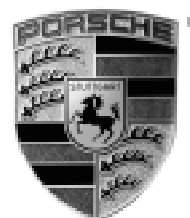


N O R D S T E R N



November

2002

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

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Front Cover - North Coast Holiday 356s line up ready to tour to Split Rock Lighthouse, Duluth's lift bridge in the background.
Photo by Ron Faust

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ADDRESS CHANGES

—AND/OR—

HOW TO JOIN NORD STERN & PCA

Call Susanne Dvorak at
763 559-8098

or email:

sdvorak@tela.com

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

Address Changes:

Name: _____

Old: _____

New: _____

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

Annual Dues are: \$20
January - December

Addresses available upon request for chairperson/s or Board members.
Call Christie Boeder 952 593-5544.

Nachrichten vom Editor

Well, I am getting closer to the end of the list of members! This month features PCA members joining in the years 1999 and 2000. Fun to see.

But, more importantly this month I want to introduce a new member who saw a need and has stepped forward to begin a new 'program' or committee for us. I am so excited to have **Chris Harbron** take on the task of welcoming new members, with the goal of personally contacting and inviting members to upcoming events. She has named the program, the Ambassador Committee and has begun making those calls. *This is exactly what I think everyone needs to keep in mind; when there is something you want the club to do, then get in there and help out! Just do it, as Nike says! Thanks, Chris!*

1999	MARK S BRABEC	1999	RICHARD HASCALL	2000	DARIN J SZABO
1999	BRIAN S DETERMAN	1999	THEO A GOUDSMIT	2000	JEFFREY J SMITH
1999	CALVERT TOWNSEND	1999	STEVEN E ODLAND	2000	PAUL D THAYER
1999	CHRIS HEFTY	1999	JACK WEGMANN	2000	SCOTT L ROTH
1999	JOSEPH M STOCO	1999	JOHN T ZIMA	2000	JON MC DONAGH
1999	TODD PKNETTEL	1999	JOHN V DODD	2000	KEVIN AMUNDSON
1999	MARK JOHNSON	1999	MARSHA DRAKE	2000	SEAN STAPLETON
1999	STUART D MANNING	1999	PETER D WHELAN	2000	PATRICK J KELLY
1999	SCOTT C GJERDINGEN	1999	STEPHEN FLANIGAN	2000	PETER A LOOBY
1999	MICHAEL J MARGITAN	1999	WARREN STANCHFIELD	2000	JON T NELSON
1999	DAVID GURNEY	1999	DENNIS V KRUSE	2000	BRUCE D BATES
1999	MICHAEL BOWERS	1999	BRYAN ANDERSON	2000	SCOTT E ALVIN
1999	EDWARD TRIPET	1999	STEPHEN L HUBBARD	2000	SULAYMAN NJIE
1999	THOMAS CHOI	1999	MARK D SEARLS	2000	JEFFREY A JOHNSON
1999	JERRY LARSON	1999	WILLIAM HOUGHTON	2000	RICK JOSTROM
1999	CURTIS S BEAUMONT			2000	KENT E RICHEY
1999	STEPHEN J GARSKE	2000	DOUGLAS MILLER	2000	MICHAEL JEKOT
1999	JAMES FEASE	2000	TIM HORAN	2000	RILEY H ROGERS
1999	TERRY CARTER	2000	BRIAN P HANSON	2000	CHRISTOPHER WEBER
1999	WILLIAM J ROCHE	2000	DICK MC CASKILL	2000	WILLIAM J HORNER
1999	TERRY A COWGILL	2000	ALAN F HAMILTON	2000	DOUGLAS B KETCHAM
1999	DAVID VANDERKIN	2000	STEPHEN A MICHALS	2000	JAMES R BREAKEY
1999	ROBERT R VIAU, JR	2000	JERRITT W MOHN	2000	TIM PHILLIPS
1999	MARTIN D ZIELINSKI	2000	MARK G SCHWABEL	2000	THOMAS P REINKE
1999	DAVID W THOMPSON	2000	CHARLES STEPHENS	2000	CHERYL D MEESE
1999	SHIRLEY STEFANSKI	2000	DAVID S KNOX	2000	ERNEST S REEH
1999	MARTY KAYE	2000	CLINT J SAWINSKI	2000	LYNDA LEHRMAN
1999	TODD J EDLUND	2000	ELAINE HAYDOCK	2000	STEVE T GAMBLE
1999	MICHAEL S EFFRON	2000	JESSE L SCHWARTZ	2000	ANTHONY WALDERA
1999	KEVIN T STENSURD	2000	JEFFERY B YUNKER	2000	BRIAN C BRICKZIN
1999	TED SCHAEFER	2000	DAVID R PFUHL	2000	JOHN H BOYD
1999	CURT WEAVER	2000	JOSEPH PLUMB	2000	BYRON K JACKSON
1999	TERRENCE ROTH	2000	JON R TETZLOFF	2000	BRENT WINTER-HOLM
1999	ROLAND B VIAU	2000	CHARLES BURNSIDE	2000	JAMES CROWLEY
1999	JOHN A DUSEK	2000	JEFFREY K EVANSON	2000	RANDALL CHADWICK
1999	R. MARCANTONIO	2000	LARRY FOUND	2000	STANLEY WENDLAND
1999	JACOBUS P VROLIJK	2000	LARS KUEHNOW	2000	MIKE COURTNEY
1999	MIKE CIHLAR	2000	JOHN A BERGER	2000	WILLIAM M HAEG
1999	G RICHARD FERGUSON	2000	JACK BENEDICT	2000	MICHELE D PERPICH
1999	ROBERT W LUNDE	2000	SHANE FERGUSON	2000	RON BOLTIK
1999	ALAN R MEYER	2000	JOSEPH M ABBOTT	2000	ROBERT OLSON
1999	ROBERT A WELCH	2000	DANIEL W LINDSEY	2000	ARIS KEKEDJIAN
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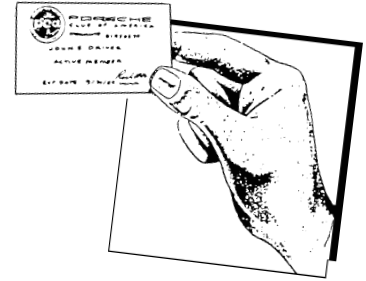
Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84
Ad Sizes:			
Full Page:	7" wide x 10" High		
1/2 Page:	7" wide x 4-3/4" high		
1/4 Page:	7" wide x 2-3/8" high		
1/8 Page:	2-1/8" wide x 4-3/4" high		
Back Cover:	7" wide x 7" high		
Color:All ads appear in black and white			
All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.			

