

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 7^{th} of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters if credit is given to the author and *Nord Stern.*

Nord Stern membership is \$20 per calendar year. *Nord Stern* subscriptions for non PCA members are \$24.

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 - Ron Faust's Boxster 'Up North' in Nisswa. Ahh, the lazy days of summer - where did they go?! Photo by Ron Faust



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-AND/OR-

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sdvorak@tela.com

Leave your name, address and both home and work phone numbers. Your application will be sent out right away!

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New:	
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Plymouth, MN 55442-2613

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952 544-9591

Brett Dahlgren

Nachrichten vom Editor

Tere we go with more names! I can only feature two years worth of membership: those with five and four years of involvement with PCA and many also with Nord Stern. While I am having fun with this, I don't think I can feature this every year otherwise I wouldn't have room for anything else. But it has been interesting and I hope everyone has found it interesting to see when various other folks joined PCA - sort of a 'who was in my class' type of musing.

Additionally I wanted to make note of the upcoming Holiday Dinner. Plans are underway, the speaker is coming (David Hobbs!) with a very nice location chosen. This is our once a year opportunity to dress up and have fun. So be sure to get this on your calendar. Space will be limited and the event will 'Sell Out' so you will need to register ahead of time and not at the last minute which we are all so guilty of! Watch in the November issue for the registration form!

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1/4 pg. 42 36 26				
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Inside Covers N/A N/A 74				
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Willkommen

Welcome . . . New Members

Ken Ajax Edina, MN 1986 944 Turbo

Peter and **Sue Anagnos** Rochester, MN 1977 911S Rose Red Targa (and returning members!) We hope to see you at upcoming events!

Bob Butler North Oaks, MN 2001 C4 Cab Silver 996

Mark and Barbara Cleppe Shorewood, MN

John Heath Bloomington, MN 1984 Black 930

Letters to the Editor . . .

would like to thank all of the people who helped make Road America 2002 a success.

Dave Anderson, Eventmaster and Rick LaVerdiere, Safety: these guys did a great job of balancing and shifting the run groups to accommodate drivers; NordSterners and out-ofregion participants, and the corner workers and safety people.

Pam Viau: who played several roles and even had time to help out with registration.

Scott and Margo Anderst: who came to the event even though they car was down. Scott also helped with registration.

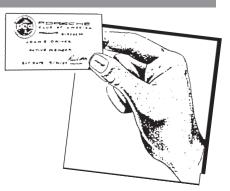
Joe Rothman: who helped me position all of the out-of-region participants in the appropriate groups.

I know I am forgetting to mention some people . . . but thanks again to all who helped.

-Sincerely, John VeLure

Afton. Although we are not (at least I certainly am not) given to the type of preparation necessary to compete in a concours we certainly enjoy the product of other's labor. There was a fine representation of the Porsche marque; classic 356's, myriad 911's, a 914, 968's, 944's and a 924 (a turbo, no less); unfortunately, we saw no 928's in attendance, perhaps next year.

It's always fun to see all these members of the "family" gathered together. My wife was quite taken with both a red 911 turbo and a red 356 (yes, her cars are always red, at present a Volvo S60 AWD), I still don't know which she finally chose for "people's choice". For myself I really liked the '65 911 (also red), reminded me of the first 911 I ever rode in (Landstuhl,



Roger and **Carol Parisotto** Minnetonka, MN 1998 Red Boxster

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



Germany, 1967), but actually cast my vote for a much newer car (I'm a sucker for silver).

We chatted a moment with Mr. Fraguada and met a nice young couple with a beautiful black 911 turbo who are new to the club and very enthusiastic about their Porsche (good for them). Congratulations and thanks to everyone responsible for this event, it was a lovely way to spend a Sunday.

> —Jerry & Carol Mohn '78 SC (silver)

A lthough I was unable to attend, all reports so far indicate the Afton Concours was a resounding success. Sounds like a good number of participants, and even more people went to admire the beautiful cars and hard work of the entrants.

Continued on page 19

Unser Leiter

s the seasons start to change, the club activities shift from outdoor driving and concours events to indoor social events. I've been working with several volunteers to make sure we have our plans in place for the upcoming annual Awards banquet in November and the January Holiday party. These are always a great way to get together with the members you've seen throughout the summer months and reminisce about the great times you've had. Be sure to mark your calendars for the Saturday, November 23rd Awards banquet and the Saturday, January 18th Holiday party. The details are posted later in this issue, so check them out. We have limited space for both these events, so it's important to make your reservations early if you plan to attend.

