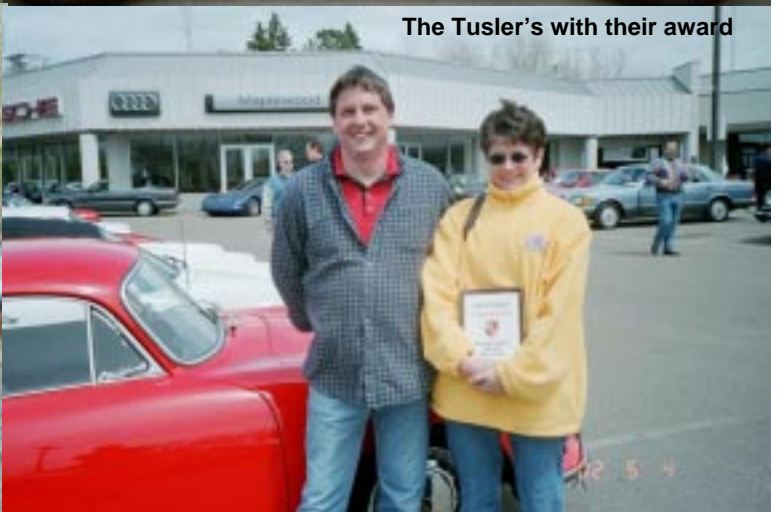
Okay, guys, I have no idea what gives  
here. Perhaps this is one of those times  
when 'you had to have been there!'



Hood's up!



The Tusler's with their award



Okay, Ed, you'll have to explain this to  
me as I haven't a clue . . .



# 9th Annual Nord Stern at Road America

## Thursday & Friday, August 22-23, 2002

*Road America is located in Elkhart Lake, Wisconsin*

- **Eventmasters:** TBA
- **Cost:** \$220 per person; \$140 second person, same car (prior to 8/16/02)  
\$245 per person; \$165 second person, same car (after to 8/16/02)  
nonPCA: \$240 per person; \$160 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, 103 db noise limit, valid Driver's license, Completed Tech form
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.



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

John Velure - Road America  
5707 Kipling Ave.  
Minnetonka, MN 55345

Driver \_\_\_\_\_ Instructor: Yes/No

Co-Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

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

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Best Time CBIR/RA \_\_\_\_\_ Best time co-driver CBIR/RA \_\_\_\_\_

Class (if known) \_\_\_\_\_ Car numbers, if known \_\_\_\_\_

*"In consideration of being permitted to use the Road America facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the Road America 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 Road America for property damage to the Road America facility in which I, or my vehicle was involved."*

Signed: \_\_\_\_\_

Co:Driver \_\_\_\_\_

# "MidWeek" Driver Education at CBIR

## Friday, Saturday, Sunday, August 9-11, 2002

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

- **Eventmaster/s:** TBA
- **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 August 2, 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 - Club Race DE 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 CBIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the CBIR 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 CBIR for property damage to the CBIR 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.**



### Leiter

*... continued from page 5*

nization asks that a region's Driver Training chair give a reference for each new license candidate. The main message that I'm trying to make is that we should be able to have this wide range of activities so that everyone can find something that they enjoy. There is something for everyone as long as we have the volunteers to make it happen.

I enjoy hearing members' ideas and opinions, so please feel free to contact me with your thoughts. It is these new ideas that help us to grow and provide a diverse set of activities to our members.





---

## 2002 Race at Mid Ohio

**by Jerry Greene**

6 a.m. Friday morning, meet Clint Sawinski at bottom of drive way with his two kids, Jake & Mica. Clint has his “race car” in tow as well as I. 13 hours later, an uneventful 13 hours. which is a good thing, we are unloading at track. A quick dinner, beer and to bed.

Up at 6 something Saturday morning, by 7:30 a.m. we are again looking at those cars that followed us so close all day yesterday. For both of us it has been a long winter and we both have been looking forward to this moment of getting back on the track. Saturday is 55 degrees most of day,

and partly sunny, and as many video games say, “*its a great day for racing*”

The whole track day is dry and each session is spent learning the track. The fun race comes and goes—all is well with both cars. My goal was to get into the low 1:41’s, and got as low as 1:40.7. Clint was running in his projected time frame as well, but with older rubber. Ask Clint some time about his winter tire storage technique. But, I digress. As all sessions end, rain shows up and does not plan on leaving till late Sunday. So with a great meal put on by the Host club at

the track under a huge tent, we head back to our wonderful accommodations for a quick hot tub, glass of fine wine, and a most note worthy cigar! Well . . . not exactly, but close.

Wake up to rain looking skies and wet ground Sunday. My first run out I ran on almost new Hoosiers. For the first few laps times, as expected, were way off pace as this is about the same situation I found myself in last year’s event here where I ended up collecting my first 13-13.

*Continued on page 18*

You are cordially Invited to Attend  
Nord Stern's Annual  
Afton Concours d'Elegance  
—Sponsored by Maplewood Imports—  
Sunday, August 18, 2002  
Afton City Park

Suggested Entry Donation: \$5, to benefit Cancer Kids Fund (please note!)

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

Race Class



And Don't forget: Concours Tech Session (Learn those Q-tip techniques!)

Maplewood Imports, Saturday, June 22 from 10 am to Noon

## *Club Race to Benefit Courage Center*

### **Once again this year Nord Stern's 10<sup>th</sup> Club Race To Benefit Courage Center! Three easy ways to participate:**

1.

Parade Laps over the lunch hour will feature a fee (a suggested donation!) per car on the track. Or Courage Center will be happy to accept any donations.