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Johnson Autosport	IBC
Leighton's Garage, Inc.	24
Maplewood Imports	7
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Nurburgring, Inc.	20
Peterson Pools & Spas	BC
Pinnacle Signs	10
Royal Tire	19
Sears Imported Autos	12
United Mortgage	25

Welcome . . . New Members

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



Mark and Shaun Dekutoski
Rochester, MN
2002 Grey 911 Cab, 1988 Red
911S

James and Jenny Fehrenbach
Edina, MN
2001 Boxster

Bryan Hoffmeister
Ely, MN
1988 Black 911 C2

Todd and Elissa Kalman
Plymouth, MN
2002 Red Boxster

Paul and Teresa Loree
Edina, MN
1986 Red 944T

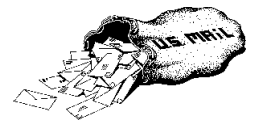
Tom Rempfer
Minneapolis, MN
1988 Burgundy 944 Turbo

William Rose
Hartland, WI
1997 Red 911 Cab

Tom and Genny Swanner
White Bear Lake, MN
1998 Blue Boxster

Dean and Jeanine Weisbeck
Medina, MN
1987 Graphite Metallic 930

Letters to the Editor . . .



Hi all, We had a great time up on the North Shore. Driving and food was the best. Sorry for the rain on Saturday, but I believe things worked out. Suzanne and I want to thank some key players in making the event smooth.

Keith Jones and Jill Daneu made the gifts and Friday night a success. Thanks to both of them.

Next year's Fall Color tour will be 9-26/28th, 2003. Make your reservations ASAP with 1-800-Bluefin. Ask for Cindy. She has blocked a number of rooms.

To keep updated, get on line with Clubtalk, <ClubTalk@NordStern.org>, I will post agenda and information on Clubtalk.

Next year's Saturday dinner reservations are open now. E-mail me to get on the list. 30 in the main room, and possibly 16-20 in the dining room.

First come, first serve! Keith and Susan Jones are in the #1 spot.

Next year, some of you asked to have a box lunch, and a hike somewhere. I think Bluefin or a restaurant in Grand Marais could do this. East Bay Hotel has good chow in Grand Marais.