Every time I watch the Formula 1 races on Speed channel and I hear David Hobbs' unique British accent describing the action I get even more excited that he's coming to speak at our Holiday party. Ron Smith knew that Hobbs resides in Milwaukee where he owns a Honda dealership. Knowing how these things take many months to arrange, Ron took the initiative last March to ask Mr. Hobbs to speak at our event. After they talked, Ron said David was very gracious and would be happy to join us. David will bring his special perspective, wit and humor making this a very special event.

This is also the time of year that we start having regular business meetings again. We'll be meeting on the first Tuesday of the month during the fall and winter. Watch the newsletter Kalender section for details, or contact me at my email or home phone. Everyone is welcome and the agenda is always open.

The main purpose for having the business meetings is to facilitate communication. We are very lucky to have a number of members who donate their time organizing all the activities in the club. But I've found that we have to constantly remember that communication to the entire club takes time and planning. If there is one thing that we need to do better next year it is to get our events planned and into the newsletter sooner. Few people realize that we need to get the date and other details for any significant event to Christie THREE MONTHS prior to the event if we want to make sure it is well publicized. On several occasions we've sent out mailings to bring special attention to scheduled activities, but those cost extra money and forces us to increase fees. I plan to work with Christie, Scott Anderst and the chair people to develop a calendar that includes start dates for planning each of our regular events, as well as newsletter deadlines.

One other important activity is also underway as we enter into the fall season. I've begun to work with the officers and board members to nominate officers for next year. The board and VP are tasked with selecting people to place on the November ballot for the positions of club President, Treasurer, Secretary and Vice-President. Watch for this ballot in your next issue, and please be sure to vote. While these elections do not have the TV ads and public debates that our government elections have, we still want to show our support for the officers who will help the club be successful next year. If you haves questions about the election process defined in our bylaws, or want to know how to get more involved, please give me a call.

Now it's time for me to stop writing and go outside to enjoy some great fall driving!

Kalender

October		2002
1	Business Meeting (First Tuesday of the Month) Carousel Automobiles 6:30 pm	
	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	
Novemb	er	2002
5	Business Meeting (First Tuesday of the Month) Carousel Automobiles 6:30 pm	
	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	
Decemb	er	2002
3	Business Meeting (First Tuesday of the Month) Carousel Automobiles 6:30 pm	
	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 with David Hobbs University Club of St. Paul	
	Eventmasters: Christie & Bruce Boeder 952 593-5544	

On The Road Again . . .

What's For Dinner?

by Bruce Boeder

A smany of you know, for the last two years I've been lucky enough to work with PCA Club Racing as a national steward. One of the reasons I became a steward was to see tracks in other parts of the country that I'm interested in racing at (for instance, Willow Springs - a definite yes, Nelson Ledges- a definite no). In addition, it allows Christie and me to see parts of the country that we might not otherwise see, and meet people that we might not otherwise meet.

Both of those options proved true this past July when I was the steward at the Portland Parade Romp Club Race, held at Portland International Raceway. Neither Christie nor I have ever been to Oregon so we jumped at the chance to visit that state. In addition, we jumped at the chance to see parts of the state that someone attend-



Gary Emory, left and Bruce Boeder taking a peek under one of a number of car covers of a vintage 356 - can you tell winters are nonexistent! Photo by Christie Boeder

ing a race at PIR might not necessarily visit.

We oftentimes try to fly out a day or two early for a race, in order to give us more time to sightsee. That was the case this year, arriving in Portland on Wednesday for a Friday/Saturday

 Fintage race 911s

 Photo courtesy

 www.obsoleteparts.com

race. As usual for a PCA member, we'd scoped out a lot of driving. However, unfortunately, we were limited on what we could rent, ending up with some sort of Suzuki SUV that apparently doesn't make it to this part of the country. I, for one, am not going to rush to the west coast to buy one and bring it back. Our first stop (after eating seafood for lunch, we were near the coast, after all), was McMinnville, Oregon, to visit Gary Emory and his business, Parts Obsolete.

I'd read about Gary in Excellence and the 356 Registry. I'd also visited his website, www.partsobsolete.com. I had a feeling that he was friendly to all people and things Porsche, but had no idea how true that was when I called him from a gas station in McMinnville, looking for directions.