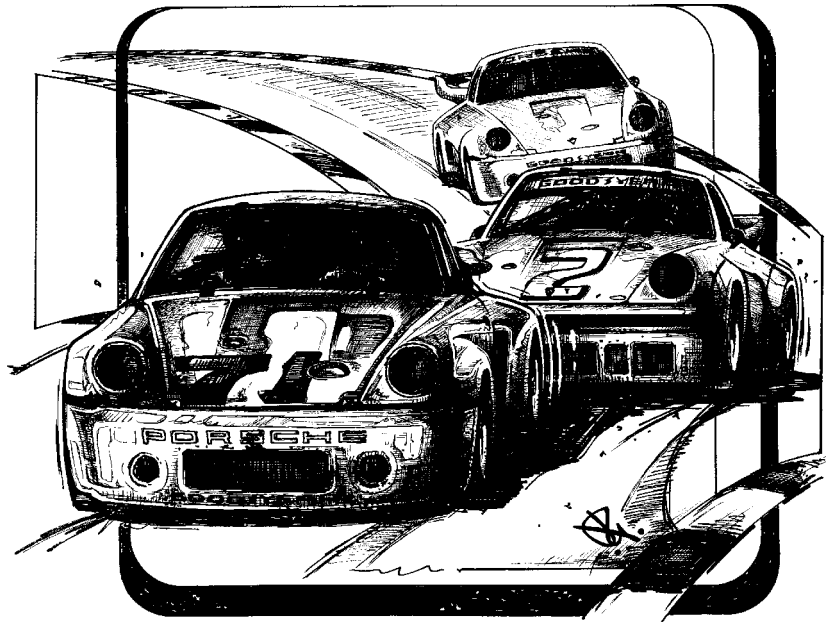
2.

Silent Auction will be set up in the Driver's Lounge: Plan on either (or both!!) bidding on various items or donating an item.

3.

Once again, Auctioneer Extraordinaire, Bobby Piper will do his best to get those high bids at Saturday's Live Auction.

**Contact Person to donate items is: Karen Siebell at Courage Center 763 520-0531. Just let her know what you can donate - items should be brought up to the track or you can make other arrangements with Nord Stern Contact, Bobby Piper 954 470-9372**





# 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](http://www.nordstern.org)**

Race Chairman:

Ruger Johnson

763-557-9578 [rdj@compuserve.com](mailto:rdj@compuserve.com)

Registrar:

John Velure

952-906-9404 [johnvelure@att.net](mailto:johnvelure@att.net)



## Mid Ohio

. . . continued from page 14

No suspension changes were done from the normal dry set up. Two laps into this session I get passed by a GTC class car like I was parked in a corner. Hmmm. Maybe I should see if I could learn something from this guy? He is bright yellow, so like a moth to a light on a dark night, I take off after him. This is what I learned. No way in heck could I catch him. He would have been long gone if it were not for the slower traffic in front to let me catch up. We both move around traffic, and in the next two laps he proceeds to pull away but not without revealing "his" magic line to me. Session over. Make mental note; find this guy next session. Clint as well finds the wet track challenging, but likes his new tires better. Next session, no suspension changes, however, rain tires are now on my car. This is the qualifying session. They grid me behind the Bright Yellow light. (insert Big Smile ☺ here) Off we go, rain-x is working like a charm. More to learn from him on warm up lap with these rains now on.

Two more flying laps with him not quite pulling away too much. Third lap, with Rain-x still working well, I am starting to reel him in after the keyhole, yep, around carousel, he's mine, and by I go! . . . too late, was that a yellow flag back there . . . ??? AGHHHH. It was. My qualifying session was over as the notorious black flag came out for me and into the pits I went to stay. A quick review

of the in car timer puts me at 12 seconds over my best in the dry. Should be OK I think. In Clint's qualifying debut in the rain, he is again running on newer Hoosiers, but not rains. He is in the top three. We both feel a podium finish is in our future. Clint's race was going well until about mid-race, when he started to close on a competitor. Now pay attention here, I think this in chapter 13 somewhere near the back under; one way to lose a closing competitor. It reads; *"If the course is yellow, slow down a little and wave the competition by"* *"9 out of 10 times your competitions will do as you say."*

Well suffice to say, its all documented on video, and yes the wave was given, and yes, Clint did go around. Pretty much ended his day with a lengthy stay in pits under his own black flag. Mental note; gotta find that book again.

My race went according to plan with many thanks to the yellow GTC lighting the way.

His rain line was as follows:

T1: 2 ways around. First way for most speed. Square off entry on right hand side by bridge wall, start left hand turn almost after bridge. Concrete patch in middle of road, left side tires on concrete, right side tires on pavement.

Second way with traffic, brake using an inside line next to inside rumble strip, keep left side tires on pavement (very narrow patch here, 18-24") left side tires are on concrete. In effect, it is not as fast, but scares

the competition into not accelerating out as fast.

T2: Square off just a bit, apex has concrete laid down, right side tires on concrete, with left side on pavement. Wait to brake till car is straight.

T3: Keyhole, nothing special here.

T4: Start of carousel, brake normal, but continue out a little, start turn in so right hand tires are on concrete and left hand tires are pavement.

Between 4-5, long straight away, look for dry area, i.e. no puddles. (Clint's in car features a great moment in hydroplaning here)

T5: Again, look for concrete patch at apex, right side tires on, left side tires on pavement.

T6: As you approach middle of hill, keep right hand tires on pavement, and left on concrete.

T7: Downhill like normal, however, start turn just a hair later in so you just clear puddle at apex. (Car does stick) It's all pavement.

T8: This keeps car to right which as you then enter T8: all they really give you is concrete. If you stay right enough from T7, then as you slide across concrete in turn 8, your car will hook up straight enough to get set up for 9-10 combo.

T9: Get car into apex area of 9. There again is a strip of pavement 18-24" wide that your right side tires hook up on while left are on concrete.

T10: Brake just slight past the rumble strip on the out side corner (big yellow paint target)

T11: Do not turn in to late here, but stay off of apex, and once again, split the concrete on the right and pavement on the left.