Any ideas for a good hike north of Grand Marais? Any Questions? E-mail Me (eyerack@tcq.net).

Keith and Jill, Thanks again.

—John & Suzanne Dixon
Eventmasters

Thanks for the kudos, John. Thanks also to you and Suzanne for once again being the official hosts and tour guides to the northwoods. Everyone not only enjoyed the weekend's events, but were very impressed with the way you "arranged" to have Bullwinkle trot out

in front of the Porsche convoy while driving down the Gunflint Trail!

Speaking of the Gunflint Trail, there is a great article about the Gunflint Lodge in the travel section of yesterday's StarTribune. It's entitled "Gunflint Lodge Perfects the Art of Making All Feel Welcome." This statement definitely applied to our group luncheon.

Thanks again to **John** and **Suzanne** and to our partners, **Keith** and **Susan Jones**, for all their help with the 10th annual event. Thanks also to **Mike** and **Gayle Robinson** and **Roy Henneberger** for helping us pull off the "perfect 10" Friday night social. What a team!

—Jill & Fred Daneu

Fall is the season of change, and this year is no different. We just had a high temperature in the 70's yesterday, and tonight we'll have lows in the 20's. By the time you read this many of us will have our Porsches tucked away for the winter. I've been tempted once or twice to drive my 944 all year long, but the thought of those sloppy Minnesota winters always brings me back to reality. And after several long, cold months driving the practical but mundane SUV all winter, I seem to enjoy the Porsche that much more when I take it out in the spring. So now is the time to take advantage of that last warm day to wash the Porsche and put it away for the winter.

You'll also notice that this is the time of change for our club officers, too. Christie is including the ballot for next year's candidates for President, Vice-president, Secretary and Treasurer. Please be sure to take a moment and vote this year. I can speak from experience when I tell you that the candidates appreciate your support. Over the next few months I will be working with the Board of Directors to make sure we have a smooth transition to the new officers. A majority of the same people will continue in their chair positions next year, giving the club continuity in those areas. But, you'll probably see a few new names and faces, too, which helps us get some fresh new ideas into the club.

I'm also in the process of trying to tidy up the club's business, from both a financially and an event planning perspective, so that the new officers will begin the year in a good position. We are a non-profit organization, so one of our goals is to balance the income from membership dues, entry fees and PCA rebates with the expenses incurred running the club. Sue has done a great job as treasurer keeping track of the club's financial details, and it allows me to keep a close eye on how we are doing financially. We've done a pretty good job so far this year keeping the costs aligned with our income. As I write this column, our income compared to last year is down about \$3500 but our expenses are also lower by a nearly identical amount. I have to give credit for the lower expenses to all the eventmasters and chairpersons who kept the club spending within reasonable limits this year. The income from events has been closely aligned with the event expenses, so the only area that we've seen a real impact is from fewer membership dues.

I want to do more detailed analysis on our membership numbers comparing reports we get from PCA national with the membership lists maintained by our own membership chair, Susanne Dvorak. The initial information shows that we've been reducing the number of Nord Stern region members over the past few years. There may be several reasons for this, and the poor economy may be one of them. But one of the odd facts I uncovered is that PCA national records indicate there are 681 PCA members in the Nord Stern regional area. However, our own membership records show that we have only about 435 paid Nord Stern members! We always knew there are some Porsche owners in this area who belong to PCA but are not Nord Stern members, but their numbers seem to be increasing. There are several reasons why this is happening. First, we have members who don't renew their Nord Stern memberships each year but may continue to pay their PCA national dues. Secondly, PCA used to require regional membership chairs to process all new PCA applications, but now Porsche owners can join PCA directly via the web site, www.PCA.org, or pay their renewals by mail and Nord Stern only learns about this via a membership report a month or two later. We haven't made a practice of contacting these potential Nord Stern members and giving them the opportunity to join the region as well. I believe these are among the reasons the base of regional members is slowly eroding.

You may be wondering why we don't just use the PCA's list of members as our regional roster. The answer is both historical and financial. Nord Stern has always charged regional membership dues separate from the PCA dues. The Nord Stern by-laws established this practice when the club was founded. This allows us to provide membership benefits, like publishing a great newsletter, with the money provided by dues. I've found that many other PCA regions around the country do not charge regional dues, but many also offer less general benefits. In those cases, each region must find ways to either generate more income via sponsorships or higher entry fees, or cut back on expenses and offer less to their members.

