

N O R D S T E R N



September '02 INHALTSVERZEICHNIS

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

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Front Cover - Can't resist captioning this great photo, *The Great Escape!*

Photo by Ron Faust. As 'captured' at the St. Cloud Autocross event on Sunday, July 21st is Keith Baratz of Rochester.

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 Call Christie Boeder 952 593-5544.

ADDRESS CHANGES

—AND/OR—

HOW TO JOIN NORD STERN & PCA

Call Susanne Dvorak at
763 559-8098
 or email:

sdvorak@tela.com

Leave your name, address
 and both home and work
 phone numbers.

Your application will be sent
 out right away!

Address Changes:

Name: _____

Old: _____

New: _____

Send to:
Susanne Dvorak
4335 Rosewood Lane N.
Plymouth, MN 55442-2613

Annual Dues are: \$20
January - December

Nachrichten vom Editor

And to continue with our membership listing, this month we are featuring PCA memberships with 9, 8, 7 and 6 years of involvement. Certainly lots of names that I know from various club activities. Unfortunately these lists do not readily include the affiliate members which is unfortunately because there truly are a lot of affiliates who are just as involved, if not more, than the primary member!

Just one other item, please note that there will be a Driver Training school on the Friday before Last Fling. This is your last chance of the year to attend one of our excellent schools! The track is there, the instructors are waiting so be sure to 'be there'!

1993 DONALD J MILLER	1995 JOSEPH ROTHMAN	1996 RODNEY ELSING
1993 JOHN I WALKER	1995 GREG H SMITH	1996 RON MC LAUGHLIN
1993 ROBERT C OEBSER	1995 GLENN LYSAKER	1996 DAVID PARSONS
1993 JOHN SJOVALL	1995 TIM PETERSON	1996 HARV ROBIDEAU
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1993 JEFF RUSINKO	1995 VICTOR T LEE	1996 LEONARD WENC
1993 DONOVAN KOSTRON	1995 WIM T IBES	1996 JOHN ROSS
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1994 JIM BENSON	1995 MARK CREE	1996 JEFF LAWRENCE
1994 DWANE KOSTRON	1995 KIRK R MEINTSMA	1996 CRAIG CHRISTENSEN
1994 MICHAEL R BORG	1995 JAMES POTTS	1996 PHILIP MARIN
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1994 WILLIAM JAMES	1995 MICHAEL LANCIAL	1996 JAMES NYSTROM
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1994 BRIAN BUTKOWSKI	1995 KEITH BARATZ	1996 GREG H GUETTLER
1994 ERIK JOHNSON	1995 BOB SALIPANTE	1996 W GREGORY KOSMAS
1994 BRUCE F FILSON		
1994 DOUG SCOVANNER	1996 RICHARD W BEERS	
1994 TIM WATSON	1996 RON JOHNSON	
1994 RAY BENTDAHL	1996 DAVID ENGH	
1994 SCOTT A KUHNE	1996 JON M HOBBS	
1994 RANDY HOVERSTEN	1996 DON ERICKSON	
1994 JIM TENNESSEN	1996 KEITH JONES	
1994 FRED DANEU	1996 JOHN CUNICO	
1994 ROY HENNEBERGER	1996 DAVID ARUNDEL	

Nord Stern Newsletter - Advertising Rates

Size Ad Size	Frequency: x1-5	x6-ll	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 velouex, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.

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Nurburgring, Inc.	

Welcome . . . New Members

(and returning members!)

We hope to see you
at upcoming events!



Ken Ajax
Edina, MN
1986 944 Turbo

Peter & Sue Anagnos
Rochester, MN
1977 911S Rose Red Targa

Bob Butler
North Oaks, MN
2001 C4 Cab Silver 996

Mark & Barbara Cleppe
Shorewood, MN

Ken & Mary Fischer
Victoria, MN

Steven & Diane Hanson
Shorewood, MN
2002 996 C4S Basalt Black

John Heath
Bloomington, MN
1984 Black 930

Doug Hoskin
Minneapolis, MN
1997 Boxster

Roger & Carol Parisotto
Minnetonka, MN
1998 Red Boxster

Danny Peterson & Kaari Moen
Fridley, MN

Daniel Polglaze
Plymouth, MN
2001 BoxsterS Viola

Jason & Sandri Rutten
Minneapolis, MN
1973 911T Silver Targa

Brad & Barb Sahr
Oakdale, MN
2002 Boxster Silver

John & Lynette Scott
Burnsville, MN
1997 Boxster Ocean Blue Met

Luke Shimp
St Paul, MN
1977 Black 911S,
1982 Champagne 911SC

Michael Specht
Mound, MN
1982 911SC Gray/Blue

Bill & Kathy Wilson
Eden Prairie, MN
2002 996 C4 Cab Arctic Silver,
1968 912 Targa Burgundy

Letters to the Editor . . .

We had a great turnout regardless of the questionable weather at the St. Cloud Autocross. I wanted to give a big thanks to **David Schaal, Ed Hazelwood, Bill Berard, and Ed Tripet** for their help in creating the event. A special thanks goes to **Bob Lunde**, who showed up just to watch and ended up picking cones the majority of the day rain or shine. I think that goes above and beyond the call, true Nord Stern spirit. Every participant deserves a thank you; the

event was incident free despite our variety of conditions. All helped when needed and the facility was put back to what it looked like when we came. All and all a great event.

Thanks again everyone!

Pam Viau/DE Chair

Great fun at St Cloud Sunday. The track conditions changed faster than you could change gears. Wet to damp to dry to wet to damp to dry. Could have used a little snow for

variety. No, wait .. we had that at first fling. It was a fun course and I would like to thank Dave S. and everyone else for putting on a fun event. Great turnout!

—Harvey Robideau; 83' SC

I would definitely concur. Lots of changing weather and track conditions made this a very challenging course. My hat's off to Dave and his helpers for a great day.

—Jon Beatty

I've just come back from participating in our 10th annual Club Race at BIR. **Roger Johnson** ran the show with an incredible amount of organization, coordination and style. From every perspective, it was a resounding success. The National staffers, Vicki Earnshaw, Lance Weeks and our own **Jon Beatty**, were in charge during the event, but Roger made sure all the preparations were complete, the resources were in place and the facilities were ready. He also worked behind the scenes throughout the weekend, ensuring an event that was thoroughly enjoyable for everyone.

Of course we could not have put on the event without the support from our sponsors. **Ray Bentdahl** of Excel Bank and **Bill Berard** from Mortgage Marketing Associates contributed financial support, as did **Bob and Pam Viau** of Auto Edge. In addition, the Donnybrooke racing group added a new dimension with their Spec racers. The people driving their cars really had a lot of fun.