T12: Set up from left side of track, and look for pavement strip on the right hand side of car near track edge. Keep right hand tires on.

T13: Look towards apex, as again there is a section of pavement next to the apex. Left side tire on this and the right Side tires are on concrete and track out as you follow turn around.

T14: Keep to middle of turn, not to wide, as off camber will send car into a spin. (Been there done that category) Look again for concrete off of apex, not going to fast here, but right side on concrete and left on pavement.

T15: Inside apex has concrete again, so square off corner a bit, if you spin up too much speed and dive for apex, it will only hurt your straight away speed.

For me, this was completely different from the typical rain line that I would have expected to use.

Packed both cars up and made it home in an honest 11.5 hours. Looking forward to a dry Mid America.

Editor's Note: And most importantly Jerry got to come home from Mid Ohio incident-free, unlike last year!



Ed Hazelwood at Mid-Ohio definitely having a good practice session. Love that view under the left front tire! Editor's note: Ed outqualified my significant other, who has driven at Mid-Ohio several more times than Ed! And Bruce was in the "G" car.  
Photo by Daniel Mainzer Photography, from Cuyahoga Falls, Ohio.

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# Just the Details: The Perfect Shine

*by David Bynon, San Diego Region (from THE WINDBLOW WITNESS)*

People often ask me how I make and keep my cars looking so picture-perfect. “What wax do you use?” is the question that comes up most often. Unfortunately, it’s not quite that easy. If you want the perfect shine, you have to do a little work, and you have to work to keep it maintained. If your car’s paint is relatively new and in excellent condition, getting the perfect shine is actually pretty easy.

What is the perfect shine, anyway? The perfect shine comes when the paint surface is in good condition, free of all contaminants, polished, protected, glazed and waxed. Let’s look at each of these requirements individually.

**Good Paint Condition:** For the first 12 to 18 months of a new car’s life, the paint is relatively oxidation free and in good condition. If you maintain your new car’s paint with regular washing and protection, oxidation will remain minimal and cleaning the paint will be a minor task. Plan to wash or Quick Detail your car weekly.

**Free of Contaminates:** As you drive your car, debris from the road (i.e., tar, oil, bugs, etc.) will lodge itself on your car’s paint. The longer this debris is allowed to remain, the more difficult it is to remove. This is just one reason that regular washing is so important. Your car also will attract other contaminants as it sits

outside. Birds, bugs and neighborhood kids seem to have a natural attraction to beautiful cars. These contaminants must be removed. You can’t wax over them and expect to get a show car finish.

**Polished:** Polishing is necessary to remove minor blemishes, including surface scratches, swirl marks, pitted areas (minor road stone nicks), and scuffs. When polished, the paint finish will feel perfectly smooth. Your hand and polishing towel will literally glide over the surface. Feeling a perfectly polished car is a stimulating experience for most car nuts. There’s nothing quite like the polished fenders of a Porsche, Ferrari, Corvette or my neighbor’s Woody (woof!).

**Protected:** Paint is protected when it’s sealed from the elements and contaminants. Paste waxes, both natural and synthetic, used to be the best sealants. Not any more. Today’s king of sealants is the acrylic polymer. These micro-thin coatings are 5 to 10 times more durable than the best waxes and offer extended protection from the elements. Their super slick surface reflects more light than all but the best waxes. Glazed Here’s a term that’s grossly misused in detailing products. Glazes are paint treatments used to fill small surface scratches and swirl marks. Most glazes are made from a blend of carnauba waxes and silicones. Polymer glazes are also avail-

able. If using a wax-based glaze, the glaze’s filling ability generally only lasts a matter of days before swirl marks and light scratches reappear. If you’ve ever had your baby professionally detailed only to have swirl marks reappear a week later, now you know why.

**Waxed:** Waxing is the final step of the perfect shine. We’re not talking just any wax here; we’re talking about a pure, natural carnauba wax. Pure carnauba waxes don’t have cleaning properties or synthetic compounds. They are made from a blend of carnauba waxes, bees wax and natural oils. It’s this quality show car wax that gives the paint depth and warmth. I know, I know! It kind of sounds like we’re talking about a fine wine or something. Just don’t underestimate the value of a great wax to final results of the finished product.

Now that you know the six requirements for the perfect shine, I’ll share with you my personal tips that keep my cars turning heads. The first thing to know is that I treat my toys differently than my daily driver. It’s very difficult to maintain a perfect shine on a daily driver, unless you only drive it a mile or two a day. Show cars (toys) are easier, because their job is to stay beautiful.

**The Show Car Finish:** My toys get the show car treatment 2-3 times

*Continued on page 27*





# Idle Ramblings—Take a Journey on ClubTalk

*by Ron Faust*

While ClubTalk usually reads like exercise for your e-mail delete button, a subject will occasionally pique the interest of members who rarely contribute. This discussion started when a new Targa was spotted at a local dealer. Although consideration was given to delete the names to protect the innocent, the Editors decided there were no innocents in our Club:

Just in time for Valentine's Day:

FYI...Stopped in at Maplewood and they have a new 2002 Targa on the floor. Sticker price is around \$86m but I couldn't read the ENTIRE sticker because the battery was dead

and they can't work any of the features! Now for \$86m you would think they would have a charged battery! Joe Bergeron asked me to mention that he will be happy to sell this car to any Nord Stern member. It really looks neat but with the battery dead, I couldn't see how the roof and hatch back top works. FYI . . . Since they say they may only get around 3 this year . . . better check it out before it checks out . . . FYI to Jersey Jill . . . if Fred can't fit into that car, I can . . . so buy it for ME.