The good news is that we have a way we can identify and try to correct this situation. First, I am going to work with **Susanne Dvorak** to compare our records with those

Continued on page 24

Kalendar

November

2002

- 5 **Business Meeting (First Tuesday of the Month)** Location & Time TBS
 Eventmaster/questions: Mark Skweres 952 454-6208
- 23 **Annual Meeting and Awards Banquet at Sheraton Four Points Hotel**
 Eventmaster: Ed Tripet, See pg. 11
- 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** at University Club in St. Paul
 Join us for an evening with David Hobbs!
 Eventmasters: Christie & Bruce Boeder 952 593-5544, See pg. 18

North Coast 356 Holiday

by Ron Faust

“Any visitor to the North Shore and Duluth’s Canal Park won’t need my description to picture the Holiday’s components. Of course a ride up the North Shore Drive to Split Rock Lighthouse, a dinner cruise on Lake Superior (converted to glass at sunset for us), and a parking lot full of beautiful 356s, aged 37 to 50 years old.”

“Rolling sculpture!” “This is our art collection.” The New York Times quoted collectors dressed up in period fashion, big hats, and fancy hair as they sipped champagne at the Pebble Beach Concours. Exotic garage queens rolled out of covered trailers behind them. This did not happen at Afton or Duluth or anywhere else in Minnesota.

However, there are usually two gatherings sponsored by the nationally based 356 Registry each year: the East and West Coast Holidays. Nord Sterners **Gordon Maltby** and **Phil Saari** and others decided we needed one too, and arranged the three-day North Coast 356 Holiday in Duluth this past August.

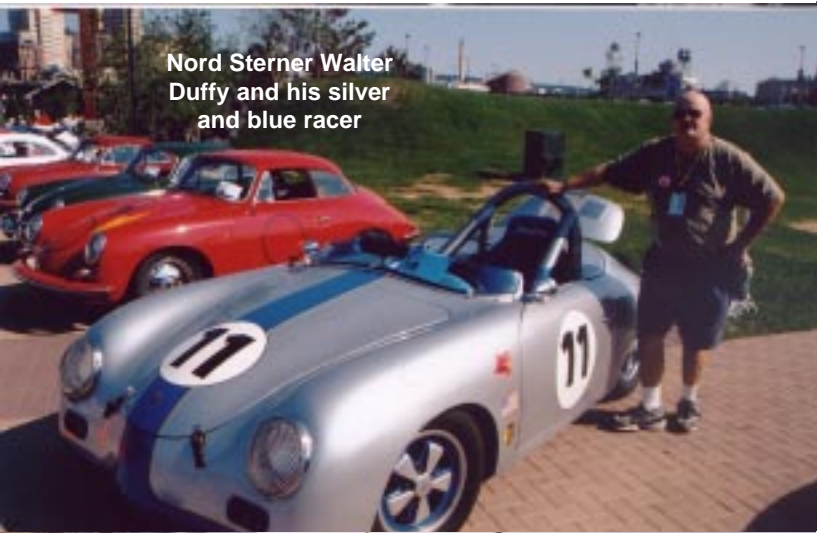
Any visitor to the North Shore and Duluth’s Canal Park won’t need my description to picture the Holiday’s components. Of course a ride up the North Shore Drive to Split Rock Lighthouse, a dinner cruise on Lake Superior (converted to glass at sunset for us), and a parking lot full of beautiful 356s, aged 37 to 50 years old. There was the welcoming Duluth harbor fog horn, a People’s Choice Concours in the lakeside park, a banquet with a class-winning aquamarine Speedster parked in the center of the room, and a swap meet and goodie store-hospitality room.

The people are what’s more important. How about Marion Elmquist who drove all the way from Iowa in her beautiful black Speedster, top down, with her dog Oliver riding shotgun? Did anybody at Pebble Beach spend his time like Nord Stern member **Walter Duffy** lifting kids in and out of his race car so they could sit behind the wheel?

How about Robert and Ginny Gummow, farmers from Illinois, and Larry Petrie from Hoopston, Illinois? They seem like regular, above average Porsche people. We are blown away when we learn that they still drive the 1958 and 1959 356s which they purchased new!