I also want to thank the Courage Center, led by **Bobby Piper**, as well as all of the people who donated auction items or volunteered to help raise money for this good cause. This added a unique dimension to the weekend, keeping us aware that we are very fortunate, and that we can help others while having a lot of fun.

Vicki and Lance were very impressed with the way Nord Stern ran the event, and they thanked us for hosting it. She said we have a reputation for having one of the most

enjoyable club races in the country, and that was why they wanted to be there. They were not disappointed. I asked them to spread the word, because we'd like to have more people travel to BIR to join us at these races.

I could fill the rest of this column listing the individuals who contributed to the success of the event, but I know I would miss someone. So let me just express my deep appreciation to all the volunteers, safety workers, DE participants, club racers and spectators who came, worked, played and enjoyed one of the best club races in the country.

And for any of you who may be wondering, yes, I did have a bit of trouble with a deer at Turn 2. Fortunately, neither my car nor the deer were too badly damaged. But it was one of the most bizarre occurrences that I have ever had. We were just forming up, two by two, for the beginning of the practice starts. **Bob Lunde**

was leading the racers around the track in his yellow Boxter S pace car when a deer tried to cross from the infield to outside of Turn 2. Most of us saw the deer in time to slow down to about 30 mph, and we hoped it would just run safely between us. I thought I would be okay because I stayed to the outside and slightly behind Bobby Piper's bright orange 911. But the deer jumped over Bobby's hood and hit my right front fender near the A-pillar of the windshield. As it bounced over the back of my car and ran off into the woods my car just stopped running! I had to wave

the cars behind to go around me as I rolled to a stop just near the exit of Turn 2. This is a long way from the corner workers, so I sat there wondering what could be wrong. Then it occurred to me: The deer hit right where my emergency cutoff switch was located! I didn't know they red-flagged the race, stopping the whole group on the main straight, so I was anxious to get out of there. I should have stayed in the car, but I was sure of the problem, so I released the hood and jumped out to reset the switch. Sure enough, it was off, so I reset it and got back in the car. By then, the safety crew had arrived, and wanted to tow me away. But I told them the car would start, and I just needed to get belted in to be able to rejoin the race. They helped me get my 5-point harness back on and the window net back up, and I started the car and drove off to join the rest of the cars. One lap later we were back to racing!

The jokes started as soon as word spread to the racers and spectators.

"Hey Mark, this isn't deer season yet!" "Did anyone get the number on that deer? He should get a 13/13!" But the funniest stories were the accounts of what was heard on the corner workers and safety radios: *"Car stopped on Turn 2. He hit a deer. - What? Say again? — He hit a deer! - Did you say he hit a deer? - Yes, a deer! — Is there damage, what is driver condition? - He's OK, getting out, opening his hood! . . . Says he does not need a tow, deer hit the kill*

Continued on page 20

Kalender

- 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 Driver Training at CBIR**
 Eventmaster: Susan Lee 651 429-8902. See page 10.
- 21,22 **Nord Stern Driver Education and Time Trial—Last Fling at CBIR**
 Eventmaster: TBA. See page 11.
- 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**
- 1 **Business Meeting (First Tuesday of the Month)** Location & Time TBS
 Eventmaster/questions: Mark Skweres 952 454-6208
- 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**
- 5 **Business Meeting (First Tuesday of the Month)** Location & Time TBS
 Eventmaster/questions: Mark Skweres 952 454-6208
- 8 **Friday Night Socials are Back!** 7:00 p.m.
 Questions? Roy Henneberger 952 454-7716 or henneb@charter.net
 The Local - downtown Minneapolis
- December 2002**
- 3 **Business Meeting (First Tuesday of the Month)** Location & Time TBS
 Eventmaster/questions: Mark Skweres 952 454-6208
- 3 **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.

*** New Listing!

The 47th Porsche Parade, in Boise . . .

Text and photos by Kim Crumb

We're headed west on NWA Flight #1271, non-stop to Boise, Idaho. I'm not "flyin' low" for the 1,620 mile trip this year (some previous words of wisdom from a minion of officialdom), we're flyin' HIGH . . . 500 m.p.h. and 35,000 feet!

We pick up the rent-a-Taurus and check into the Extended Stay, Betty and I are here for the whole event. That one week when there is a clear center-of-the-universe for things Porsche . . . the annual PCA Parade! This year I am the Chairman for Tech Sessions and Speakers. Because of that, Nord Stern IS listed as one of the regions that's putting on the 47th Parade, this year . . . so be proud (editor's note: that's neat, didn't know that as I am sure many members not attendance would either!).

We talk to Jerry Magolan, he is president of the Hurricane Region. "Sure, Betty can use my 1991 928 GT in the autocross." That's the true club spirit of sharing. I've talked to the folks at Devek Performance in San

Francisco. Their biggest promotional event is the next weekend . . . and? They still agree to drive their '88 928 S4, dubbed the "White Car," up for me to use in Class M5. That's the highest modified group, heck, even a 962 is legal to run there! Marc Thomas will do 642 miles each way (through Nevada with no air conditioning) with just hours on each side of the Speed Event to make this happen . . . another incredible display of club spirit. So it looks like Betty and I will both have some driving fun during our Parade week, too.

I go to the staff meeting, and look over all the facilities. I meet the A/V guy, Chris, and the other operations people. We've got a lot of room set-ups/changes to handle over the week, I want our team to perform! We register—Betty and I are car #41. It's my 19th consecutive Parade, in my 20 years as a PCA member! There are so

many old friends to greet. Boise is under a quarter-million people, so even though it's a "downtown" Parade, it's not that crowded. They have a whole parking ramp just for Porsches and the entire convention center is just for us! And Boise is more wooded than most cities, it's just prettier to look at.



Betty in "Trusty Steed" aka The White Car: 1988 928 S4 that I drove for 1st Place in M5

Monday, Betty and I attend the Concours; so many gorgeous cars to look at. There's a nice lunch by PCNA and we head back to the Boise Center on the Grove for the first Tech Sessions! Union 76 on gasoline and Intercity Lines on transporting your Porsche . . . just like PCNA does. There is an utterly magnificent Concours Dinner that evening. The best banquet food I have ever had. It sets the standard for a high-calibre food week.

Tuesday is Rally Day and Betty and I spend the day seeing to A/V changes, and introducing many Tech speakers, including Alan Lewin from Porsche AG, plus giving out door prizes. We run into Nord Sterner **Mike Selner**, Mr. Web Guy at the National Officeholder/Region President Reception out at the Spur Wing Country Club. Shall we just say that conversation and chardonnay did flow into the night . . .