—Edm911

Marsha 85 Targa: Ed, could you tell what the top of the door frame was

like - was it like the Targas a few years ago where the frame was at the top of the doors? (This is hard to describe.) Where it's more like a T-top than the older Targas like ours? Mike and I are still so partial to Targas we just may have to go out there and see it. For \$86 plus 3 zeros, though . . . hmmmmmm.

—Marsha

Marsha, You need it so bad. You've been living the frugal life too long. Listen to your heart, Marsha. Its only money, and you know you can't take it with you. I can help you rationalize it. One test drive and you won't care where the top of the door frame

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is. Just make sure its got the Bose stereo with the big subwoooofers in the doors. I'll loan you a whole half dozen Jimi Hendrix CDs to fill the shuttle.

—Ron

Marsha: There are just two KEY questions — WHAT COLOR IS IT? and CAN YOU GET ACCESSORIES (helmet, shoes, gloves, driving suit) IN THAT COLOR?

—Susan

Marsha: Need I point out that Ron's message to you was sent by Ron Faust, \*M.D.\*. He's a doctor. You should always listen to the doctor and do what he says.

— :-) teresa

Hey Ron, Can I get in on that 6-pack of Jimi Hendrix's CD deal?

—Jon Beatty

Right, the accessories question was the next question. First I have to like the Targa, then we have to pay for it (Ron is going to help), then I can start putting the shoes, gloves, helmet, racing suit, and all that stuff together. And Jim Bryant can help with all the other accessories to be color-coordinated (racing seat, harness, etc.). I feel so organized.

—Marsh Targa

Marsha, I said "rationalize", not "finance" or "fund" as in baseball sta-

diums. You work in the bank; that's where they say the money is.

—Ron

It's not too hard to guess who among us has excess idle time, is it? Or at least, who works at their computer all day . . . I confess my day's highlights often come reading ClubTalk/TechTalk exchanges. You guys are great. My wife and I are trying to plan our eventual "retirement", and she doesn't want to leave Minnesota (full time, at least) because she doesn't want to leave her friends. I started thinking about that and I realize that the same applies for me, with

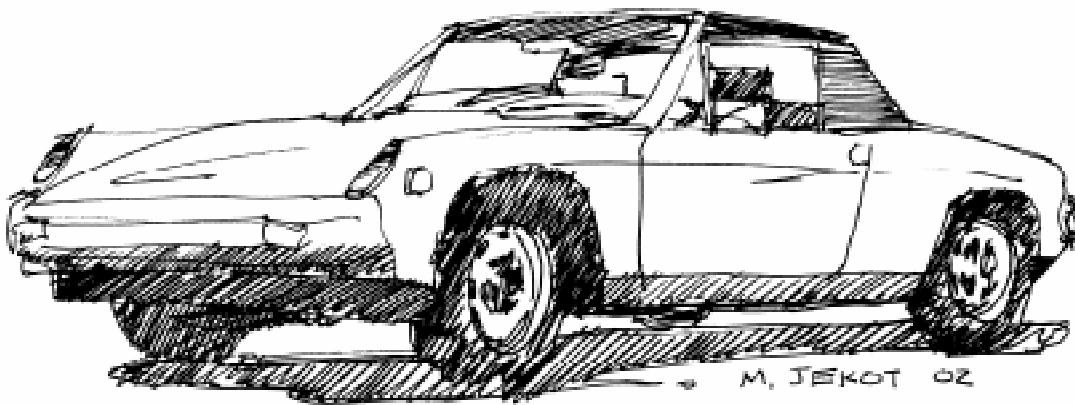
*Continued on page 25*

## *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	







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Equal Opportunity Lender

### Idle Ramblings

*... continued from page 23*  
a slight twist: I don't want to leave Nord Stern! So, as long as I can have a Porsche in the garage in both homes, maybe being a snowbird will be the way to go. (Now all we have to do is find a little condo somewhere warm with a BIG garage...) ?

—Dave Thompson

Jon, If we get more than 2 new "Porsche" sound systems in the Club, I might have to dilute the Hendrix with some Led Zeplin, Doors, Rolling Stones, and Pink Floyd, but I've got enough driving music for a small crowd.

—Ron

Hmmm, Jesse the Gov wore a Jim Hendrix T shirt at his inaugural celebration. Ron the Doc is a Hendrix

fan. They are about the same age. Perhaps they were separated at birth? Think about it.

—Bruce Boeder

Marsha, I am always glad to help out a fellow Nord Sterner especially in a "MEDICAL EMERGENCY" like this.

—Jim Bryant

Dave, I'm not spending idle time, I'm increasing my technological information system skills and keyboard proficiency, which directly relates to driving skills, eye-hand coordination, and reflexes. That translates into safety, as Jim Potts would clearly recognize and explain to his wife. (He translates everything into safety.) And you definitely need to find a retirement situation with a home here (with

a BIG garage) for the summer, and one in warm weather for the winter (also with a BIG garage).

—Marsha

you can tell who the HEAVY METAL GUYS are in the club..!!!!!! Personally, I would have Joe Sample's "Caramel" cd...as i drive that targa down US 1 .....

—Edm911

Obviously Ed, you are out of touch with the music scene. Calling Hendrix, the Doors, the Rolling Stones and Pink Floyd HEAVY METAL is just not correct! Ed, were you on the first heavy metal Grammy award committee that gave the award to Jethro Tull? I'd be willing to bet that none of the above groups were

*Continued on page 26*

## Idle Ramblings

*... continued from page 26*  
even on the list. I'll bet Ron doesn't even have any Metallica.

—Jon (who appreciates good  
Hendrix, Doors, and especially  
Pink Floyd)

I thought Metallica was the heat resistant coating you spray on your 356 muffler before you go to Afton. I can never remember the name of the stuff, but it fools the judges every time. Except for Pink Floyd, I didn't know anyone had made any good music since the '60s, but I'll try some Metallica.