Continued on page 10

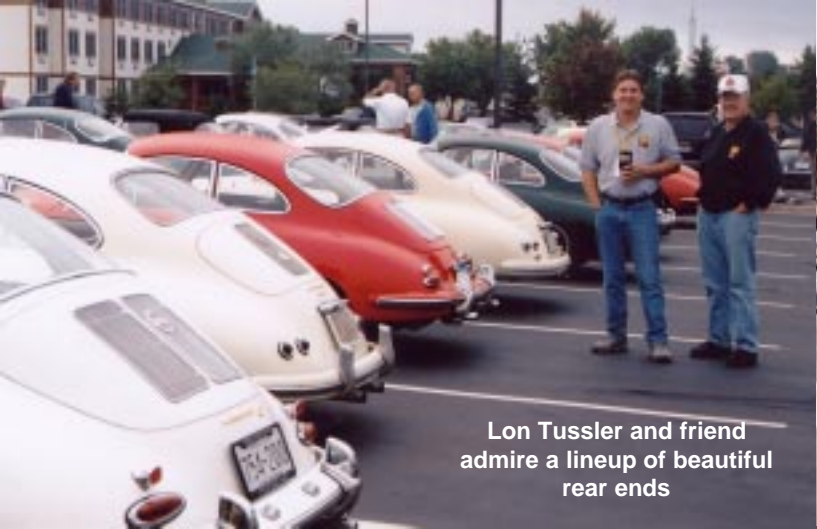




Nord Sterner Walter
Duffy and his silver
and blue racer



The Rebel: a red and silver
racing coupe



Lon Tussler and friend
admire a lineup of beautiful
rear ends



Phil Saari presents Gordon Maltby
with a victory wreath for winning his
class; no hands

Holiday

... continued from page 8

Then we learn how Bob and another 356 enthusiast came up with the idea to create a registry for 356s in 1975 and started it all with a small ad in Road and Track. Soon after, Bob and Ginny thought there should be a get together for 356 people and sent out a notice for a “Holiday”; about 20 cars showed up.

Rolling sculpture? Every Porsche owner has his or her own idea of what the most beautiful model is; beauty is in the eye of the beholder. Here is not a good spot to start to extol the virtues of those hand made old Porsches first designed over 50 years ago.

We would be deluding ourselves to consider our collector cars in the same league as those at Pebble Beach. The intrinsic value of each car is different. The prices are different. The people are very different. The biggest difference: all but a handful of 356s (most of which were in the race car class) were DRIVEN to Duluth. Even vintage Porsches still make getting there half the fun.

(editor's note: There are more pictures on page 12. Several Nord Stern members drove up on the Saturday of the Concours; what a gorgeous day, beautiful cars and people, we had a blast!)



'64 and '65 Cs let the sun shine into their engine compartments at the Concours

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. starts
		Cash 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 November 18, 2002 to:

