

N O R D S T E R N



August '02

INHALTSVERZEICHNIS

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

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

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

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Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Display advertising rates can be found on page 3. Contact the advertising manager for further details.

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Front Cover - Ahhh, the need for speed so aptly demonstrated by Susan and Vic Lee's gorgeous 1979 911 SC seen here speeding down the front straight at CBIR. Photo by Ron Faust.

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952 937-9530

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952 361-6434

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417 881-7973 (h)
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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.

Just a quick note concerning a major 'change.' Our printer of long-standing, International House of Printing (IHOP), has undergone a total restructuring resulting in the creation of two separate businesses. This change was NOT anticipated by the division which prints our newsletter, hence the July issue was delayed by almost a month. We were not notified until mid-July that the issue was just going to print so we apologize for the late issue. So don't be surprised if your July and August issues arrive rather close together!

Keeping with my past couple of columns, here is the breakdown of membership longevity in PCA for those with between 13 years and 10 years of attendance. I recognize many, many members who have been and still are very active in the club. Congratulations! It is also rather fun to see who joined PCA (and probably Nord Stern) in the same year as yourself. Next batch will be in September - and the lists per year will be longer!

13 yrs. PAUL R OLSON
13 yrs. JIM BRYANT
13 yrs. KEITH GRUEBELE
13 yrs. HENRY ROGERS
13 yrs. S TRIFUNOV
13 yrs. MARSHALL V LEWIS
13 yrs. CHRIS DVORAK
13 yrs. STEVE T KIRBY
13 yrs. SCOTT C JOHNSON
13 yrs. ANN MARUSKA
13 yrs. MARK HARDING
13 yrs. RONALD E SMITH
13 yrs. JAMES A THOLE
13 yrs. BRAD HECK
13 yrs. WRIGHT J NEE
13 yrs. MICHAEL HOKE
13 yrs. JAMES A JUSTUS
13 yrs. JAMES BAHNER
13 yrs. THOMAS R WALGREN
13 yrs. STEPHEN E WATSON
13 yrs. MARK J MC ARDLE

12 yrs. GREGORY A FRESH
12 yrs. PAUL G MORREIM
12 yrs. CHRIS HOLM
12 yrs. PETER M WILMES
12 yrs. LEE JACOBSON
12 yrs. MITCHELL A BERRY
12 yrs. HARV AADAHL
12 yrs. BRUCE A BOEDER
12 yrs. ADAM M GOTTESMAN
12 yrs. BOYD SCHREIBER
12 yrs. RICK POLK
12 yrs. ROBERT W CRAMER
12 yrs. DOUGLAS D ARNDT
12 yrs. MARCUS GUSTAFSON
12 yrs. DAVID E STEEN
12 yrs. ROBERT (CHIP) SMITH
12 yrs. ELEANOR RENWICK
12 yrs. JOHN REBANE
12 yrs. JOHN P SHIMEK

12 yrs. RICHARD F CORSON
12 yrs. JAN C LAHTONEN
12 yrs. JOHN V FLANNERY

11 yrs. JAMES P DE BENEDET
11 yrs. NEALE L ROTH
11 yrs. JOHN A DIXON
11 yrs. ROBERT VIAU
11 yrs. CLIFFORD ANDERSON
11 yrs. NICHOLAS C CIRILLO
11 yrs. DOUG J STUDANSKI
11 yrs. HIDEYO SUGIMURA
11 yrs. JOHN M BARDEN
11 yrs. V ROSS COLLINS
11 yrs. TERRY TILFORD
11 yrs. JAMES M GROBE
11 yrs. GARFIELD CLARK

10 yrs. ERIC C JOHNSON
10 yrs. VAUGHN JOHNSON
10 yrs. BRIAN SMILLIE
10 yrs. JUSTIN DRAPER
10 yrs. RICHARD A OLSEN
10 yrs. BRIAN D GOERS
10 yrs. JAMES HOLTON
10 yrs. RICHARD A HUTTON
10 yrs. DAVID EK
10 yrs. HOWARD J CHANEN
10 yrs. ERWIN A KELEN
10 yrs. JEANNE ANDEWEG
10 yrs. KENDALL L BENSON
10 yrs. PETE KLAGER
10 yrs. THOMAS P MC GLYNN
10 yrs. WAYNE M HECTOR
10 yrs. KIYOSHI HAGIWARA
10 yrs. MICHAEL SELNER
10 yrs. ERIC SIMS
10 yrs. TERESA VICKERY
10 yrs. JOHN COUSINS
10 yrs. JAMES R WOOD
10 yrs. TIM WALKER