A rather creative use for a rusting 356 door; featuring Gary's company emblem - the phoenix! Photo by Christie Boeder

Gary gave us detailed directions out into the country to his home/shop/ warehouse. The property had been a US Army base from 1908 until 1968. Gary and his wife and kids had moved there 10 years ago, taking over the remaining base buildings, plus building a home for themselves. Gary had been born into the car business, having a father who had been a long time body man, eventually working for one of the major California Porsche dealers. His father never wanted to throw away any parts that he removed from cars that were being fixed in the dealer's shop, and accordingly stored them "out back." Eventually when the dealer moved into a luxurious new shop off the Pacific coast highway, the dealer decided that he didn't want to pay to move the used parts, but rather instructed Gary's father to sell them, lock, stock and fender, to one buyer. However, he couldn't sell the parts to

Gary, as the dealer knew that if that happened, Gary would be gone. Rather, the parts ended up being sold to two young guys who had moved to California from the Midwest, the Aase rebuilding 356s, building vintage race cars, building vintage VWs, and, yes, also selling used and not so used parts. He branched off on his own, and ended up eventually moving to McMinnville. Rod, his son, apparently inherited Gary's father's talents, as the cars he rebuilds and restores are works of art, as can be seen from the pictures accompanying this article. The pictures, however, don't do the cars justice. Among the various projects in the shop were a VW transporter, complete with roll cage and 911 engine, transmission, suspension, and brakes. The four cylinder 911 engined 356 special that Rod and his wife drove to the 1998 Monterey Historics was there. Numerous vintage racers, Porsche tractors, and all manner of other vehicles were around. Plus, used and new parts as far as the

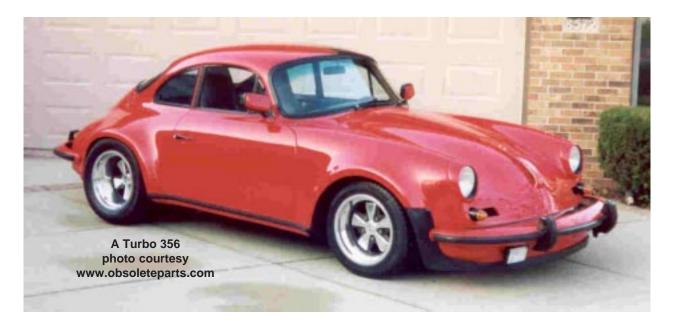
4 cylinder 911 Photo Courtesy www. Obsolete Parts.com



brothers, and that started them on their used Porsche parts business.

Gary, on the other hand, saw a further opportunity to go into business eye could see. You haven't lived until you see racks upon racks of just left doors for 911s, facing racks of right

Continued on page 10



Emory

... continued from page 9

doors or cargo containers holding shelf upon shelf of engine innards! Although Gary was obviously running an extremely busy business, with at least 10 employees beavering away in the shop (they were moving so fast we couldn't get an accurate count of all of them), he still spent almost two hours showing Christie and I around and giving us the full tour. He was a quite the host, sharing many stories along the way. He simply has more energy than you can imagine!

As we were about to leave, Gary asked if we'd like to see the Spruce Goose. I've always been fascinated by attempts to build the biggest, fastest, or most outrageous, but Howard Hughes' plywood hulled biggest plane ever was a sight not to be missed. It turns out that the plane had been moved up the coast from its long time hanger in Long Beach, California in the early 90's and eventually was placed in the Evergreen Aviation Museum, a purpose built museum located one mile from Gary's shop. The term "awesome" is overused today, but that is the only word that can describe this giant plane. For size comparison, a B17 bomber, which in its day was a large plane, is nestled

Continued on page 22



ANNUAL MEETING NOTICE

NORD STERN ANNUAL AWARDS BANQUET Saturday, November 23, 2002

Where:

Sheraton Four Points 400 North Hamline Ave. St. Paul, MN 55104 651 642-1234

Registration:5:15 p.m. startsCash Bar:6:00 p.m.Dinner:7:00 p.m.Program:7:30 p.m.Cost:\$30 per person

Menu:

Roasted Peppered Pork Loin

Center cut pork loin marinated in herbs and Roasted in sea salt and black peppercorns Topped with natural juices.

Chicken Champagne

A boneless breast of chicken Sauteed to a golden brown Topped with a champagne mushroom sauce.

RSVP	by Nove	ember 18	, 2002 to:

Ed Tripet 4428 West Arm Rd. Spring Park, MN 55384

Full Name:

🗖 Pork

Chicken

D Pork

Chicken

Total: X dinners times \$30 each = Total:

Make checks payable to Nord Stern. Questions? Call at 952 471-0065 or email: tripet5@mchsi.com

Afton Concours 2002 . . . Certainly a *'Picture is worth a Thousand Words'* and those "picture-perfect" Cars Were no Exception!

ello, another Concours has come and gone. Once again a wonderful turn out. I'd like to start with saying THANK YOU! to my cochair Jeremy Peterson, and his wife **Dawn**. What a nice couple! They spent a lot of time and effort and certainly helped make everything run smoothly! Thank yous go to George Andeweg and Maplewood Imports/ Carousel Automobiles for their continued sponsorship, to Doug and Susan Arndt and Complete Garage for sponsoring the People's Choice Award. Then, to Scott and Kelley Mayer, photographers extraordinare - thank you, thank you!