I have heard that Jimi has been credited with having given birth to the HEAVY METAL genre. The story was that a New York Times writer went to one of his concerts and de-

scribed his music as sounding like "heavy metal falling from the sky". As long as its not coming from your engine compartment, some heavy metal sounds are ok.

—Ron

This has been a great history review. You have all brought back some fond college day memories. And while I was getting educated in Madison, the Otis Redding group crashes their plane into Lake Mendota!! Ron, I thought Metallica(or something like that) was a heat resistant coating too!!

—Dean Podevels

Metallica doesn't require a bong, Ron. I went to Pink Floyd concert at the metrodome a couple years ago and got a kick out of all the kids wearing tie-dye shirts (history flunkies). Outstanding music still. BTW, when you

play Dark Side of the Moon backwards it sounds like you're playing it backwards.

—Chip Smith

Ron is right. Hendrix is it. Last spring I had one of those "it doesn't get any better than this" days. Beautiful summer morning, top down, Hendrix' Axis Bold as Love playing with flat 6 accompaniment and no traffic slowdowns on the commute. Heaven. A number of years ago, I walked into a record shop. Playing on the sound system (at a volume setting of 11) was Wagner's Ride of the Valkyries. The young headbanger behind the counter commented, "Dude - Wagner invented heavy metal". You can't make it up.

—Douglas Farrow

Editor's note: Ahhhh, now that's a fun story!



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Best Burgers in Town!

NO waiting—  
Summit on Tap

Great Food in the  
Brainerd Lakes Area!

**Directions: Turn west from 371 onto 77 at the waterslide below Nisswa.  
Robin's Nest is 1 mile south of the bridge at Bar Harbor.**

## Perfect Shine

*... continued from page 20*

a year. In between these weekend long events, they get a simple weekly maintenance that I will explain later. Here's the basic weekend tasks (paintwork only):

1. I wash the car twice with a high concentration car wash from Eimann Fabrik, called Powerwash+. It's a professional strength product that removes the most stubborn dirt.

2. After the wash and dry, I examine the paint with my hand. If I find rough areas, I use a synthetic clay bar and lubricant to remove the contaminants. I finish the cleaning process by going over all of the painted surfaces with Pinnacle Paintwork Cleansing Lotion. It's the best pre-wax cleaner I have found and it acts as a mild polish to remove oxidation. To get the best cleaning action, I use quality cotton terrycloth over foam applicators to apply Pinnacle Paintwork Cleansing Lotion, and a 100% cotton terrycloth towel to remove and buff.

3. After using the clay bar and the Paintwork Cleansing Lotion, the paint will literally squeak. You will also be able to see all of the paint defects. It's time to get out the polish and treat each area of damaged paint. If I find heavy scuffs or surface scratches that I can feel with my fingernail, I repair these areas with Eagle One Scratch Remover. Swirl marks and other minor blemishes I polish out using 3M Imperial Hand Glaze (it's a polish, not a glaze) or Meguiar's Professional Hand Polish. I also use one of these

polishes to go over any area where I used Eagle One Scratch Remover to restore the paint's full luster.

4. Once perfectly polished, it's time to seal the paint and lock in the beauty. For this I use a product that has been on the market for nearly 14 years, and has proven its quality to me again and again. Klasse All-In-One is a cleaner and polymer that immediately seals and protects paint with an elastic non-chip, shrink-proof, heat and scratch resistant, long lasting acrylic finish. Did he say "cleaner"? I sure did. Klasse All-In-One will remove the oils left behind by the polish and your hands, to produce a very brilliant finish.

5. When you're finished sealing, you'll be looking at a beautiful finish. Your first thought will be "hey, the car looks awesome I must be done." Not so fast, bucko! In about two hours, after the Klasse All-In-One has had a chance to cure, you'll begin seeing swirls and other imperfections come to the surface. Klasse All-In-One is so thin it can't fill the micro, hair-line surface scratches. To hide these imperfections, you must use a glaze. I like the companion to Klasse All-In-One, called Klasse Sealant Glaze. You can apply 2-3 layers of Klasse Sealant Glaze as necessary to hide the swirls in your paint. This is the most effective product I've found for troubled black and dark blue cars.

6. You're almost there. The final step. The literal icing on the cake is the waxing. Many will ask "after sealing and glazing, why wax?" The an-

swer lies in the richness of color, depth and clarity that only a high quality carnauba wax can bring out on a polished surface. For this job I reach for only two products: Blitz Wax or Pinnacle Souveran. Blitz Wax is a hard wax. It dries hard and provides a lot of depth and warmth. Depending on weather conditions, it is cursed with static buildup, which makes it attract dust. Pinnacle Souveran is a true show car wax. It's very pricey (\$8.75 per ounce compared to Blitz Wax at \$1.40 per ounce), but the results are no less than stunning. Pinnacle Souveran wax brings out a warmth and depth on my Speed Yellow Porsche 996 that I have not been able to duplicate with any other wax.

On steps 4 through 6 I use a quality foam applicator to apply and a Miracle Towel to remove and buff. Nothing else works quite like the Miracle Towel. It's lint free (really!) and it's tiny micro hooks pull the excess sealant or wax away from the paint for faster buffing.

**Perfect Shine Maintenance:** If you've finished the six steps to a show car, "perfect shine" finish, you'll need to do some light maintenance to keep it looking great. If it's a true show car (toy), keep it covered. Even while neatly tucked away in the garage you should keep your car covered. This keeps dust and pollutants off of the beautiful finish, and the wax won't evaporate as quickly (yes, wax evaporates). Next, plan to do a Quick Detailing (<http://www.autopia->

*Continued on page 31*





# Application for 'Minnesota'zenship

*courtesy the Internet*

In recognition of our fabulous MN weather, (92 degrees on Monday then 6 inches of snow on Sunday) here are a few tidbits that should bring a smile.