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	25
Autobahn, Inc.	29
Auto Edge	4
Collision Center, Inc.	29
Complete Garage	34
Donnybrooke	18, 33
FlatSix	21
Jekot	24
Johnson Autosport	IBC
Leighton's Garage, Inc.	22
Maplewood Imports	9
Mortgage Marketing Associates	7
Nurburgring, Inc.	29
Peterson Pools & Spas	BC
Pinnacle Signs	30
Royal Tire	13
Sears Imported Autos	30
United Mortgage	21

Welcome . . . New Members

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



*Check Here
Next Month
for an updated listing
of new members!*

If you are like me you get at least two or three letters a month from credit card companies, banks, or other institutions explaining their privacy policies. It has become a large issue, and many companies are making sure that they publish their policies, as they frequently share the information they have about you with other companies. This is probably why we get on so many mailing lists.

I thought I would take some time in this column to talk about Nord Stern, the information you share with the club, and how I believe the club should respect your privacy.

When I became the Driver Education Registrar three years ago I received a couple of files with names, addresses and other information, such as car type and car number. The list contained mostly members who were active in track or autocross events in one way or another. One of the Registrar's duties was to check that drivers who registered for an event were also members in good standing with Nord Stern. I asked the membership chair at that time, **Nick Cirillo**, for a listing of our members. I learned that I would be given the list, but that I had to promise to keep it in confidence, and never share it without explicit permission from the membership chair. Nick pointed out that there were a lot of companies who would love to get a list of Porsche owners so they could send them all sorts of advertisements and mailings targeting this 'elite' demographic group.

Ever since that time, I have taken extra care when I am working with club information. Everyone sends in their address on both membership forms and registrations for events. I know that I would not want my personal information to be part of a company's mailing list without my permission. So I've done everything I could to protect the names and addresses that are part of the Nord Stern files. And I've also passed on the requirement to our current Registrar, **John Velure**. When it comes to the membership data, only a few individuals who need to know have access to the full list. **Susanne Dvorak**, our membership chair, is responsible for keeping our records up-to-date and accurate. She shares the latest information with **Christie Boeder** for mailing out the newsletter. Beyond that, there is really no other need for distributing the membership addresses.

From time to time the club will collect other information, but we make special efforts to make sure it is properly controlled. For example, the Timing and Scoring group compiles a list when people take a timed run at an event. But **Ed Tripet** has begun the practice of asking drivers if they want their name removed from the official list so that he maintains only the information necessary to do his job. If anyone is concerned about his or her timing information, for whatever reason, please contact Ed. Last year I was the registrar for the Club Race. I received medical information forms

from every racer entered in the event. I was required to make those forms available to the safety and ambulance personnel supporting the race. But as soon as the race was completed I made sure that information was returned and locked in a secured file.

I've instructed all chairpersons and other workers to handle inquiries about club information in the following way: If anyone requests information about the club or its members they are to be immediately referred to the president of the club. The president can then handle the request appropriately, asking about the purpose and intended use for the requested information. While we have not had many of these types of requests, I think it is important for everyone in the club to understand how we handle these types of requests.

I know that this may not be one of the more exciting topics that I've written about this year, but I do believe that it is very important. I'd like anyone who deals with club information to use these guidelines to protect our members' privacy. And I hope each member understands that the club is doing everything it can to ensure our private information is protected.

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 11.
- 18*** **Annual Nord Stern Concours d'Elegance Sunday, 10 am at Afton City State Park**
Eventmaster: Mitchell Berry 952 882-2959 & Jeremy Peterson 952 361-6434 See pg. 15
- 22,23 **Nord Stern Driver Education at Road America, Elkhart Lake, WI**
Eventmaster: Dave Anderson See Page 10.
- 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 See pg. 24.

September

2002

- 12,13 **Nord Stern Driver Education and Time Trial at Blackhawk Farms**
Eventmaster: Ron Lewis 952 935-7571. See page 19.
- 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 at CBIR - Format to be decided**
Eventmaster: Susan Lee 651 429-8902 and Mark Skweres 651 454-6208
- 21,22 **Nord Stern Driver Education and Time Trial—Last Fling at CBIR**
Eventmaster: TBA. See page 31.
- 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. 32.
- 29 **Nord Sterners do F1**
Eventmaster: Roger Johnson 763 557-9578.

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

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.

Ever Wondered How to Clean Your Speed Machine?

by Jeremy Peterson

The Nord Stern annual Concours Tech was the place to be on June 22nd, thanks to **Mitchell Berry**. He graciously took the time out of his busy schedule to share his vast knowledge of Concours car prep. He covered the ins and outs of how to prepare Porsches for Full Concours

judging. Mitchell also reviewed what products to purchase, why they were safe for use on Porsches and how to apply them. The class was a great forum for open discussion. In the end everyone had inside tips on what products they used and how they benefit from them.