I'd also like to thank everyone that helped in the judging, timing, and all the other necessary work it takes to put on this event!

Editor's Note: The day dawned bright and sunny as Nord Stern once again enjoyed one of those 'perfect' summer days. The temperature was warm (not too hot) the skies were bright, Afton and all the cars and people who came to concours or just to watch certainly were in their 'picture perfect' mode. What a great day and the Boeder family had a wonderful time, as we are sure many of us did.

Here are the results:

Class A Full

1ST	Ron Faust	290.5
2ND	Tom Trutna	287.0
3RD	Steve Lindemer	281.0

Class B Full

1ST	Jim Tourtillotte	294.0
2ND	David Potter	285.5
3RD	Sandy Oaks	272.0

Class C Full

1ST	Jim Fease	227.5

Class D Full

1ST	Bob Lunde	288.0
2ND	Luis Fraguada	287.5
3RD	Ron Lewis	286.0

Class A Top

1ST	Paul Coufal	144.5
2ND	Bob Church	142.0

Class B Top

Class D Top				
1ST	Dean Weisbeck	145.0		
2ND	Ed Vasquez	144.5		
3RD	Jon Weiu	137.5		
Class C Top				
1ST	Pam Viau	137.5		
2ND	Jon Tetzloff	135.0		
3RD	Brian Hanson	131.5		
Class D Top				
1ST	Mark Cree	144.5		
Race Class				
1ST	Peter Williams	197.0		
2ND	Geoffrey Boeder	169.5		

by Mitch Berry

Right: Various cars and scenes from the Afton Concours, photos by Bob Viau.

The editor is particularly partial to the #O3 car, son Geoffrey had fun washing it up and driving it over to Afton (the driving part was the important part, in his view).



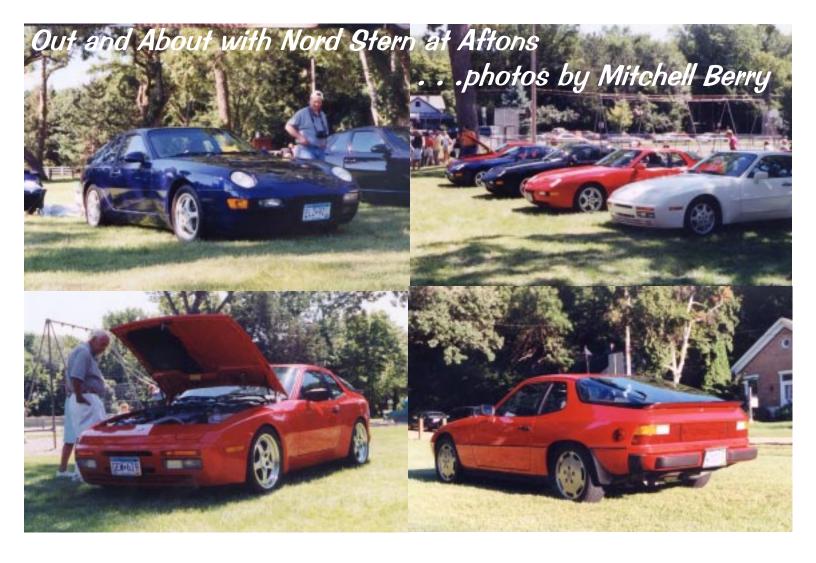
Left to right: Lori Tusler with baby Peterson, Dawn and Jeremy Peterson

Develop 1

tos by Mitchell B

Bob and Mary Lunde with 'Snort' just what does that mean, Bob??

hear



A Monkey Wrench? Don't Even Think About It!

6 6 You know what your 'effing problem is? All you guys who work on these cars. You're all artists!" This tirade came from a Porsche owner who had finally snapped. It seems that he had been the recipient of that certain pinched, disdainful look that only a Porsche mechanic can properly do. You may have seen it. The first time I got it was when, early on in my Porsche owning days, I tried to replace the clutch in my 911. As I was removing the engine and tranny, I very carefully marked everything and took lots of notes. Unfortunately, when it came time to undo the oil lines. I did not have the proper size wrench for the fittings. Rather than waiting until I had the right tool, I pressed on. The next day (after the car was flatbedded to his shop), I had to explain to Denny Akers (the best Porsche wrench in Seattle) that the reason the fittings were rounded was because I had tried using a (promise you won't tell anyone?) monkey wrench to loosen them. Boy, did I get the look then. And I deserved it. Actually, I deserved a beating. But Denny was kind enough to refrain.