Full-race 911 at Concours



Larry Chmura's hybrid 356 with 3L 911 engine (bright yellow with black checks) . . . with Betty

Wednesday, we drive out and walk the driving event course . . . an absolute necessity: there is no other experience available. Autocrossing is like "qualifying without practice!" Late morning, Doug Mathews from Pirelli give his Tech Presentation on 'Setting up your Porsche for Track Use,' plus we have the big Tire Panel: Michelin, Pirelli, Toyo, Bridgestone and Yokohama. I am the moderator, and the questions could have gone on for hours and hours but it's a wrap at 5:00 p.m. Off to the Rally Awards Banquet. Parades aren't ahem, a 'low cal' week! Marc calls about 8:00 p.m., he's arrived with the White Car, my Trusty Steed is in town, yahoo!

Thursday we are out to the speed event at 7:00 a.m. We walk the course again, get the slicks mounted, adjust the shocks, adjust the seat, adjust the air pressure, etc. I scuff the tires in the parking lot. Ready, They have a Kid's Autocross (editor's note: my understanding is that the kids competed with remote control vehicles - either their own or provided by the Parade,

doesn't that sound like way too much fun!) . . . all that competitive spirit, we're born with it! We'll run in the afternoon, Boise is 80-90's and sunny but the humidity is nil . . . not as oppressive as our typical summer weather.

Betty runs first, in P26L. She does a good conservative run, and Jerry does his in P26M. He's new to this "game," and still encourages her to go as fast as she wants. At the end of the third run (s.o.p.) Betty is the P26L Champion and actually has a better time than her co-driver!

It's my turn now, and I've been looking over my M5 competition. There's this killer 993 Twin-Turbo with a 600+ hp engine, all-wheel drive, complete H&R Supercup suspension, Hoosiers . . . the works! Very serious. Then there's a Ruf 'BTR,' and a 924 Turbo LeMans race-version called the GTR. I make my first run, Trust Steed is pretty loose (tail-happy) and yet I am still leading the class. We take out the right drop-link on the rear sway bar, to tighten-up the handling a smidge. Then I can use more of the right pedal coming off the corners! I make the 2nd run . . . 3 seconds faster . . . oh yeah. On my third and final lap, I find another half-second . . . a 67-something. Turns out we're four seconds (!) faster than that Darth Vader-ish looking Twin Turbo who's got second place. Yahoo, we've earned the 2002 M5M Championship,

repeating from last year and now we are also the first to do that with a 928!. Add that big breakthrough to the PCA history book, a 928 ha snow won the "Big Guns" class. Both Betty and I are happy, having delivered championship results, honoring the awesome club spirit of sharing by our two car owners.



550 Spyder at the Concours (rear shot)

Friday is the day for the recreation of the original Porsche Parade of cars . . . how this event started 47 years ago. They started at "The Depot" (the renovated train station) and all the local car clubs closed off the streets for the Porsches to 'Parade.' 250 Porsches driving through the nicest areas of town . . . ending at the bottom of the mountain where the only Porsche Hill Climb is held, every Memorial Weekend. Betty and I are sans-Porsches again, we drive east, to Craters of the Moon National Park. An incredible landscape that is other-worldly. How

Continued on page 14

Last Fling Driver Training

Brainerd International Raceway

Friday, September 20, 2002

■ **Eventmaster:** Susan Lee 651 429-8902

■ **Cost:** \$110 per person (one driver per car)

Note: this fee does not include Last Fling event

■ **Requirements:** Car must have passed Nord Stern Annual Technical Inspection in 2002, including PCA Club Race spec roll bar for pre Boxster/996 open cars. Technical Inspection form must be on file or mailed with your registration. Must have current PCA card, valid driver's license, and be 18 years of age or older. Residents of the PCA Nord Stern region, you must be a Nord Stern member.

Nord Stern reserves the right to cancel DE 2000 if needed to accommodate a large DE 1000/1001 enrollment. Your registration and payment must be received before 9/13/2002, cancellations prior to 9/19/2002 will receive full refund. Course descriptions:

DE 1000: Introduction to track driving, covers safety, procedures, and basics of car control/driving techniques.

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

DE 2000: (Our "sophomore level") Students able to consistently drive laps utilizing the proper "line" and desire an opportunity to work on specific turns or techniques with the help of Nord Stern instructors.

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

Susan Lee

5683 Orchard Ave.

White Bear Lake, MN 55110



Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

DE1000 _____ DE1001 _____ DE2000 _____

Class, if known _____ Prior high speed school? _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Signed: _____

Last Fling Driver Education at BIR

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:**
- **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 September 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 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) _____

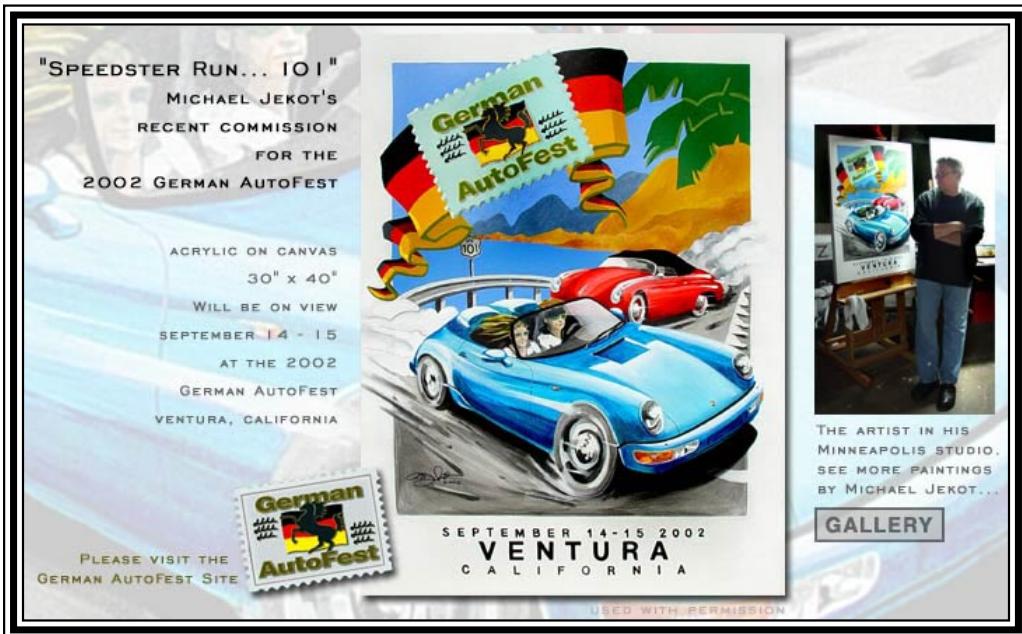
"In consideration of being permitted to use the CBIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the CBIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered,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

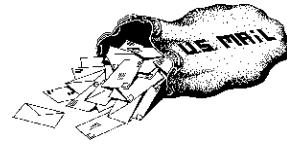
This event is held at Seaside Park, which is on the water's edge in beautiful Ventura, California. Ventura is one hour north of Los Angeles and one-half hour south of Santa Barbara, and is among the most inviting of Southern California's coastal communities.