A very special thanks to **George Andeweg** and **Maplewood Imports**, for allowing us to use their service bay. Thanks to Mitchell, Griots Garage must have had an outbreak of orders from the metro area late Saturday afternoon!

Top to bottom:
Mitch Berry discussing the finer points of engine cleaning,

Next Mitch gets demonstrates the proper kneeling position (editor's note: ouch, say my old knees!) to show some of the dos and don'ts of wheel & wheel well care.

Last, Mitch's 1982 Guards Red 924 Turbo with hood up - probably one of the cleanest cars around! A class specimen!
All photos by Jeremy Peterson.



9th Annual Nord Stern at Road America

Thursday & Friday, August 22-23, 2002

Road America is located in Elkhart Lake, Wisconsin

- **Eventmasters:** Dave Anderson 763 588-5308
- **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:** Scott Kuhne 763 557-8089
- **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 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) _____

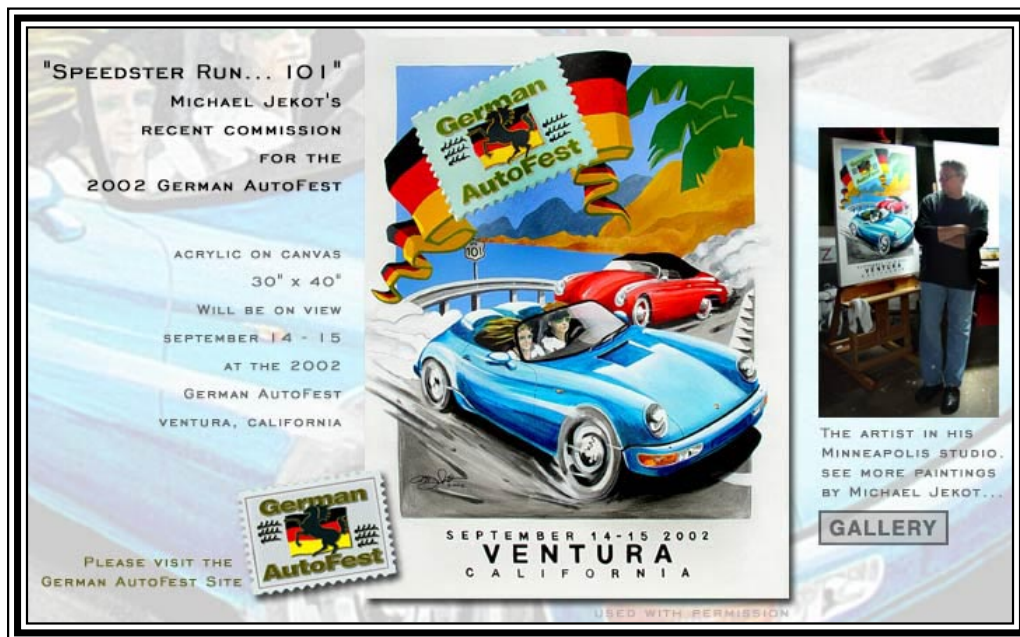
"In consideration of being permitted to use the CBIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the CBIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, 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 _____

Upcoming German AutoFest

Greetings from the German AutoFest!



EDITOR'S NOTE: NORD STERN MEMBER, **MICHAEL JEKOT**, FEATURED IN THE ABOVE WEBSITE GRAPHIC (NOT SURE HOW WELL IT WILL REPRODUCE HERE) WAS THE DESIGNER OF THIS VERY COOL-LOOKING POSTER FOR THE UPCOMING GERMAN AUTOFEST TO BE HELD IN VENTURA, CA! GOTTA FIND OUT HOW TO ORDER THE POSTER, THE COLOR IS GORGEOUS.

Mark your calendars! On September 14 & 15, 2002, the German AutoFest will again host one of the largest gatherings of Porsche automobiles in the world, with SIX World Class Porsche-only events for all years and all models of the Porsche automobile. Included is the World's largest Porsche-only Industry Show, a People's Choice Concours and a Judged Concours, an International Literature, Model & Mobilia Show, an indoor Porsche For Sale Corral, a huge two-day Swap Meet and, this year only, the Speedster Fest 2002! Add in some seminars by Bruce Anderson and Dale Miller, plus new product demos, the Main Street Concours awards, a charity auction and two Speedster Parades and it all equals a weekend not to be missed. Expect two days of Porsche-overload at the German AutoFest.

This event is held at Seaside Park, which is on the water's edge in beautiful Ventura, California. Ventura is one hour north of Los Angeles and one-half hour south of Santa Barbara, and is among the most inviting of Southern California's coastal communities.