Good Porsche mechanics really are artists, with our cars being the medium in which they work. They are a special breed, taking pride in their work and pride in their eccentricities. Each seems to have their own personal favorite Porsche, a specialty of their own. For Bob Viau (AutoEdge), it's the 944 in all of its forms. For Bob Johnson (Johnson Autosport), it's a GT class 911 (preferably one that is REALLY FAST). For Rick Moe (Nurburgring), it's the early 911. And for Aaron Hatz (FlatSix), it's all 911s but especially the 911SC. All are perfectly capable, and even excel at, working on the other Pcars, but there's just a special bond to a particular type

of car. Then each of us as customers gravitates toward the one whose specialty most closely matches our Porsche.

I have owned four 911 SCs (sick, isn't it?) since I first caught the disease in 1994. A yellow '78 SC that became a GT3 racer and outgrew the race budget, a white 83 cab that was a daily driver for Molly in Seattle until we moved to Minneapolis, an orange (original color!) '78 SC that I currently race in the G class, and my current daily driver, a copper brown metallic '78 SC. Not surprisingly, I have ended up as a diehard customer of FlatSix.

Aaron likes all 911s but the SC is his favorite. He has devised a formula for the ultimate road going 911 for daily driving, and I have gradually become a student of this formula. Or perhaps I've been brainwashed. Regardless, here is the formula: Start with a '78 or '79 911 SC coupe (or '77 3.0 Carrera), preferably a Euro non-sunroof, finished in Apple Green Metallic or Petrol Blue, with chrome trim. No tail or chin spoiler. If the car doesn't already have them, install the Euro headlights with chrome trim rings. Wheels should be 15". While Aaron prefers cookie cutters, I like 15x7 & 8 Fuchs. HR speed rated 60 series tires are the perfect comfort/ performance combo for daily use. Lower the car down into the weeds (Bilstein HDs are the only suspension upgrade), and that completes the clean, retro exterior look. If the interior is the original and in good condition, no changes are necessary. If it's plaid or oddly striped, that's even better.

The motor is the heart of the formula. A 3.0L SC motor in it's ultimate form: stock case with 964 oil pump, 9.8:1 Euro-spec pistons and cylinders (circa 1981-1983), the '78-79 heads (these had larger ports than the later SCs), a set of 964 cams, SSIs (stainless steel copies of the early 911 exhaust), and an OEM spec dual in/

single out muffler. When it was in my race car and had stock SC cams, this motor made 204 hp at the rear wheels at 6200 rpm. The cams may be worth 10-12 hp, giving 214 hp at the rear wheels with premium pump gas. And it's very drivable: smooth torque curve with power available everywhere in the rev range. With the weight of these cars being around 2400 (mine has no AC and has crank windows), the power to weight ratio is equal to that of the 993 and nearly that of the '78-89 930. Plus, I get about 20 mpg around town with a heavy right foot.

So I have ended up with an excellent daily driver. Fast, comfortable, reliable, and will not depreciate. It adheres to most of the FlatSix criteria, except that it has a sunroof.

The Porsche factory makes great cars. And if you choose carefully, you can find the right artist to work on yours. Then you may end up with a machine better than you could even wish for. But take my advice: don't go near it with a monkey wrench.

Nord Stern cordially Invites you to this year's Annual Holiday Dinner —Featuring— *David Hobbbs* Saturday, January 18, 2003 The University Club of St. Paul S40 Cedar Ave. Saint Paul, MN 55102 651-222-1751

Join us on the 14th floor of the University with it's superb view of the city as well as the Capitol Approach, excellent food and of course, the wonderful company of Nord Stern!

> Be sure to mark your calendar now for Nord Satern's biggest party of the year!

Thanks

... continued from page 5 Our thanks to **George Andeweg** and his wife, **Jeanne**, for the great support that they and Maplewood and Carousel provided to us for this event. Thanks also to **Doug** and **Susan Arndt** for the support of the Complete Garage Peoples' Choice awards.

I'd like to thank the volunteers and judges who came and pitched in to make the event a success. Of course, it wouldn't be an event without the participants who put in great efforts cleaning and showing their cars.

And special thanks to **Jeremy Peterson** for all his hard work as eventmaster. He volunteered to organize this when **Mitch Berry** was not going to be available, and he put many hours into the effort. Jeremy may only have been with the club a short while, but he embodies the great spirit and enthusiasm that makes this club successful. Without his help, and others like him, we wouldn't be able to have these events.

If anyone has details on the history behind this tradition, let us know. I'm digging through the archives and I believe this type of event goes back to the early Sixty's. We want to make sure we get the background and keep this tradition going strong.