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

Letters to the Editor . . . Part 2!



I'd just like to thank a few of the people that helped make this past weekend's Nord Stern Club Race/DE event such a success. There was a low incident rate, generally good weather with only one cloudburst that temporarily delayed things. Overall I know the people from National were impressed and liked the way the event was run. It was also nice to see the turnout for the silent auction and the bidding for the items donated to support the Courage Center.

Thanks to: **Roger Johnson:** for coordinating all the details of the club race and being there to resolve all of those last minute details and for bringing Donnybrooke into our race. To **Bobby Piper:** for continuing our efforts on the part of the Courage | Center and for improving his auctioneering skills ;-). To **Scott Kuhne:** for stepping up to be the DE eventmaster. To **John Velure:** for handling the details of registration. To **Tom Solstad:** for helping out with scrutineering even though, like Scott K., he came without a Porsche. To **Ed Vazquez:** for providing ample libations to loosen the purse strings of those attending the auction. **Dave Anderson and son, Phil White, Lon and Lorry Tusler, Bret Bailey, Todd and Janine Knettel and my son, Yan:** for helping me with the Timing and Scoring tasks. To **Susanne Dvorak:** for her courage lining up the cars in the grid. To **Don Bodine/**

Donnybrooke: for adding a new dimension to our race weekend with their spec racers. I hope to see this repeated in years to come. To the **SCCA corner workers:** for their very professional and competent handling of our track. To **Mark Skwerves:** for trying to hunt down that errant deer with his car, further ensuring others safety ;-)

And special thanks goes out to **Bill Berard** of Mortgage Marketing and **Ray Bentdahl** of Excel Banks for being local sponsors for this event.

I know I have left out numerous contributors so I encourage others to post for those I have failed to acknowledge. This club could not put on this event without the teamwork and volunteers that assist in making the Club Race one of our premiere events.

—Jon P. Beatty

I want to echo your letter of thanks and add a few more:

Auto Edge, for the hats as well as **Bob Viau** and crew's excellent support.

Scott Anderst, for the great grid number signs and finding us a great deal on the shirts.

Ron Faust, who had several jobs including ambulance liaison and grid worker.

Scott Quick and the BIR crew, who provided the venue while preparing for their biggest event of the year next weekend.

Johnson Autosports, Kelly Moss and the other crews who bring a level of equipment and support that makes this event very special.

All the Driver Ed and non-driving volunteers who make the event work.

And special thanks to the corner workers and rescue staff, who are easy to forget when things go right, but invaluable when things go wrong.

I'm sure there are more people we did not mention. But everyone should know that we appreciate everyone's efforts to support these events. This club is so successful because we have so many people who contribute.

—Mark Skwerves

There are many to thank. Many. That is the real strength of Nord Stern and is often noted by those who come from other regions to our events. I'll add a couple more: **Don Miller** for all his work in safety and Treasurer **Sue Salata**. Sue is going to get upwards of 200 checks to account for and cash and a whole bunch of bills to pay.

A correction: **Jim Breakey** did the great job with hospitality.

The National folks were very impressed with our region and our event. Former Stewards **Pat Moyle** (Denver) and **Bob Barker** (Atlanta) had a great time. **Vicki Earnshaw** really enjoyed our group and it's professionalism. I have to admit this was the first time I have ever had a Steward give me a hug after an event!

—Roger Johnson



Alan Lewin, Project manager for the GT2 and all of Porsche Motorsport-built roadcars, giving his Tech Session

Parade

... continued from page 9

much so? Enough so that NASA sent the astronauts there to train them for their moonwalk (editor's note: Bruce and I have been there and Kim is right—you feel like you are walking on the moon, literally!). Standing on the volcanic cinder cones, and walking inside the tunnels left from lava flows only a few thousand years old, you see our Earth being made . . . a work in progress.

Back for the Awards Banquet, a Basque dinner, replete with Basque dancers. Many Nord Sterners are receiving awards. Scott Mayer is 2nd in P9M with his 944 TurboS and Harvey Robideau is 2nd in P14M with his 911 SC. Betty wins the P26L Championship . . . now twice in three tries and I receive my 12th Parade First Place Trophy. Peter Porsche personally signs our two Championship trophies, what a nice acknowledgment on his part.

Saturday . . . and while doing all those Tech Sessions with me earlier, Betty had gotten more interested and did a late sign-up to take the Tech Quiz. (As a confidential long-lead official question reviewer, I'm now ineligible.) I pick up my Art Show entry, and we make another run at the Goodie Store. Hey, it's time for the Worker

Party! For the many people who've worked at least two 1/2 day stints . . . the people who actually make this event happen, this is a special party with door prizes in recognition of their critical contributions. We UPS a big box of our loot back home. We do the final 2002 Parade Staff Meeting and share our "What Worked as Well as We Wanted/What Didn't" insights with the various 2003 Parade Committee folks.

It's the finale, the Victory Banquet . . . the week seems like it just got started, how time flies! Betty has taken 2nd Place in the Ladies 928 Tech Quiz, her first time competing. There are V.I.P. speeches and the coming "4th model line" is hinted at . . . probably a front-engine V8 GT car, to share some parts with the Cayenne. Porsche AG Marketing acknowledges PCA's part in the Porsche owner experience, and then sends a clear sig-



Scott Mayer (2nd from left) getting his award



Basque Dancers at the Autocross Banquet

nal of their concern about owners of the Boxster and Cayenne receiving a more full welcome in PCA. By?? Mentioning that they had not 'recognized' several Boxster Clubs that have recently popped up . . . that Porsche AG has so far, remained loyal to PCA as the exclusive factory-authorized club in the USA . . . to give PCA (us) time to take necessary actions. (Editor's note: Gee, I certainly hope that our area is not guilty of slighting Boxster owners in any way, shape or form! We have a lot of Boxster owners in our club.) They mention the new PCA Boxster Registry as an example



Betty and her Championship Award

of PCA making progress. It was said so calmly, you just knew the speaker meant it. This is the first open warning, "shot across the bow" I've ever

publicly heard from Porsche AG about their relationship with PCA. I know the factory has a lot riding on their new models, and I've always considered inclusion a desirable goal for any car club. When you get right down to it, the actual level of member participation is the heart of soul of things, isn't it?! Currently, there isn't even a mission statement for inclusion or maximizing member participation in PCA. Looks like it's about time to create that, it's maybe just-in-time? And the Special Interest Groups (S.I.G.) are suddenly quite important, do you even know they exist? Maybe we could start on those, here in Nord Stern, now? Or? Consider that our ex-