You can read and see all about it right now and enter any of the events by visiting our web site www.german-autofest.com (editor's note: web address includes the hyphen), or provide a mailing address to receive our six-page color brochure and entry form, or provide your e-mail address for our internet notices, or call or fax at the numbers below with any questions.

See you at the AutoFest,

Bob & Karen Campbell, German AutoFest LLC
661-296-6545: Voice 661-263-0431: Fax

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



You are cordially Invited to Attend
Nord Stern's Annual
Afton Concours d'Elegance
—Sponsored by Maplewood Imports
& Carousel Automobiles—
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



On View at Fast Fling 6/15 & 15 . . . photos by Ed Tripet



On View at Fast Fling 6/15 & 15 . . .

photos by Ed Tripet



On View at Fast Fling 6/15 & 15 . . . photos by Ed Tripet



Blackhawk Farms

Driver Education & Time Trial

Thursday & Friday, September 12 & 13, 2002

Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities.

■ **Eventmasters:** Ron Lewis 952 932-0505 and Randy Hallenbeck 414 538-0728

■ Nord Stern 2002 Autocross Championship Series event.

■ **Cost: One Day:** \$170 1st driver, \$140 2nd driver. Two Day: \$220 1st driver, \$190 2nd driver. **Late fee: \$40.**

■ **Registration:** Registration limited to 50 drivers to maximize track time. Registration must be postmarked by August 29th to avoid late fee. No refunds for cancellation after 9/5/02.

■ **Requirements:** Snell 95 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.

■ **Tech Inspection:** Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package. For more information contact eventmasters.

■ **Experience:** To participate, you must have Nord Stern or other approved driver training.

Rush this form along with your check payable to PCA/Milwaukee Region to:

Randy Hallenbeck
P.O. Box 445
Merton, WI 53262

Driver _____ Phone # _____

Ability Level (check one) _____ Novice _____ Intermediate _____ Exper. _____

Second Driver _____ Phone # _____ Ability: N/ I/ E (circle one)

Address _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Are you an Instructor? Yes/No _____ Would you like an Instructor? Yes _____

NS Class (if known) _____ Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____

Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

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	763 421-3770
Boxster	Mike Bowers	

Nord Stern Jobs Position: Chair, Driver Education

by Pam Viau

Primary Purpose:

The primary purpose of the Nord Stern Drivers Education Chairperson is to encourage participation in driver education and autocross activities.

Responsibilities:

Participate in the planning and scheduling of the various Drivers Education and Autocross Events for the year.

Contact and negotiate Ambulance and Security services for the Brainerd Drivers Education events for the year. Provide schedule and agreements with both parties for the current year's events.

Encourage membership to participate as an Eventmaster for each Drivers Education and Autocross event.

Provide Eventmaster volunteers with instructions of what needs to be done both prior to and during each event.

Coordinate with Eventmaster, Security Chair, Nordstern Officer, etc to make decisions regarding issues that arise at

individual events. Issues such as weather, track conditions, safety issues, etc.

Qualifications:

The chairperson should be an individual that has the enthusiasm for both Drivers Education and Autocross activities to encourage participation by the membership.

Organization skills are an essential qualification for this chair position.

The chairperson should be available to the membership to answer questions regarding Driver Education or Autocross events.

The chairperson should be willing to work with the security chair, rules chair, timing chief, eventmaster, officers, etc. He/She must be willing to weigh all feedback regarding the planning, scheduling, and individual event issues.



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cell 612 599-2877
rpiper@urmmortgage.com
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Equal Opportunity Lender



**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.**

The Boxster Leaf Catcher

By Bob Bianconi, Maverick Region "Slipstream"

Take a peek. The leaves are there . . . along with candy wrappers, cigarettes, pebbles, stones and anything else floating around on Texas highways. Where? Why, the two air intakes on the front bumper (or 3 on a "S" model). If it's been a while since you peaked in the radiator air intakes (or maybe never . . .), you'll be sure to find all manner of road debris. Surely all of this debris can't be good for the cooling efficiency of

access to the debris a bit more challenging.

A simple vacuum cleaner will be the tool of choice albeit with a slight modification. Your standard vac attachments won't work because of the intake grills; they are just too large to fit through the openings. But we can take

care of that. Besides your trusty vac, you'll need 3 cardboard paper towel rolls; you know the kind, the cardboard roll that you throw away when you have used up the last paper towel. Here's the trick: Insert one roll into the other and then flatten the first 2 such that they fit in between the lower set of louvers on the grill. Insert the end of the

vacuum into roll three and turn it on. A flashlight helps you aim the end towards the far corner; that's where you will find most of the debris. Leaves, wrappers, stones and pebbles will all get vacuumed up. Be careful to not hit the fins of the radiators. As a finishing touch, take your hose and rinse down the radiators, not too strong, not too weak.