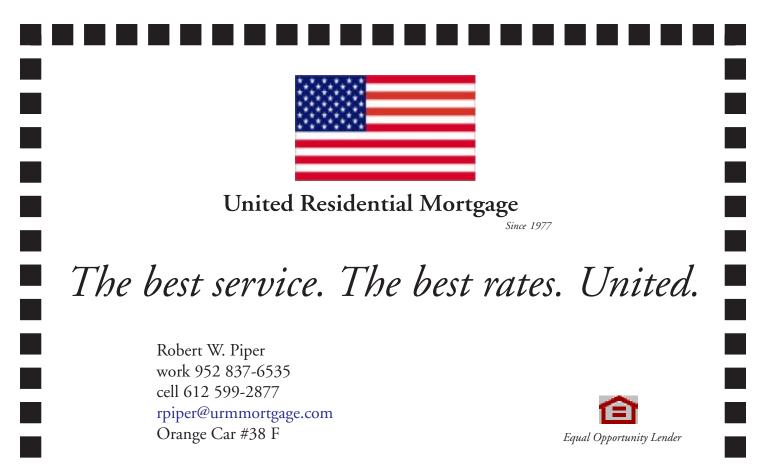
-Mark Skweres, President

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 eperience 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!

Bill Siggelkow	507 282-3970
Gordon Maltby	651 439-0204
Tom Solstad	651 687-0804
Corey Johnson	952 881-2364
Jim Seubert	763 788-2663
Joel Pfister	763 546-4919 (W)
Jon Beatty	952 449-0187 (W)
Jim Bryant	651 730-0009
Mike Selner	651 488-9847
Terry Johnson	651 731-4540
Roger Johnson	763 557-9578
Brian Smillie	651 436-7196
Kim Crumb	952 881-0113
Bob Lunde	763 421-3770
Mike Bowers	
	Gordon Maltby Tom Solstad Corey Johnson Jim Seubert Joel Pfister Jon Beatty Jim Bryant Mike Selner Terry Johnson Roger Johnson Brian Smillie Kim Crumb Bob Lunde



Emory

... continued from page 10 under the tail of the Spruce Goose, not unlike a model train under a Christmas Tree. For more on the museum and Howard Hughes' white elephant, visit www.sprucegoose.com.

Christie and I hot footed it from there to the Oregon coast. However, we weren't looking for beaches as much as we were looking for salmon dinners. We found a wonderful dinner in a little restaurant known as the Riverhouse, in Pacific City. Fresh salmon, wonderful trimmings, and good wine, all served in a little 6 table restaurant (we kid you not, tiniest place we have ever enjoyed such a gourmet meal), perched on top of pilings to keep the restuarant above the annual spring floods.



More cool artwork found on the grounds at Gary's place. Photo by Christie Boeder



The next day Christie and I jumped in the car and drove to the other side of Portland to visit Bonneville Dam and the Columbia River gorge. The Bonneville dam is an engineering marvel, built during the height of the

> Depression to both bring jobs to this depressed area as well as provide power for Portland and Seattle. The fish ladders were particularly interesting, providing the opportunity for salmon (get the drift here?) to swim upstream despite the monster dam. The fish ladders had been constructed with viewing windows built into the sides. In the short period of time that we spent watching at the windows numerous large salmon swam by that would have been trophy fish if taken out of Lake Superior.

The return trip to Portland was along the Washington side of the Columbia. Although the Oregon side was an interstate, running almost as shore level, the Washington side was a two lane road, running oftentimes high on the hills along the river gorge. Oh, to have had a Boxster or our TT roadster or even a convertible Suzuki . . . still a very fun drive, nevertheless.

Back at Portland for the club race (yes, there was actually a club race). Long time Nord Stern members Hank and Phyllis Godfredson, who have moved to Colorado were in attendance and joined us for dinner. Dave Weisel had recommended Salty's, a wonderful restaurant right on the Columbia river, midway between the race track and the airport. Did we have salmon again? Yes, of course. In fact, we went back a second night, the food was so good. The racing wasn't bad either, but that's another story for another issue. All in all, three out of four nights, it was salmon for dinner!



Left: Scrutineer Lance Weeks from Salt Lake City has a very, very big grin as he runs a session in the Donnybrooke Spec Racers during this past summer's 10th Annual Nord Stern Club Race held at Brainerd International Raceway.

Below, other very satisfied Spec Racer participants.

Bottom left: Team Lutefisk - Bob Fleming, Pat Moyle and Bruce Boeder take a moment from their hectic racing schedule under the Johnson Autosport tent.

Bottom right: two Spec Racers coming around Turn 10 at Brainerd. All photos by Lee Jacobsohn Out and about with Nord Stern at Blackhawk Farms

Dave's Art of Racing display at this summer's Nord Stern Club Race lots of neat racing prints!