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

Full Name: _____

☐ Pork

☐ Chicken

Full Name: _____

☐ Pork

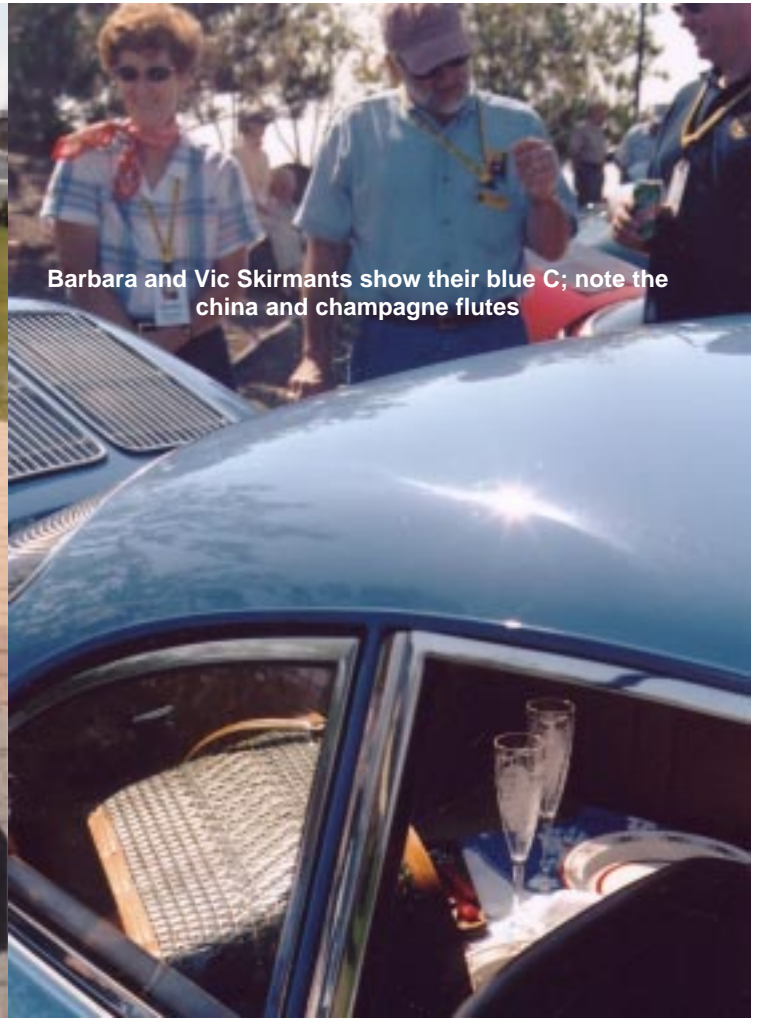
☐ Chicken

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

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



Perfect Speedster; perfect aquamarine shine



Barbara and Vic Skirmants show their blue C; note the china and champagne flutes

Last Fling Time Trial Results

submitted by Ed Tripet

1	10M	870	Chris Kardashian	NS	95 993C2	1:54:963***	1:55:558	1:54:963
2	10M	90	Ronald Lewis	NS	97 993	1:58:028***	1:58:028	1:58:597
1	11M	89	Jim Breakey	NS	99 996C2	1:54:606***	1:54:606	1:55:245
1	2M	61	Steve Garske	NS	86 944	2:09:334***	2:09:868	2:09:334
2	2M	812	Mike Skinner	NS	85 944	2:11:004***	2:11:004	2:11:287
1	3M	138	Roy Henneberger	NS	89 944	2:05:252***	2:05:735	2:05:252
2	3M	865	Glen Larson	NS	80 928	2:07:780***	2:08:674	2:07:780
1	4M	94	James Bryant	NS	89 944S2	1:53:218***	1:53:636	1:53:218
2	4M	38	Cliff Anderson	NS	90 944S2	1:59:208***	1:59:685	1:59:208
3	4M	85	Cal Townsend	NS	92 968	2:01:884***	2:02:562	2:01:884
4	4M	79	Chuck Ready	NS	93 968	2:05:776***	2:07:731	2:05:776
1	4W	146	Pam Viau	NS	89 944S2	1:59:118***	1:59:118	1:59:170
1	7M	892	Greg Smith	NS	76 911S	2:17:486***	2:18:725	2:17:486
1	8M	277	Harvey Robideau	NS	83 911SC	1:58:952***	1:58:952	1:59:967
2	8M	806	David Schaal	NS	93911SC	2:01:005***	2:01:189	2:01:005
3	8M	333	Darryl Sjoberg	NS	83 911SC	2:06:398***	2:08:538	2:06:398
4	8M	334	Ken Soberc	NS	83 911SC	2:11:966***	2:12:235	2:11:966
1	8W	166	Eleanor Renwick	NS	81 911SC	2:06:676***	2:06:676	2:06:946
1	9M	131	Mike Courtney	NS	85 911	1:55:751***	1:55:939	1:55:751
2	9M	82	Bret Bailey	NS	86 911	2:00:917***	2:00:917	2:01:900
1	P2	901	Patrick Kelly	NS	02 996 GT3 Cup	1:48:625***	1:48:625	
2	P2	904	Suruchi Kelly	NS	02 996 GT3 Cup	1:54:233***	1:55:226	1:54:233
1	P4	46	Bob Viau	NS	89 944 S2	1:52:714***	1:52:904	1:52:714
1	P5	271	Ed Hazelwood	NS	87 944	2:03:871***	2:04:377	2:03:871

Fastest Time of the Day:

1	P2	901	Patrick Kelly	NS	02 996 GT3 Cup	1:48:625***	1:48:625	
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German AutoFest, Ventura, California— It's about the journey and the destination

By Mike Jekot

“Bob Campbell has had many posters and t-shirts made ready for the event September 14 and 15. All I had to do is decide how I would get ten large paintings and the setup to display them to Southern California . . . the call of the open road was, in fact, quite strong. Road Trip won out!”