So there you have it; a simple trick to keeping your radiators operating at their best for the upcoming summer months. Save those paper towel rolls, you'll be needing them.

I think you'll find this spring cleaning tip also works on the Boxster's big brother, the 996.

Top to Bottom:
Flattened cardboard paper towel tubes

Vacuum with 'special attachment!' with proper positioning

Road junk!
All photos by Bob Bianconi



your radiators, especially on a typical Texas 100 degree summer day. When it's hot, you want the airflow to your radiators to be unimpeded and performing at their best.

So, maybe it's time you spent a few minutes this spring performing a leaf-ectomy. It's not hard once you know the trick. If you've taken a look at the openings, you've already noticed that the air intake grills are not removable (without removing the whole bumper cover). This makes



Classic Garage Floor Coverings

as submitted by Jon Beatty via the internet

There have been a number of posts recently on garage floors, culminating with this query that cuts to the heart of the matter: “*What is the best way to go?*”

The type of garage floor you should use depends on how much you work on your car:

Plastic tiling squares—Poseur who does no work on his car, subscribes to Griot's Garage (whose catalog explains which way to turn a nut), and is completely clueless about mechanical things; owns full set of solid gold tools stored in but has never used them. Garage was featured in Architectural Digest.

Painted Floor—Deluded Yuppie, obsessed with waxing and polishing; owns set of matched Facom screwdrivers and gold plated wrenches stored in Zebrawood box and \$300 plastic creeper and \$5,000 hydraulic lift used to detail the _inside_ of the wheels. On first name basis with the Snap-Off truck guy. Garage was featured in Robb Report.

Bare Concrete—Does most of his (rarely, her) mechanical work; may rebuild engine once in a while; tools are stored in beat up tool boxes when not in use; tools are from various manufacturers including Snap-Off, CrapsMan, Procto, Mac, and others; checks out garage sales and pawn shops on a regular basis; owns \$15 wooden creeper. Garage was featured

in local PCA club magazine, but rejected by Pano. Has problems with rodents who enter the garage to feed on sandwiches he eats while working on the car. Recently scrounged a table saw from a garage sale, so he can build an extension onto the garage; wife allows him in the house if strips naked and rubs GoJo all over his body first.

Floor material unknown as it would require both an archeological dig and a Hazmat team to excavate the layers of grease, sludge, sawdust and kitty litter—owner incessantly

rebuilds both engines and transmissions; probably owns several cars but it's hard to say as over half of them are in various assortments of boxes; tools are scattered around various piles of debris; often makes own specialty tools and knows how to use odd bits of rock and tent stakes to substitute for factory tools. Garage floor was featured in Archaeological Digest. Rodents are afraid to enter the garage because of toxic odors from the floor, shelves, etc. Learning carpentry skills to build an apt. above the garage, as wife has banished him to the garage.

At The 2002 German Carfest or, A Few Sprinkles Don't Get in Our Way!

*by Paul Bergquist, courtesy The Northern Star,
Mercedes-Benz Club of America, Twin Cities*

This year's German Carfest (the eighth annual) appeared as if it might get rained on, however with the exception of a few light sprinkles earlier in the morning, all went well and crowds were better than expected for such a gloomy-looking day. There were 91 cars entered in the car show, compared to 109 last year.

Juergen Holzer of Juergen's Dent Kraft, started his demonstration on ding and dent removal without paint damage. He worked on club members cars from 10:00 AM until noon. Juergen is the true master of paintless dental removal! His wife Regina was also on hand to coordinate all the cars that Juergen worked on during the morning hours.

Terry Geffre and his wife Becky, came as the support team from Collision Center, Inc. They were on hand to answer any questions that various club members had on auto body repair needs. Collision Center, Inc. is one of the premier auto body centers in the Twin City area and specializes in fine automobile body repair. Juergen Holzer also works out of this location.

This year's event featured the live German music of Larry Ryder and his group. Collision Center and Juergen's

Dent Kraft sponsored the band's appearance. The organizers would like to give special thanks to these businesses for giving up this live music!



It really brought us "In Stimmung" and made the event!

Jim Miller, owner and Jason Fischer, service manager from Twin City Tire, arrived in a beautiful new 40 foot diesel motorhome with matching color trailer. Inside the trailer was a new piece of high tech equipment called "Artigliomaster" by an Italian manufacturer, Corgi Co. Twin City Tire has the only two in the U.S. and changes your tire without even touching the rim! Twin City Tire calls this the "No Touch Wheel Machine." For all of you people who are really fussy about your wheels, this is the only place to have your tire changing done. Go check it out! Thanks to Jim and Jason for showing us the newest in high tech tire changers.