Application for Minnesotazenship

Personal Information:

Name \_\_\_\_\_ son

Sex: \_\_\_ Ole \_\_\_ Lena

Home Address \_\_\_\_\_

Cabin Address \_\_\_\_\_

Religion: \_\_\_\_\_ Lutheran \_\_\_\_\_ Catholic

Income: \_\_\_ We do OK \_\_\_ We're Blessed \_\_\_ None of your beeswax

Qualifications: (check all that apply)

\_\_\_ I own a gas powered ice auger.

\_\_\_ Fargo floods hit a little close to home.

\_\_\_ I can name a dozen celebrities who've stayed at the Mayo

\_\_\_ I can name a dozen celebrities who've stayed at Hazelton

\_\_\_ I've been trick or treating in two feet of snow.

\_\_\_ My grandmother made me eat lutefisk.

\_\_\_ I liked it!

\_\_\_ I've been to a block party.

\_\_\_ My first beer was an Old Milwaukee.

\_\_\_ My snowmobile has more miles on it than my car.

\_\_\_ I have a back up set of jumper cables in my trunk.

\_\_\_ Despite what everyone else says I DON'T HAVE AN ACCENT! (For sure, you bet I don't.)

True/ False:

\_\_\_ I actually listen to telemarketers.

\_\_\_ "Have a Nice Day" is an ORDER!

\_\_\_ TV news anchors are celebrities.

\_\_\_ Part of my tongue is on a flagpole somewhere.

\_\_\_ It's not a rubber binder! It's a rubber band.

\_\_\_ They mistake pop for "soda" or "coke" in most other states.

\_\_\_ Hot Dish is neither a beautiful woman nor an over heated plate.

\_\_\_ Paw is both a hand and the male parent.

Multiple Choice:

It's time to wear a hat when.

A) The temperature is below 10 degrees.

B) Your mother tells you to!

C) The temperature is -10 and the wind chill is in double digits.

Essay Questions:

What "uff-da" means to me . . .

What "oopsy daisy" means to me . . .

You know you're from Minnesota when . . .

1. Your idea of a traffic jam is 10 cars waiting to pass a tractor.
2. "Vacation" means going to Brainerd for the weekend.
3. You measure distance in hours.
4. You know several people who have hit deer more than once.
5. You often switch from "heat" to "a/c" in the same day.
6. You use a down comforter in the summer.
7. Your grandparents drive 65 m.p.h. through 13 feet of snow during a blizzard, without flinching.
8. You see people wearing hunting clothes to social events.
9. You install security lights on your house and garage and leave both doors unlocked.
10. You think of the major food groups as venison, walleye, and Leinenkugels.
11. You carry jumper cables in your car and your girlfriend knows how to use them.
12. There are 7 empty cars running in the parking lot at the grocery store at any given time.
13. You design your kids Halloween costume to fit over a snowsuit.
14. Driving is better in the winter because the potholes are filled with snow.
15. You think sexy lingerie is tube socks and flannel p.j.'s.
16. You know all four seasons; almost winter, winter, still winter, and road construction.
17. It takes you 3 hours to go to the store for one item even when you're in a rush because you have to stop to talk to everyone in town.
18. You actually understand these jokes and forward them to all your friends from Minnesota.



## Perfect Shine

*... continued from page 27*

carcare.com/quickdetailing.html) on your car after each outing. Choose a detailing spray containing a good car-nauba wax. This will replenish the wax lost through evaporation and the whole process will normally take no more than 5 to 10 minutes. With a good Quick Detailing program, you'll find that you can cut washing back to every couple of weeks. So, in the long run, Quick Detailing will save you time and keep your car beautiful.

### **Buffing Up the Daily Driver:**

While all of the steps above will work wonders on the daily driver, the reality is that the hard work will only last a few weeks before you need to do it all over again. To keep your daily driver looking its best, perform steps one through four every four to six months, and wash your car weekly with a mild car shampoo like P21S Bodywork Shampoo or Pinnacle Bodywork Shampoo. Use a good Quick Detailing spray after each washing to restore the shine.



Right, Ed Hazelwood and son (who lives in Atlanta, Georgia) had a great time at the PCA Club Race at Road Atlanta held this past April. The car pictured here was part of the official 'pace vehicles' formation as well as part of the local charitable parade lap drives. Ed says the ride was wonderful. Other Nord Sterners attending were Bruce Boeder, carrying out his official duties as the PCA Club Race Steward and me, Editor Christie Boeder - simply there as a 'groupie' enjoying the lovely warm weather, something rather lacking in this year's Minnesota spring weather calendar!

So no Nord Stern drivers participating this year at this gorgeous track. But Bruce has definitely added the other 'RA' to his list of future race venues!

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# Nord Sterners do F1!

*by Roger Johnson*

## **United States Grand Prix Sunday, September 29th Indianapolis Motor Speedway**

**S**ame day charter. Leave MSP on a chartered Mesabi four engine jet early Sunday morning. Bus transportation provided right from the Indianapolis tarmac to the Speedway. Last year we arrived in time for the morning F1 warm-up. Take in all the sights (if you know what I mean) that are only F1. Features the Ferrari Challenge and Porsche Supercup races as well as the Grand Prix.

We will have great seats in the covered grandstand on the turn 1 end of the front straight. You have never seen or heard anything like these cars screeching past at 200 m.p.h.

turning in excess of 18,000 rpm. The ultimate in motorsports.

After the race you get a little time to wander around the track. Check out the museum and the many vendor tents. Then get on one of many buses that take you to the airport. Jump on the plane and you are home in time for the 10 o'clock news! Simply the finest way to attend one of the greatest races in the world, the US Grand Prix.