It was early spring here in the upper Midwest when I asked those clubbies in the know what was the best all ‘round Porsche event to attend. I received several recommendations but many felt that Bob Campbell’s Ventura, California based German AutoFest was the one I should attend. Okay. Bob Campbell also E-mailed me back and asked me to call him; it seems as though Bob had an idea I might be interested in. He asked if I would create the event poster for this years event?! My response was quick and decisive . . . this year??? Er, well sure! Not only did I want to do the poster, I wanted to exhibit and sell my other paintings. When will you need it? Bob’s answer is still ringing even after the event, “next month” was his come back. Okay, I laughed thinking of that silly poster one often sees in cubicles around the office, “you want it when?”. No, seriously, Bob insisted, I want to print posters and t-shirts and whatever else time will allow, I need the original as soon as it is finished. We discussed the terms of the deal and when all was finished and agreed upon Bob’s only criteria for the content of the poster was that it had to show the US 101 highway sign, have some palm tree effect and, oh . . . show some Speedsters. It was after all a Speedster Fest too. My task defined and after a few pre-sketches the final look was agreed upon. Of course the painting took priority over many household tasks and duties: after all, it was a legitimate commission with a very short lead-time.

Fast forward to late August. Bob Campbell has had many posters and t-shirts made ready for the event September 14 and 15. All I had to do is decide how I would get ten large paintings and the setup to display them to southern California. Early on I thought



The author on Porsche tractor - it's very, very red!

Right, Mark with Targa at Ventura
both photos courtesy Mike Jekot

shipping the work and flying there was a good way to go, however the call of the open road was, in fact, quite strong. I had some time coming at work. Corinne would try to get away, too. If we drove I would not have to relinquish all of my hard work to ham fisted freight handlers that were just waiting to lay siege to my art. Road trip won out. I then pulled out the trusty Road Atlas and discovered I may have been a bit too anxious to get out on the road. Ventura is over 2000 miles one way! Then Corinne was unable to get time off from work (I'm still working this out) and it was too late to buy a cheap seat on an airplane or freight the artwork. I had an open seat to the west coast. There was room for a likeminded soul.

In my house there is a certain protocol to the seat offering that must be obeyed. Corinne's brother loves sports cars (really old MG's) but he was unwilling to spend his vacation days, then I offered the seat to my two brothers in Denver. Since there was only one seat available they had to determine who got to go. Both avid Corvette dudes they jumped at the chance to immerse themselves into a two day 100% Porsche extravaganza if only to keep telling me about the dark side. Corvettes. They somehow came to an agreement and my middle brother Mark was selected. Mark has an early Sting Ray roadster in original condition. He has all the books and documentation, color charts and all the rest. Sound familiar? He asked that I bring on the trip several books that would help him get up to speed with the marque. I brought two, *100 Years of Porsche Mirrored In Contemporary History*, a Porsche publication and *Fantastic Porsche*, by Peter Vann. In the next few days he would change, see the light, I was convinced.

The Jekot Prairie Cruiser would be the transport of choice. I loaded up the car, rear seats removed to hold all of the art, additional air in the tires and a selection of Tom Clancy on tape. Let the trip begin. True, the 356 C coupe would have made for better reading here but hauling the art was one of the major reasons for going. Right? My course was easy, south on 35, west on 80, south on 76, pick up my brother, west on 70 to south 15 on into Ventura. This last sentence reads so easy. Not a glutton for too much punishment I spent a night in Lincoln, Denver and Las Vegas. Vegas was the place my brother was really interested in getting to. He is, after all a buffet eating Vette guy, I should have known. The Porsches were a ploy! I



should have seen this coming, Mark started counting any Vette we passed and making a big deal about how few Porsches we were seeing. I held back, I knew Southern California would not let me down. It was somewhere on the 5 just into Los Angeles that Mark stopped counting those Vette's and noted that, "*Everywhere I look I see Porsches*," ah yes, the land of milk, honey and Porsches. We had arrived!

Got into Ventura just after noon Friday. The blasted freeway parking lots kept us from an earlier arrival. We missed our turn off and ended up a little north but this was quickly rectified. We soon met the grinning face of Bob Campbell greeting the exhibitors at the gate of Seaside Park in Ventura, the event location. We were taken into the main hall where we were to set up the art in the booth. We were in great company too. Both In Design and the local Porsche dealership from Santa Barbara were in the same hall. Also many of the vendors I've been seeing ads for in the usual magazines were also there. What a great time this was going to be. Once we set up, a thirty-minute task, we were invited to a catered BBQ lunch hosted by Bob for all of the vendors. There were first class eats on the beach and just the beginning of a first rate event.