Michael Jekot (the very same Nord Stern member!), an artist featuring fine automotive art was also at this year's show. He had some great pieces on display and can do commission work based on your preference in automobiles. He specializes in larger 30" by 40" paintings with prices ranging from approximately \$1200 to \$2500 per piece. His work is beautiful and well worth every bit of what he charges (see his ad in Nord Stern!). If you have a need for some great automotive art in your

home, garage, office, shop or whatever give Michael a call. He can be reached at 612 929-2017.

Thanks also go to Jeff Kivi of the local Hastings Jaycees for providing the great food. The aroma of freshly grilled brats could be enjoyed throughout the park.

Editor's Note: This event always falls at a very busy time in the Boeder household and we have yet to attend. A number of Nord Stern members have made it to the event and they say it is great fun, lots to do and see and in a lovely setting at Schaar's Bluff Park. We hope that next year we can fit it into our schedule!

Photo above, Walt Duffy's 356 Race Car on view at the German CarFest - photo by Ed Vazquez

Photos to the right - various scenes at the German CarFest, photos by Mark Skweres



635 CSi BMX



Nord Stern member Walt Duffy's 356



Juergen Holzer performs his magic dent removal on Nord Stern member, Dave Schaal's 911



R to L, Ed Vazquez, Kelley and Scott Mayer, Roy Henneberger, Luis Fraguada Jr, unknown & Luis Fraguada, Sr.



Sarah DeLong and Tim Fahey , new members, show off their "ForMyLady!"



2nd from left, new member Garrett Harbron checks out silver Mini-Cooper



Ray Bentdahl's new Mini-Cooper



Fast Fling Time Trial Results at CBIR, June 16, 2002 as reported by Ed Tripet

1	3M	138	Roy Henneberger	NS	89 944	2:08:963***	2:09:160	2:08:963
1	4M	94	James Bryant	NS	89 944 S2	1:54:450***	1:54:450	1:54:713
2	4M	110	Brian Hanson	NS	94 968	2:00:355***	2:00:998	2:00:355
3	4M	38	Cliff Anderson	NS	90 944 S2	2:03:287***	2:04:316	2:03:287
4	4M	79	Chuck Ready	NS	93 968	2:08:697***	2:08:697	2:08:959
1	5M	143	Bob Houston	NS	89 944 TS	1:57:015***	1:57:015	1:57:505
2	5M	104	David Anderson	NS	89 944 TS	2:00:922***	2:02:067	2:00:922
1	7M	892	Greg Smith	NS	76 911S	2:23:707***	2:23:707	2:23:744
1	8M	806	David Schaal	NS	93 911SC	2:03:214***	2:03:214	2:03:423
2	8M	47	Ron Faust	NS	80 911SC	2:10:856***	2:10:856	2:11:804
3	8M	472	Jon Faust	NS	80 911SC	2:12:552***	2:14:193	2:12:552
1	8W	166	Eleanor Renwick	NS	81 911SC	2:10:238***	2:10:238	2:11:984
1	9M	82	Bret Bailey	NS	86 911	2:02:205***	2:03:764	2:02:205
2	9M	317	Dale Nelson	NS	86 911	2:03:266***	2:03:488	2:03:266
3	9M	193	Jeffrey Lawrence	NS	84 911	2:06:088***	2:06:173	2:06:088
4	9M	131	Mike Courtney	N	85911	2:19:105***	2:19:105	
1	10M	90	Ronald Lewis	NS	97 993	1:53:930***	1:55:582	1:53:930
2	10M	870	Chris Kardashian	NS	95 993 C2	1:57:328***	1:59:249	1:57:328
3	10M	114	Luis Fraguada, Sr.	NS	95 993	2:02:215***	2:02:215	2:03:861
4	10M	78	David Vieths	NS	90 964 C4	2:04:905***	2:06:145	2:04:905
5	10M	911	Edmund Vazquez	NS	91 964	2:17:223***	2:19:087	2:17:223
1	P3	83	Greg Fresh	NS	86 944 T	1:54:319***	1:54:319	1:54:422
1	P4	46	Bob Viau	NS	89 944 S2	1:53:592***	1:53:592	2:03:936
1	P5	14	John VeLure	NS	74 914	2:04:223***	2:04:399	2:04:223
2	P5	271	Ed Hazelwood	NS	87 944	2:04:623***	2:04:623	2:04:734

***** Best Time**

Fastest Time of the Day: Bob Viau
1989 944 S2 (P4)
1:53:592

Last Fling Driver Education at CBIR

Saturday & Sunday, September 21 & 22, 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
- **Refund Policy:** **Deadline is Sept. 13, 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 - Last Fling DE
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 _____

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!