Betty up on the BBB Hill Climb course (PCA's only one) with the city of Boise 4,000 feet below!

clusive status with Porsche AG is "at risk" and with it our privileged posi-

Continued on page 20



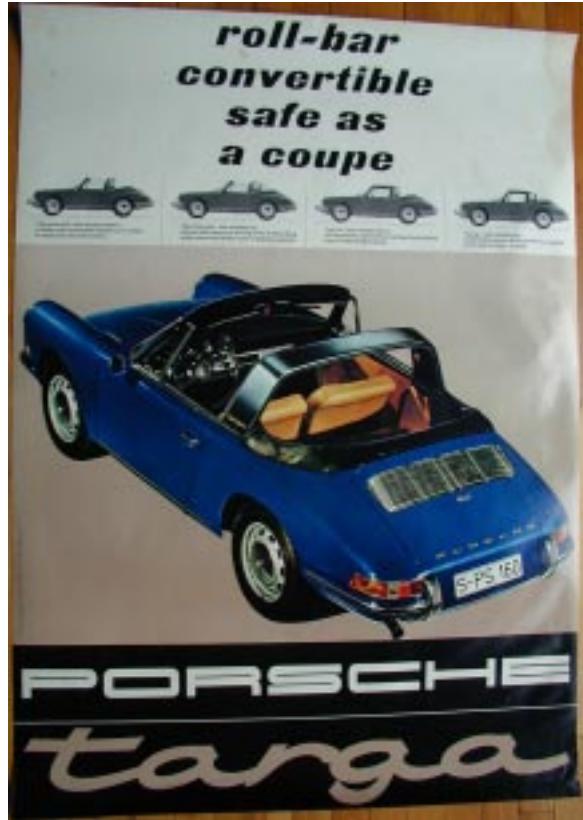
Porsche Collectibles: Early Showroom Posters for the Porsche 911 & 912

by Prescott Kelly, Connecticut Valley Region (from **THE WINDBLOWN WITNESS**)

Last month we took a look at the early factory racing commemorative posters, 1965 through 1970, that featured the Porsche 911. In that same era there were some very interesting showroom posters. In the sixties and early seventies, the factory issued relatively few showroom posters compared to the years after about 1975. They were not instantly collectible, so large quantities did not survive. That combination does make them collectible today - especially for the owners of the cars depicted, the early 911s and 912s.



With a red coupe across the top, a green-toned B&W photo on the lower left, and a yellow coupe on the lower right, this was probably the introductory poster for the 911.



Called "Blue Targa" this poster played out the features of the soft-window Targa when it was introduced in the four little photos across the middle.

Somewhat unbelievably, we don't know of a 911 poster before the one we illustrate here from an old snapshot. We attribute it to 1963-64, because the artwork at the top was also used on the first 901/911 sales brochure from 1963. Thus we consider it to be the introductory 911 poster for the U.S. market. It is in a horizontal format that shows a red 911 across the top half with big red 911 numerals. The lower left has green-toned black and white front and rear photographs with

green 911 numerals. The remainder of the bottom half of the poster has technical specifications in very small type, then a three-quarter rear view of a yellow 911 in the lower right corner.

What we believe is the second 911 poster depicts a red early 911 over a green block - a designer's concession to get a horizontal depiction of the car on a vertical poster. Across the top are a series of numbers: "6" to denote the number of cylinders, "5" to denote the number of forward gears, "130" to denote the engine's horsepower in the German DIN method of measurement (about 145 in our SAE hp), "210" to denote the car's top speed in kilometers per hours (about 130 mph) - all these numbers in green. The last set



of numbers was a red 911, above which was written in small type the old 356 advertising tag line, "driving in its finest form."

We are pretty sure that the next poster is in fact the introductory poster for the Porsche 912 - dated in the fall of 1965 for the 1966 model that succeeded the Type 356 C/SC models of 1965. This poster shows a black and white photograph of the car in side view on an uphill angle, under which is printed the numerals 912 three times, in green over purple over red. At the top is the advertising copy, "The Porsche, in its unique combination of profile, character, and elegance, is an automobile for the

Left: This is the introductory showroom poster for the 912 - the price leader model which mated the four-cylinder 356SC engine to the 911 body and running gear.

connoisseur and expert alike - and it is an open compliment to your way of life. Today, Porsche presents the Type 912." In smaller light type, just over the photo of the car is additional information: "flat four engine, available with 4 or 5 speed transmission, top speed 115

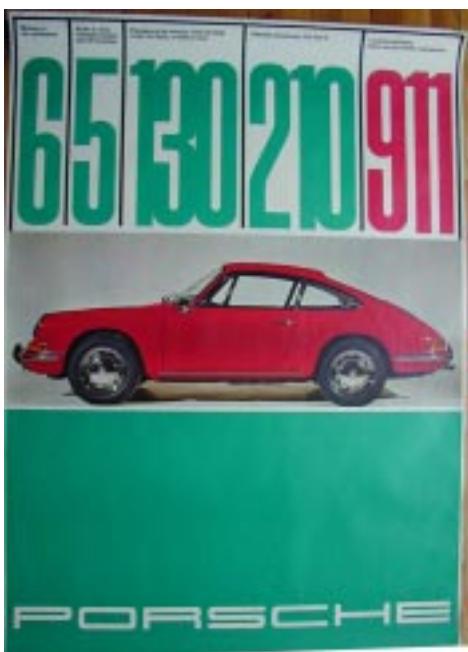
mph, big luggage compartment" (obviously written by an advertising copy cub that hadn't yet used the trunk).

In 1967 two of most collectors favorite showrooms were issued. The first choice is usually the brilliantly colored "sunburst" Targa poster with its bright orange-red background. This poster is a worthy successor to the painterly/impressionistic, brightly colored posters Erich Strenger did for the factory in the 1950's. The white Targa rests at the focal point of this horizontal poster in front of a color burst of yellow, orange, and blue. At the top in big white letters it simply says "Porsche" and "Targa." Across the bottom it says, "the detachable soft top and

fold down rear window give the targa [sic] special comforts not usually found in a convertible."

The second of the popular 1967 showroom posters is called "superb... sporting" after the legend printed at the top of the poster. In it a red 911 is depicted as a street car on the left half of the poster (that's the "superb") and as dirt covered rally car on the right side (that's the "sporting"). This focus on the dual nature of the 911 may not have been subtle, but it was accurate. Of minor interest is the fact that this is one of the three posters printed in 1967 on coated ("glossy") paper stock, a relatively new undertaking for the factory.

Another glossy stock poster showed a dramatically posed red coupe on a black background. The



This 1964-65 poster probably served to advertise the features of the 911 to the US market, keying important advertising points to the numbers across the top.