Art of Racing

808

Bobby Piper

hones his auctioning skills at the Club Race Live Auction to benefit Courage Center Lots of hanging out at the track waiting for the Live Auction to begin at this year's Club Race

> Coming around Turn Ten at Brainerd International Raceway

Dave Schaal on track at Blackhawk Farms

and the second second

Bobby Piper and his 1979 911 SC #38 better known as the "Great Pumpkin!"

74

38 0



Tech Quiz

Test Your Knowledge: Tech Quiz

compiled by Mary Anne Nowakowski, Chicago Scene

- 1. Porsche has announced that the Cayenne model is due to be launched in the:
 - A. Summer 2002 C. Winter 2003
 - B. Fall 2002 D. Summer 2004
- 2. The Porsche Cayenne will be available in the following versions:
 - A. Cayenne Cabriolet C. Cayenne
 - B. Cayenne S D. Cayenne Turbo
- 3. The Cayenne S will accelerate from 0 62 miles per hour in:
 - A. 20.3 seconds C. 7.2 seconds
 - B. 12.2 seconds D. 5.6 seconds
- 4. The Cayenne Turbo will accelerate from 0 62 miles per hour in:
 - A. 20.3 secondsC. 7.2 secondsB. 12.2 secondsD. 5.6 seconds
- 5. The Cayenne will have a towing limit of:
 - A. 2,700 lbs C. 7,700 lbs
 - B. 5,000 lbs D. 10,000
- 6. The overall length of the Cayenne will be:
 - A. 13.6 feet C. 18.6 feet
 - B. 15.6 feet D. 20.6 feet
- 7. Porsche will produce approximately what number of vehicles during the first year of production?
 - A. 5,000 C. 25,000
 - B. 10,000 D. 50,000

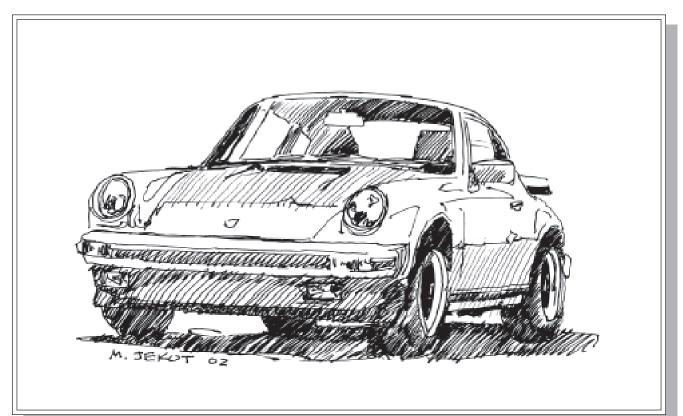


- 8. Cayenne vehicle production will take place in?
 - A. Leipzig, Germany
 - B. Berlin, Germany
 - C. Zuffenhausen, Germany
 - D. Neckarsulm, Germany
- 9. Cayenne engine production will take place in?
 - A. Leipzig, Germany
 - B. Berlin, Germany
 - C. Zuffenhausen, Germany
 - D. Neckarsulm, Germany

A really interesting fact: Cayenne ground clearance may be modulated by Porsche's Adjustable Air Suspension. The driver may adjust the ground clearance from 6.18 inches to 10.75 inches for technical off-road maneuvers below 19 miles per hour.

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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 Hilloway Rd. W. Minnetonka, MN 55305

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

FOR SALE

1986 Prussian Blue 928S

It has 121K miles, an S4 engine installed August 2000. The engine had 56K miles when installed. The car is automatic transmission. It is drivable, but needs transmission work. A good project car. \$2500 or best offer. dneesan@hotmail.com or 763-221-7458. Dave Neesan

1998 28 ft. Pace Race Car Hauler

Low Miles, mint shape.Hydraulic tongue, generator, propane, hot and cold water, refrigerator, microwave, stereo, marine toilet, stainless steel countertops, built in Snap-On tool chest, Awning. Tag-along. Very nicely balanced. \$30,000 in receipts, built by pace dealer. \$12,500. For photos call or email Dave Arundel W 952-380-5929. C 612 308-2807. darundel@goredline.net.

18" Wheels

8 and 10 X 18 genuine Porsche hollow spoke wheels fit 993, 996 narrow bodies and other Porsches. Lighter and stronger than most other wheels. \$1200. Ron Lewis 952 932 0505 or email at NicolaiL@aol.com. **1973 914 1.7L Motor**

Rebuilt to 1.8L. Weber carbs. SSI heat exchangers and new muffler.

Rebuilt side shift transmission. Original 'red' paint and original bodywork. Lots of extra parts if interested. \$5,000.