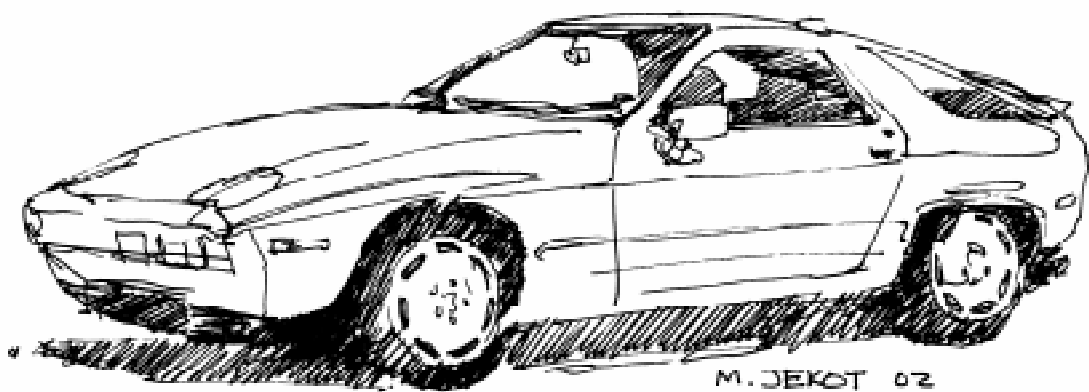
Friday, Saturday, Sunday

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

maintained, runs wells and Looks Good. Took first place at last year's Afton 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

Wanted

Looking for a 1991 or 1992 911/930 Turbo, Black in color. Bob Bump 10806 Russell Ave. S. Bloomington, MN 55431

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.

FOR SALE

993 Street/Track Suspension

This suspension, used to set a track record at CBIR, is still very street-friendly. It includes special Eibach progressive springs, Koni adjustable shocks, Andial-modified M030 sway bars and all bushings and droplinks. \$1500. Ron Lewis 952 932 0505 or email at: NicolaiL@aol.com

993 Body Racing Car

Johnson-prepared, 3.8 Motec engine six hours on rebuild. Eligible for Club Racing, SCCA, Grand Am, and Historic. Turbo gear box, spares. Fully sorted and bulletproof. Zero missed sessions in past three seasons. Won Past two Nord Stern Enduro Races. Priced to move! \$62,000 Tom McGlynn (952) 445-8276.

1985 Targa Carrera

Guards Red, Black Targa top and black leather interior. PowerSports seats, power locks, power windows, cruise, recharged air, new clutch, rebuilt gears, Frozen rotors all around, Factory Tails and chin, new dash, back deck, targa top, new alarm, new cambermeister, AM/FM/CD, 95M miles. Professionally

A Few Boxster 'Questions and Answers Or, Why Is My Car Doing This!

as found on the PCA Website 'Tech Q & A'

Question: At 5500 miles, I noticed drops of fluid on the trunk lid above the coolant cap. Wiped it off, screwed the cap down tight, yet I still have a haze on the underside of the trunk lid. Operating temp is always ~180 and coolant level is between Max and Min. No signs of leakage around the valve below the plastic cover. It is hot and humid here in CT right now. The dealer says this is normal. But the WEB gives lots of opinions. Should this be followed up? Thanks, Jim

Answer: You should not have any moisture on the deck lid. If you do, you probably have a leaking coolant reservoir or a seeping cap. There is a new updated coolant cap that can be easily put on your car to see if that is causing you moisture on the deck lid.

—Peter Smith - WebSite - 7/4/02

Question: My car rather suddenly refuses to let me put gas in the tank. After the vent lines nearest the end of the filler neck were removed, I can slowly put gas in, but it backs up and shuts off the pump at anything faster than a trickle. The valve at the end of the filler neck was replaced with no effect. We have no dealer within 300 miles. The 2 closest dealers have never heard of this problem. Any ideas? I have not heard of this problem either, but that doesn't

change the fact you have a problem. What do you mean that *"the lines nearest the end of the filler neck were removed?"*

Answer: It sounds like you have a fuel vapor problem, and a big one at that. You will probably need the dealer for this one, because they can read out the fault codes with their diagnostic computer. The DME is responsible for switching the fuel vapor canister and vacuum circuits around, and I suspect your error code will answer the question. You could have a bad component in these areas, or a line disconnected. I assume you are shutting off the car before you refuel? What kind of fuel is it, does it contain MTBE or other additives?