Continued on page 25

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

Unser Leiter

... continued from page 5
switch! - What!!" And so on. Well, they say that racing is full of surprises, but I have to think that something like this could only happen at BIR.

By the time you read this, the race may be old news. But we will also have had the Afton Concours, a DE at Road America, and the 356 Registry will have had their North Coast Holiday in Duluth. I hope everyone has a chance to go to at least one of these events.

And if you head up north, watch out for a deer with a big bruise and an electrical engineering degree.

Parade

... continued from page 15
tion as the premier purveyor of the Porsche lifestyle in the USA, perhaps some food for thought? Afterwards we have Porsche people at our hotel over for champagne, the nectar of victory, and we celebrate a great week ... we party until 1:30 a.m!

Sunday, we get up late, scramble to the airport just after noon. We turn in the Taurus, it's gone from 100 miles to 700 miles 'on the clock' ... we're headed back to Minneeeeosoota. Next year it's Tampa, and then Ft. Worth for 2004, it's looking like Hershey (PA) for 2005. As the NWA A-319 rushes eastward Betty leans over and says "Best Parade ever." I

agree, and quietly set sights to top all this, somehow, next time we're at the Porsche Parade EpiCenter of things ... that will be the final week of June, next year, at the Saddlebrook Resort in Tampa. See YOU there!



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**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.**

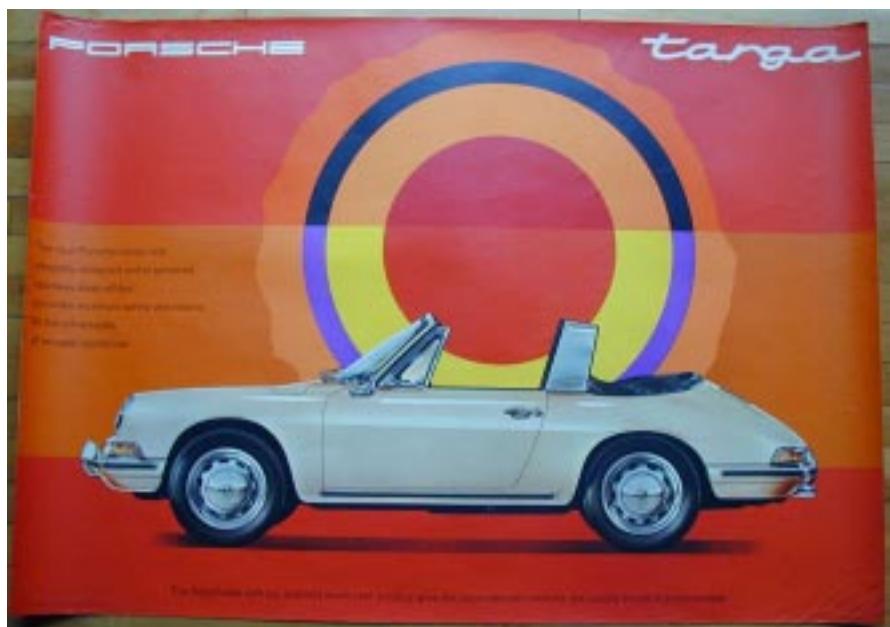
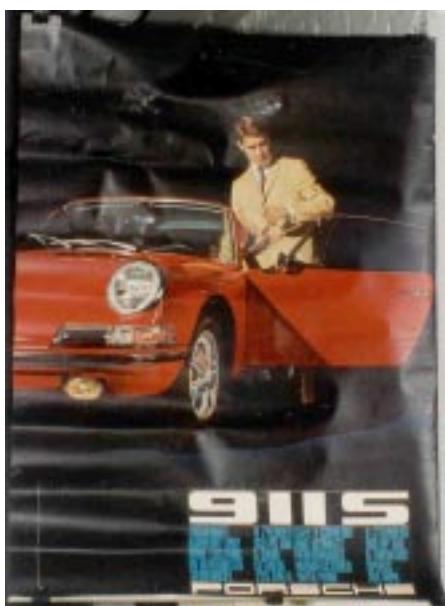
With a red coupe on a black background, this is the introductory poster for the S variant of the 911 for the 1967 model year. It is very difficult to obtain.

Posters

...continued from page 17

Porsche had new wheels, never before seen: Fuchs alloys in plain silver, without the black between-spoke paint that started in 1968. That is the clue that it was the introductory poster for the 911S. It is depicted here from a snapshot taken years ago by Tony Singer, just before he sold the poster to someone other than me (I forgave him and we're still good friends).

The last poster for this trip is called the Blue Targa poster. This poster depicts a soft-window Targa from the three-quarter left rear perspective. The headline says, "Roll over bar convertible safe as a coupe." The four small black and white photographs detail the flexibility of the Targa top in its variants: top off and rear window down, top off and rear window up, top on and rear window down, all closed. The zip-out rear window was probably a very good idea, but esthetics led to the



This very attractive poster belongs in all ephemera collections. It features the new Targa top 900-series. It has a brilliant red-orange background against which the white Targa stands out proudly.



This poster emphasizes the dual nature of the 911 as a street ("superb") car and a competition ("sporting") car in a dramatic advertising conception.

fixed glass rear window starting with the 1969 models.

After a few months off to look at other collectibles, we will return to look at a selection of more 911 showroom posters, coming forward even into the 1990s - and then some of the later 911 racing posters, keyed mainly

to endurance racing and Porsche Cup / Carrera Cup commemorations.

Questions, ideas, suggestions, comments should be directed to Prescott Kelly. Email is best to KellyCT@optonline.net or mail to 16 Silver Ridge, Weston CT 06883.

928s Converge on Wichita

by Jerry Gebhard, HCR Membership Chair

It seems like history repeating itself. What were the words to that song? “You don’t know what you’ve got till it’s gone.” The 928, the first car designed entirely from the ground up by Porsche, originally destined to be the successor to the 911, ignored by the 911 purists as “too big and luxurious to be a Porsche,” last produced in 1995 in small numbers. The 928 is finally coming of age.

Ask any of the 928 Owners Club members that attended the first annual 928 International Convention in Wichita, Kansas on July 14,15,16. They’ll tell you why they drove from places like New York, Connecticut, Pennsylvania, Oregon, California and yes, Texas. This car is special.

My son and I made the trek because this was one of those events you have to do at least once. You need to meet those people whose emails you

see daily. The people who helped you figure out the crazy tail lamp warning light problem, whose parts you stuck on your car, who promote the 928 with aftermarket accessories that Porsche never thought about.

There we were, heading up I35 on Friday morning, packed for the weekend ahead. Our first stop was Hallett Raceway in Oklahoma. Friday was a special 928 track day. We wanted to

make it to Hallett to see some of the nationally known drivers run the track.