Cost: \$499 per person, includes tickets and transportation. Seats are limited so call now! Tickets and arrangements: Eagle International 952-941-5306. Nord Stern contact: Roger Johnson 763-557-9578.



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# A Minnesota Adventure

*Photos by Joe Rothman, text by David Grant of Red River Region*

One day last summer, after supper, I clicked onto eBay. There was an ad for 912 parts. I have an early 911, and a few 356 Porsches, so I was interested. It was really a decrepit but unbent 912 for sale, 4 minutes to go, top bid of \$102. Sounded too good to be true. I had been half-heartedly looking on behalf of a Toronto friend,



who wanted a 911 or 912 chassis from which to build a racecar. I emailed the seller a couple of questions, then bid; it was mine at \$127. Did anyone else see it? Were they all afraid it would be impossible to drag out of a backyard where it had sat for way too many years? It was near Minneapolis. Since I was going south in a couple of weeks, I planned to combine flagging the Nord Stern Club Race, with towing home this prize. My Toronto friend did not want it, so it would be mine. I borrowed a friend's trailer, as

one of mine was too wide, the other too short. I had to take with me all the things I thought might be needed to move it, as one of the conditions of sale was to remove it from the lawn it had been sinking into for decades.

My son, Mark, and I started south about 3 PM on a bright sunny Friday afternoon. We got to Pembina with-

out incident, bought fuel and food in Grand Forks, and drove on to the track. Our invitation email had said the track gates would be open until midnight. We got a cell-to-cell call from Keith to let us know the gates would be closed by 9 PM; we would not make it. We parked

in a row of racecar rigs outside the gates, slid through the gates, and walked in. After visiting and getting cleaned up, I went back to the car to sleep, as I felt nervous about leaving the trailer/ 944/ jacks etc. unattended.

Saturday morning brought excitement, culminating in Joe Rothman's 944 being towed back from Turn 3. As he went by my turn in the tow truck, he called out that his front spindle had broken. At the lunch break, I could not find him, as he was trying to find another spindle. When

he returned without one, I offered him the use of the one on the car I drove down. By suppertime, the swap was done, and Joe's car was ready for racing on Sunday.

The #50 car was very impressive in its race Sunday, then suddenly, as it entered my turn, 5, it seemed a bit squirrely. As its left rear wheel passed it, we realized the problem. The car ended up in the grass just past our station. The grass started to smolder, so I took off with my gloves and fire bottle. I put out the flames, but the officials were concerned about an expensive car and the mere mention of fire, so they dispatched more staff. The car was towed away, with very little apparent damage. This was the same turn where some 8 years ago, I had extinguished an engine fire on the shiny 911 (of Melanie Snow?) at that Club Race. I recall that my account of that exciting event was also published in the NordStern. One was burning grass, the other leaking fuel, but still a coincidence: same car model, same corner, same worker.

Joe (and my spindle) won the class, and more importantly were back in the paddock area a half-hour before I was done for the day. I helped the last bits of reinstallation, and then drove over to the campground and hitched up the trailer. Mark had left for Winnipeg in Keith's car, as Keith had volunteered to help load the 912

in Minneapolis. (little did I know what lay in store – Keith) We said goodbye to our Red River Region PCA friends, and headed south. I had worried about weekend traffic, heading back to the big city, but the roads suggested to us were good.

Finding the house and the 912 went well. Topography was my first problem. The car was on the grass, which sloped sharply away from the edge of a driveway. It was not going to be possible to put wheels on the front of the 912, and pulling the trailer up 2 feet onto the driveway, at an angle was going to be difficult. Keith and I set about freeing the rear axles. I quickly pried off the brake calipers, and then we struggled to free the parking brake drums from the rusty shoes. This took over two hours. (Of blood, sweat & tears – Keith) It was almost dark when the rear wheels were on and free to turn. I lifted the front, put the trailer under it, and started the pulling, with a 6" timber, chain, and a ratchet-hoist. In 30 minutes, the car was on the trailer, in the driveway, tied down, and ready to haul away. The

seller and his father-in-law, whose back lawn the car had been decorating for so long, could not believe how well the job had gone. Good planning and teamwork, I guess. We all talked as we loaded the jacks, and other equipment onto the trailer.

We called Joe, who then lived nearby, and drove there first, to show him the "prize". He agreed this was the ugliest 911/912 ever. For some reason a rusty 912, on an open trailer behind a very shiny 944, seemed to be a Kodak moment for Joe, who rushed to get his digital camera. We said our farewells to him about 12:30 AM, and I drove north. Paranoid thoughts (of making the front page of some local paper if something went wrong) kept my speed down, and added a couple of hours to the trip. About 2 AM I started to feel tired, and my co-driver did not feel like taking the wheel, (we had been up since 5-something Sunday morning; he was asleep) so we slept in a rest area for a couple of hours. After a visit to the



duty-free shop, and re-fueling, we went through customs with surprising ease. While I was standing there thinking "what a bargain this car was!" the customs guy was likely thinking "what a waste of \$125!" It was nearly lunchtime when we got home. Overcoming challenges bigger than most people would even consider, made our return even more enjoyable.

Three months later, Keith called me to inspect an old car he had found in a dusty garage. He decided against buying it, but when I found it was the red coupe in front of my current red coupe on the line at the Factory in 1963, I decided to buy it. It is complete, and unbent but a bit rusty. I like the idea of owning a pair of sequentially numbered identical old Porsches. On the other hand that makes 11 Porsches at my house, 5 of which "need work" as the euphemism goes. Some of you might have someone around to explain to you the merits of a degree of divestment at this point. The saner of you might listen . . . If only I disliked one of them enough to sell it . . .





# ***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)



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Right, A little ice racing as captured on film by David Grant, one of our neighbors 'up north.'