—Joel Reiser - Website 10/01

Question: Still having a problem with fuel filling. Joel asked about the removal of 2 lines. There are two small lines to a valve on the top of the filler neck. One leads to a T in another vent line. I have been using Texaco or Chevron premium without MTBE. This started in August, although it happened a couple times last summer. I thought then it was the pump at the gas station. I now have most of the vent lines disconnected, but it is still tough to get fuel in. With the closest dealer 300 miles away in a

state that doesn't let me pump my own gas, and Roadside Assistance limited to \$100, it is a major problem to have the dealer check it out. If a part needs to be ordered I will have to leave the car 300 miles away. The check engine light never came on until after the vent lines were disconnected, so I am concerned the fault code will just say to reconnect the vent line. When that happens, the light goes back out, but the car will not take gas. Any help with diagnosis before I make a major trip would be appreciated.

Answer: You might have a problem with the ORVR system on your car. That is a vapor recovery system that Porsche uses now on 2000 and later vehicles. To check and see if it works, take off the gas cap and open the filler flap fully with your finger. You should hear a audible click. If you don't here that, take off your fuse box cover and pull out fuse number E6 and see if it is blown. If it is pull off the cover on the right hand side of the center console that is carpeted. Check for a 4 pin connector, the wires should be red with green strip. Near the airbag control unit the harness chafes next to the airbag mounting point, shorting out the wire and blowing the fuse. Check those things out and check back.

—Peter Smith - Website - 11/8/01

Continued on page 36

Boxster Questions

... continued from page 35

Question: Approximately 6 weeks ago I purchased a 1999 boxster. About two to three weeks after purchase, I noticed a small amount of light blue smoke was occasionally being emitted from the exhaust when I started up the engine. The smoke is emitted for approximately 3 to 4 seconds immediately after starting. It does not continue while the engine is running. It does not happen every start. It has happened on cold starts and warm starts. I have checked the oil level frequently and the car is not losing oil. Prior to purchase we had the car checked by the local Porsche dealer and it got an excellent report. The car starts, runs and handles beautifully. Is this something to be concerned with and/or should I have it checked out? Thanks

Answer: I would not worry about smoke on startup unless you are killing mosquitoes. All of Porsches flat 6 motors have a tendency to smoke occasionally on startup. I would not be concerned about this.

—Peter Smith - WebSite - 7/4/2002

Question: I have a 1999 Boxster with an oil leak. I understand that this is common. I had the dealer attempt to fix this leak last month. It is now at the dealer again for the same problem. The service mgr is meeting with the factory rep to discuss repair or replace of the engine. I want to know as to how good the replacement engines are (has this problem been

fixed?). Also is having a different engine decreasing the value of my car?

This being a known problem, is there any incentives for a replacement car?

Answer: I have seen no problems with the exchange engines. We have put in a few with no problems. You also get all the updates that Porsche puts into the motor. We are still seeing 2002 Boxsters with rear main seal leaks so I don't know if they have resolved the oil leak problem yet. The 2003 Boxster is getting a solid rear window, new front end and a redesigned rearend.

—Peter Smith - WebSite - 7/4/02

Question: I heard that Porsche revised oil specifications to a higher viscosity range. Would you recommend changing to 15W 40 synthetic prior to the regular oil change interval given that we are coming into the summer months?

Answer: Since the summer months are coming I would suggest to put in the 5W 50 Castrol syntec for better viscosity and then change back to the 0W 40 Mobil 1 for the winter.

Question: I purchased this car new in May 2000. I soon noticed an engine vibration at 2900/3100 rpm. The dealer says the engine is performing within specifications. This vibration while not severe is annoying enough that I try to avoid this rpm range. The vibration can be felt with the car stopped in neutral, as well as when under way in any gear. I have not detected similar vibration at any

other rpm. Is this unusual? Am I being hypercritical? What do you recommend? Thanks for your help.

Answer: My first suggestion is to drive another similar Boxster to see if the vibration is still there to make sure you are not chasing anything that is normal. The only thing that I have seen is that the front motor mount, comes apart and slides to one side and vibrates against the motor.

—Peter Smith, Website, 04/22/02

Question: The Boxster and 996 have very similar engine designs but the Boxster S engine makes approximately 78 hp/liter while the 996 makes approximately 88 hp/liter. The compression ratio is slightly higher in the 996 application. What else is different? I realize that Porsche wants the Carrera to be more powerful for marketing reasons. My question is what is different from an engineering perspective?

Answer: There is about an 8 hp per liter difference throughout the Boxster and 996 ranges with the 2.5 actually putting out more HP per liter than the Boxster S. There are some small changes in the cylinder heads and cams and also the new 3.6 996 engines have variocam plus which gives that engine even more throttle response. I believe that the DME control units are a little detuned to keep the 911 the mainstay for Porsche.

—Peter Smith, Website, 03/12/02