Eight hours of driving, especially when it involves driving through Oklahoma City, (which has to qualify for the roughest section of I35 anywhere) can wear on anyone, even when you're driving one of Stuttgart's finest GTs. My youngest son and I came rolling into Hallett just in time to find out that there had been a blown

motor and there was oil all over the track. The track was closed for the rest of the day. With temperatures hovering around 100, I didn't hear anyone complain.

"Oh well," we thought, "at least the remaining drive will be exciting." Adrenaline flows freely when you're in the middle of a 928 caravan rolling up I35. Being part of the caravan was a great way to finish the drive. It gave us that extra boost of energy we needed for the final two hours. We arrived at the Wichita Hyatt hotel about seven o'clock. The Club had arranged for a welcome party at the Hyatt. Once checked in, we picked up our welcome packet, grabbed some munchies and headed to the basement of the convention center. Cleaning the



car was a necessity and this was our time. Once completed, we pulled the car into the convention center for overnight storage. This was a show after all. The main convention center floor would be open to the public on Saturday and this car would be on display. Those grasshopper remains stuck to the window would not be a welcome sight!

Saturday started with a 3-hour technical session hosted by Mo Zahr



of Best Mechanical Shop. A panel of 928 experts from across the U.S. answered questions and offered insights into the care and maintenance of these special cars. At noon the convention center opened to the public. It was a first. Where else could you find over 60 928s under one roof, under the lights, for your viewing pleasure? We took plenty of photos and just allowed ourselves to take it all in. Did we convert any people into 928 enthusiasts? I think so.

As the afternoon came to a close, the entire group of cars headed out of the convention center. It was time for the annual Automobilia Moonlight Car Show and Street Party, an annual Wichita car event. This year it attracted over 900 cars of all types. The 928 Club made its presence felt by taking up an entire city block.

Sunday morning, we gathered one last time for a group picture and headed back to our respective corners of America.

The drive back was an easy one. I think it's the normal feeling you get when traveling somewhere. For some strange reason going home always seems to go faster. Especially when you've just experienced a great weekend.

First Person Report: The Moderne Up Close and Personal

by Jerry Gebhard, HCR Membership Chair

Travel 500 Miles to see a kit car? What do I look like, a person with nothing to do? That would have been my response to Horizon's Editor Dan Germain's request on any given day of the year. But this week-

end was different. July 14th, 15th and 16th happened to be on every 928 owners calendar—the first annual 928 Owners Club International Convention. Dan promised that this would be a unique opportunity to see a car that



very few have seen. "As long as you're going to Wichita, Kansas why not check out the Moderne and let us know what you think," Dan suggested. "It's a rare opportunity to see a very unique car." He was trying to sell me hard. "OK," I said. "I'll check it out, but I'm warning you now, I'm not a kit car guy."

Yet, after a long drive from Austin, pulling into the front drive of the Hyatt I am suddenly surprised. "Dad, what's that!" shouts my son. While I was checking out the 928s parked on my side, he had spotted something special out his side. I turned to look and there it was; wide, muscular stance, bright red and beautiful. There's a hint of a Boxster in that design, or something familiar I thought to myself. "That's got to be the Moderne, the car we're supposed to check out while we're here!" I said.

We parked our car and walked over to check it out. Walking around this car you can't help but smile. (I smile when I walk around nice cars). I smile because I wonder what drives a person to develop something like this. I smile because I know I'm going to have fun this weekend. But mainly, I smile because my son says, "What the heck is it?"

The 928 Owners Club convention weekend was the perfect opportunity for Jeffrey Pink to debut the Moderne. After all, 928 owners would understand the thinking behind the development. Take a powerful German engineered GT car and turn it into a beautiful cabriolet. In the process,

freshen the design taking it into the new millennium. The end result - an affordable, high performance open roadster like no other.

As the weekend unfolded, I saw the car again, this time on display in the convention center under the indoor lighting. I am not a kit car guy, I kept thinking to myself. This thing doesn't look like a kit car. It looks like a concept car. I was starting to like this car! It's not in the same league as the cars I classify as kit cars. The fit and finish were excellent. It looked like a pre-production car you would see at a



major car show. I did not get a chance to drive the Moderne. There was just too much to do in such a short weekend. But I enjoyed checking it out. Who knows, maybe one of our members will get the itch to have a Moderne of their own. Then we'll all have a chance to check it out and even drive it. What do you say Dan?

(Editor's note: This event occurred in 2000.)

Value Covers

... continued from page 36

jor oil spill if you don't. The Turbo valve covers are made of aluminum, and will expand at the same rate as the cam towers, thus decreasing the amount of warpage. The upper valve cover looks very similar to the original magnesium one, except for the fact that it is unpainted. The lower valve cover has fins to improve cooling and also increase stiffness.

If you own a 914-6 or are performing a 914-6 conversion, you need to machine down a section of the lower valve covers on both sides in order to have them clear the rear trailing arms. If you don't do this, then you will not be able to remove the covers without either removing the studs from the cam towers, or dropping the engine. The fins must be machined down about a quarter of an inch in order to accommodate the rear trailing arms of the 914. Machining the covers will not hurt them, and they will still function very well.

When you install the Turbo valve covers, make sure that you use a new set of valve cover gaskets, screws and washers. The valve cover kit comes complete with all the nuts, washers and gaskets. It is important not to over-torque the nuts on the valve covers. I was not able to locate a torque specification in the factory manuals. But I would not torque them greater than 8 ft-lbs. Make sure that you torque them down in a diagonal pattern. It is advised to start at 4 ft-

lbs., and then after all of them are tight, re-torque to 8 ft-lbs.

Well, that's about it. It's a really easy upgrade that should stop one of

the most annoying leaks on a 911. No more smoke coming out of the rear of the car as the heat exchangers burn off excess oil!

Flaming Fall Weekend 2002 Lake of the Ozarks

Flaming Fall Weekend 2002 will be held on October 18-20 at Tan-Tar-A, on the Lake of the Ozarks. Join us at this annual festival of events!

Preliminary schedule: **Friday:** Welcoming party (Brats and more!)

Saturday : Concours a.m.

Tech Quiz (Ric Valegene, Quizmeister) - a.m.

Autocross at Big Sur Waterpark

Banquet with guest speaker

Sunday: Rally - (Jim Vanderveld, Rallymeister) a.m.