Extra 914 items

Recently rebuilt 2 liter motor, stock 1.7 motor with fuel injection, side shift transmission, front and rear deck lids, dash and some interior parts, a set of 4 factory 914 fuchs rims and a set of 4 steel rims with Pirelli tires. Contact Damian for more details and prices. dtkostron@eandc.com, 651-714-4512 (eves).

1998 Audi A6 Quattro Tip 53,500 Mi Silver/Black Leather Very good condition. \$19,000 (952)361-6434.

1987 944 Turbo

73,000 mi Stone Grey Metallic/Burg Leather Mobil 1, Drilled rotors, Fun to drive \$8,500 (952)361-6434.

1987 924

Red, \$500, needs wiring. Rod Elsing 507 376-5979.

1988 944 Turbo S

Red/Camel/Limited Production with larger turbo & breaks, Koni Shocks/ Air/Blaupunkt 10 disc CD & Tape Stereo with equalizer/power windows,roof,seats,windows,steering/ ABS/67,000 miles/ stored winters/ new front paint/no chips/bright headlights/upgraded AC/like new Yoko Z-rated tires/cruise/excellent maintenance/no smokers/records/ very clean/Super Fast, clean and smooth. rlblamey@charter.net or 920-451-5810.

Trailer/911 Parts 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

993 Street/Track Suspension

This suspension, used to set a track record at CBIR, is still very streetfriendly. 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 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, 952 888-7621.

lechnische Maerchen

Steve's Tech Corner: Bilstein PSS-9 Installation for the 993

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

ecently I had the opportunity to Ninstall Bilstein's newest suspension system, the PSS-9 system on a 1996 993 C4S. The PSS-9 system (Professional Suspension System) is a fully adjustable monotube gas shock absorber that provides nine separate compression and rebound settings. Each shock has two separate coil springs of varying spring rates to provide a truly progressive rate (see image #1). The main goal of this new system is to maintain ultimate control between the wheels and the road. something previously only available with full custom race setups. I knew this system was going to be a great improvement to an already excellent vehicle, but I couldn't wait to get it installed and "test drive" the car.

the details. Read the instructions and put it in. That is all there is to it.

However, the rear suspension was a completely different story. The directions supplied by Bilstein indicate that the top of the rear shocks are attached to the stock rubber shock absorber mount. The first problem with this is that the mount is designed to support the force of an isolating shock absorber only, not the entire weight of the car. The second problem is that the top spring perch is flat and the bottom of the O.E. shock mount is not. it is concave. The last problem is that a main wiring harness runs directly above the right shock shaft, and failure or distortion of this rubber bushing could put the shaft right through the wiring harness, which would re-

sult in an in-

stantaneous

electrical melt-

covering these

problems. I

made some

phone calls to

have already

After dis-

down.



I started with the front suspension, which seemed to be a no brainer. I was right; the front suspension was very straightforward. The installation was so uneventful I don't need to go into installed this system. Most were either machining the bottom of the O.E. mount flat or installing a spacer. While this method would work, I was still not comfortable with the support ca-



Steve Grosekemper, shop foreman at Dieter's Porsche and BMW Service. San Diego photo by Skip Carter

pabilities of the rubber mount as well as the issue of clearance with the wiring harness.

It finally dawned on me to call the Bilstein tech department. They had always been very supportive in the past, and I was curious if they were aware of this situation.

I was told the PSS-9 system is a motorsports kit and may need modification for exact fitment. He was right, it was definitely going to need modifications to work. Lou, from tech support, agreed to come down the next morning to look at the problems. My solution was to simply install a solid monoball upper shock mount similar to the setup that a Euro 993 RS uses -Lou agreed. After several different fitments, the best part for this application was E.R.P. monoball plates with 10mm x 35mm aluminum spacers installed between the monoball and spring perch (see image #2).

These units can be ordered through Performance Products. They seemed

Continued on page 32

Technische Maerchen

Bilstein

... continued from page 31 to work best because of their low profile, which gave sufficient clearance to the wiring harness (see image #3).

With the top mounting issues taken care of, the installation was running smoothly again. The settings for spring perch height needed to be changed slightly from Bilstein's specs. The front height needed to be lowered about 20mm and the rear about 15mm from the suggested spring perch height to get the look I was after. The final height I set the car to was stock Euro 993 RS plus 10mm in the rear. 993 RSs are roughly 50mm lower than USA versions.

After a corner balance and competition alignment, the car was ready for its first test drive. It handled wonderfully. While the car is quite low it does not bottom out or feel excessively harsh on rough roads.

Whenever you upgrade a suspension system there is always a "give and take". You get better handling at the cost of ride quality. I can truly say that this system gives the greatest improvement in suspension control with the smallest compromise in ride quality that I have ever seen. Time for another test drive! Good luck.