In as much as Winnipeg actually has a bit more winter than we do, there is more than one way to get through the season and still indulge in a bit of racing. Looks like a lot of fun, spins must be pretty interesting on that surface!

photo by David Grant,  
Red River Region



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  
11919 Hilloway Rd. W.  
Minnetonka, MN 55305

952 593-5544 or email ad to:  
editor@nordstern.org

## FOR SALE

### Tires

4 tires, 205/65/r15 , Bridgestone Blizzaks, used only 3-4 months. Practically new, no puncture repairs etc. purchased at Courtney,s New these tires are \$78 each. Best offer over \$ 200; Ed Vazquez 952 937-6990.

### 1991 Carrera 911 Targa

Classic Guard Red Porsche with Champagne Tan interior. Excellent mechanical condition. 58,500 miles. Sport suspension, Bilestein shocks, H&R springs, B&B Header & muffler system. All maintenance performed at Auto Edge and Johnson Autosport. \$29,900. /offers. Stephen Mendel 612-374-3245, Mendel33@earthlink.net

### 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.

## Brighter Instrument Lights for your Porsche

by Bob Tindel, [bob@pelicanparts.com](mailto:bob@pelicanparts.com)

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.

## Steve's Tech Corner: 911 Camshaft Oiling Update

By Steve Grosekemper, San Diego Region (from *THE WINDBLOWN WITNESS*)

One of the benefits of writing a monthly article like this is the great input I get from readers. From time to time, they will send me interesting technical bulletins or articles to evaluate. One such article was written by Lee Rice, appearing in last September's Pandemonium, the Orange Coast Region newsletter.

The article discussed the existence of an updated cam oil line fitting for the cam housing on pre-3.6L 911 engines. It restricts oil flow to the cam-

shafts by nearly 50%. I thought the article was quite interesting, but I still had some questions that Lee's article did not answer. I decided to go straight to the source, and exchanged several e-mails with Lee to get all the facts. After several conversations and some additional investigations by both of us, here is what we came up with.

911 engines from late 1966 all the way to the last 1989 3.2L Carreras and 1990 3.3L

Turbos use the same adapter piece connecting the cam oil line to the camshaft housing (part #901.105.361.00) (figure 1).

Starting with the 1991 911 Turbo, this adapter was replaced with a new updated part with a reduced center

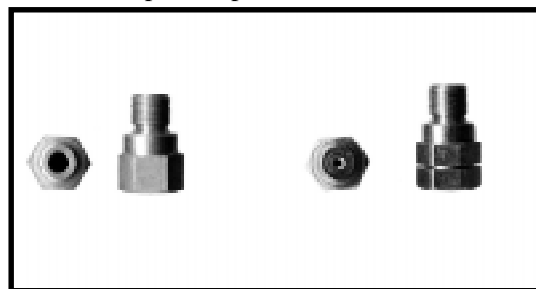


figure 1

## Camshaft

*... continued from page 35*

orifice. Porsche has not given much information as to the reason for the update, other than it reduces oil foaming. The new adapter (part #901.105.361.01) is differentiated from the older adapter by a groove around the center when installed on an engine. Figure 2 shows the original adapter with 6mm orifice and the new one with the 2.5mm orifice.

Oil foaming is caused when there is too much oil in the crankcase and it gets “whipped up” by the rapidly ro-

to see 220-230 degrees of oil temperature and no idle oil pressure. I figured that if the updated fitting worked in this car, it would work in anything.

After installing the adapters, I pulled the top valve covers and had someone start the engine. Oil vigorously sprayed from all of the holes in the camshaft spray bar, which told me there was no need to worry about low oil volume to the cam housing. The surprise bonus was that the car now showed about 10 psi on the oil pressure gauge instead of a bright red

This time I was amazed to witness what could only be described as a very messy geyser of oil coming from the right side cam housing. With 210 degree oil temperature, the oil pressure was almost 30psi due to the engine's turbo oil pump. Pressure with the old fittings was closer to 10 psi.

After all our tests, we came up with the following conclusions:

- ◆ The fittings decrease oil to the cam housings and decrease oil foaming.
- ◆ The decreased foaming allows the scavenge oil pump to transfer oil out of the case and into the storage tank much faster. This in turn keeps the oil tank level more consistent and causes the oil level gauge to react quicker.
- ◆ Less oil foaming will lead to less consumption of oil through the engine breather system.
- ◆ The smaller orifice creates higher oil pressure at the main and rod bearings as well as at the piston squirters. We noticed a 10-20 psi increase in oil pressure. Nothing to sneeze at.

All in all, these fittings seem to be a great addition to any early 911 engine. With an extremely low cost and huge lubrication benefit, I am sure that even the most frugal 911 owner will be eager to spend a little and gain a lot in performing this update.

Special thanks goes out to Lee Rice for his help and initiative regarding this article. Good Luck.

ED: STEVE GROSEKEMPER IS SHOP FOREMAN AT DIETER'S PORSCHE AND BMW SERVICE IN DOWNTOWN SAN DIEGO.



Figure 2

tating internal parts. You might be wondering (much like I did) if such a large reduction in orifice size would still deliver enough oil to the cam housings. To find out, I installed these adapters on several cars with greatly varied oiling needs and scenarios.

One of weakest oiling systems I installed the adapters on was a 1975 911S. This was a high mileage car that had no front oil cooler, a small early style oil pump, and was still running the original 5-blade cooling fan. The thermal reactors were still in place. As you can imagine, it did not take long

warning light. All this for two \$5.10 fittings!

The next test was on my 914-6 racecar, which has an interesting camshaft/cam housing setup. The cam housings are later '74s with a central oil spray bar. The camshafts, however, are '66 911 cams with internal oiling (oil pressure from the cam journal exits holes at the heel of the cam). Porsche used one or the other, but never both types of oiling in the same engine due to inevitable loss of oil pressure at idle. I installed the updated fittings; ran the same valve cover test.