Awards and the famous door prizes around noon

Entrant Name_____ Co Entrant_____

Home Address_____

Phone(H)_____ Day Number_____

Home PCA Region_____

Vehicle Year_____ Make_____ Model_____ Color_____

I/We would like to enter:

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Will you be staying at Tan-Tar-A? Yes • No • Please reserve before September 19

When will you be arriving? _____

Any special dietary requirements? No • Yes •

(Two adult banquet meals are included with your registration)

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Please make checks payable to "Ozark Lakes Region PCA" and send before October 4, 2002 to:

Questions? Cara Moist, Registrar

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Upcoming Event

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!

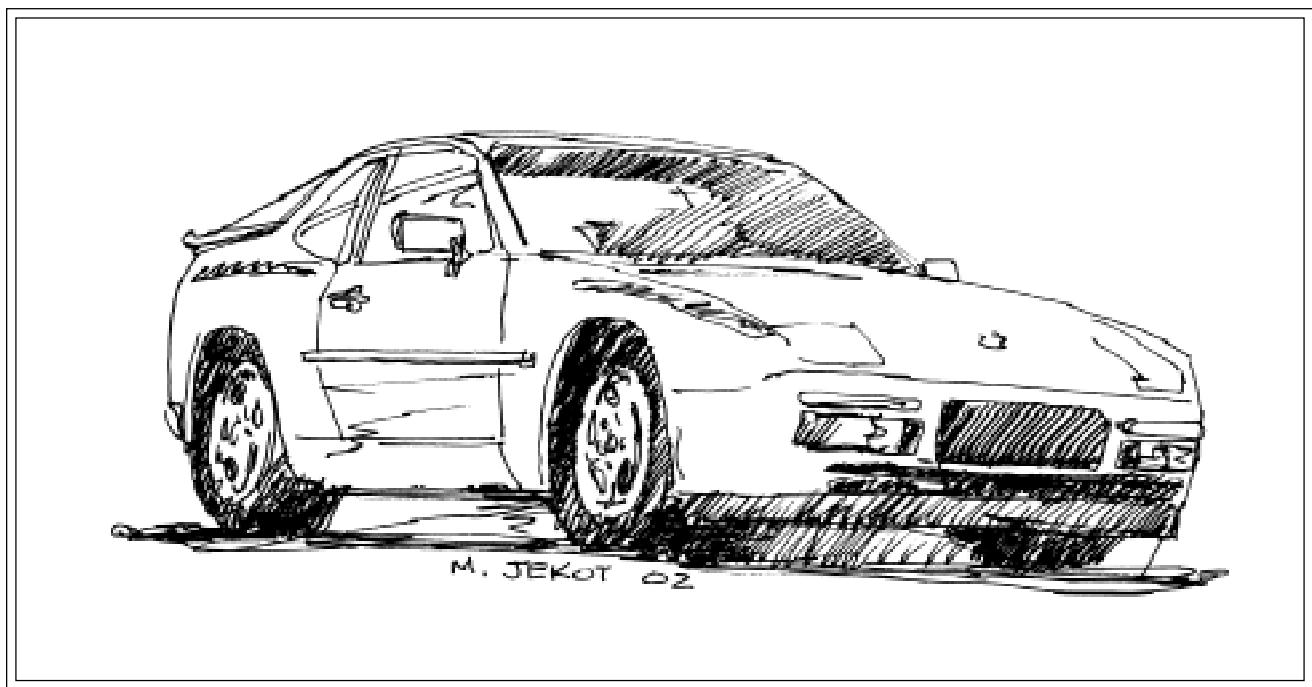
Friday, Saturday, Sunday

Sept 27 - 29, 2002

Headquarters: BlueFin Bay (1-800-BlueFin)

Eventmaster: John Dixon 952 939-9071

or email: eyerack@tcq.net



Want Ads

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 Halloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or email ad to:
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FOR SALE

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Custom built for a 911 with alum deck, cabinet enclosure, elec brakes, drop axles and alum wheels. Excel Cond. \$3700. Parts-1 7/8" ceramic coated headers with walker SST mufflers-\$500, Perf. World-jointed harness bar \$50, Shock Tower brace \$50. Paul Olson Day-320-358-0600, email MN65000@aol.com

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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 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

915 Transmission Shifting Problem, A Technical Question Answered

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

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

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

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

transmission been put together improperly?

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

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

One other thing. You mentioned that you had changed the synchroniz-

Courtesy PCA Editor's List

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

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

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Transmission

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will damage the synchros and the operating sleeve and the transmission will require an overhaul.

Porsche finally rectified this shortcoming by changing the transmission design in 1987 to what they call the G-50 transmission which uses Borg Warner cone-type design synchronizers like those used in American performance cars and most other cars in the world. I really like the G-50 transmission and the way it shifts, but a lot of Porsche mechanics still prefer the old 915 transmission like the one used in your 911SC.

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

Reprinted

from Upfixin der Porsche,

Volume 11

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

Valve Covers: Early 911

by Wayne Dempsey, Intermountain Region (from PORSCHE ZEITUNG)

One of the most common problems with the older 911 is the occurrence of major oil leaks. While some oil leaks are harder to fix than others, the oil leaks that originate from the 911 valve covers are very easy to fix. From 1968-77 the upper valve covers were magnesium. While very lightweight, there is a coefficient of thermal expansion mismatch between the cam tower and the valve covers. In other words, when the engine heats up, the valve covers expand at a different rate than the cam towers. This causes the magnesium covers to warp, and subsequently leak. It is this leak from the valve covers that is very common on the older cars.

If your SC or Carrera is leaking from the bottom covers, the Turbo valve covers that are reinforced will help prevent this leak. Since this is a very common upgrade, it may have already been performed on your car. Check to see if your covers have been upgraded before you order a new set. The newer ones are all aluminum, and the lower covers have fins that criss-cross the outer surface.

To see if your car is suffering from valve cover leaks, take a look under the car and check the bottom of both the left and right valve covers. If there are oil drips there, as well as oil on your heat exchangers, there is a good chance that your covers are leaking.

Check the ones on top too, from within the engine compartment. These are also very prone to leaking. A good way to check for leaks is to clean the entire engine. You can clean the bottom of the engine by taking it to a self-serve car wash that has a degreaser setting on the nozzle. Don't spray any water inside the engine compartment, as there are many things in there that you just don't want to get wet. Instead, use some degreaser on a rag to wipe out the inside of your engine compartment. Please don't dump any degreaser on your driveway, as this pollutes the environment.

If you suspect that your valve covers are leaking, then simply remove them from the engine and check to see if they are warped. If you place the magnesium valve covers on a flat surface, you can check to see if they are warped or not. Even if they don't appear to be warped, remember that they will deform when the motor heats them. If the valve covers are warped, then you should definitely replace them.

The standard upgrade is to replace the valve covers with late 911 Turbo valve covers. This is a bolt-on replacement for 911 owners. Make sure that you empty the motor of oil before you remove the valve covers, as there is a good chance that you will have a ma-

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