Bob has this event running for two days, Saturday and Sunday. When you look at all of the various parts to this event and the size of Seaside Park you are struck with the idea you may not get to see all of it. Saturday, 7:00 AM was opened with a Swap Meet that still has me spinning. Many, many vendors with all kinds of Porsche parts. Old, new, wrecked and some only slightly used. This ran all day both days. I'm confident one could have made just

Continued on page 16

Ventura

... continued from page 15

about any year Porsche one could think of from this mass of parts. In another large building a used car corral for those shopping for that second or third Porsche. From a stunning very early 1952 Cab to an original 912 with fewer than 40,000 “original” miles could be had for a price. Owners were there to help you through the mountains of documentation that obviously is now required with every Porsche offered. There were a number of 911 variants as well and a fellow that had a replica of that famous Gulf 917 sans motor. I guess you supplied the power train!

Speedster Fest was the big Saturday event. This was a people’s choice competition with some very early cars to the last most current 911 variants. Each one of these was more stunning than the next. Awards were given in many classes with this collection. There were also a lot of folks getting ready for the Sunday Concours. Hundreds of Porsches from early Carreras to some rather new Boxsters and everything else in between. As I was walking around I ran into a fellow whose 911SC was sporting Minnesota tags. I introduced myself and mentioned he should come see the art and that I had driven it all the way from Minneapolis. He told me he kept his out-of-state plates after he moved to California several years ago. I told him where I lived and he commented that he grew up in a house only doors down from there. Cool huh? It was then I saw my first ever Porsche tractor. I’d seen photographs but never the real thing. This one was owned by the Dunkel’s and autographed by F. Porsche from an event years ago. Yes, I did ask and got to sit in the seat. That’s only 3 degrees of separation! Got my picture taken too.

All the while I’m stationary in my booth speaking to a lot of interested folks my brother Mark is wandering around the complex of many large buildings. There he saw the Literature and Mobilia show which needed to be housed in its own building as well as an entirely separate building that matched the one I was in filled with more vendors. It was in that second building that he found an interesting part. The vendors spread all of their wares out as you might expect. Mark came back to the booth to give me a needed break and told me about this company selling a gold tipped exhaust pipe for Boxsters, which I believed, and on the same table a washer for \$200. I commented, well maybe if your car is really dirty a \$200 washer is required. No, no

he said a washer as in nut, bolt and washer. I said, well after all it is for the Porsche. This line usually works with Corinne. He dragged me over to look. We both had a great laugh when we were enlightened by the vendor that the washer was part of some bolt on suspension modification that also included a hefty bar and some brackets. The price tag was stuck only to the washer. At the same moment he tugged on my arm and suggested we go look at a car he spied earlier. Was he wearing down? There on the lawn was a very early 911 Targa. It had the zip out rear window and was an easy 10/10 car. The glaze that came over my brother’s eyes was enough to convince me he was hooked. What would Jan, his wife, think I asked. Oh she loves the Targa. He spent the rest of the show attending the Bruce Anderson lecture on the development of the 911 and collecting all of the free stuff from vendors and publishers alike. Making a stop at the Goodie Store to pick up required gifts for home. His bags were full of t-shirts, posters and hats. On the way home he could not get his head out of the 911 buyers guide he had procured.

Sunday was the Concourse a seriously judged event. Lots more stunning cars gone over first by the owners and second by the judges. Lots of class wins and a best of show. Very nice end as each car ran up to a red-carpeted area to the cheers of on lookers and photo op with the various trophies. *(editor’s note: Just like at the Pebbles Beach Concours during the Monterey Historics!)*

The event was over. Thousands had attended with hundreds of Porsche cars. I had made several successful contacts that wanted paintings of their Speedster or 959 or other Porsche icon. I could not have been happier at that moment. We struck the booth, pulled out into the large parking area, sat on the lawn, smoked our cigars and watched the lot empty and sun go down. Perfect.

I’m going back next year and yes, I’ll be driving the 4,120 miles, 67 hours of seat time round trip. I may have a seat available, ask me. If you have never been to this Ventura event and you own a Porsche or are thinking of owning one, go. You will not be disappointed. The trip back was fine and reads like a Porsche procedure for reassembly of some key part. Assemble in reverse order.

Nord Stern cordially
Invites you to this year's
Annual Holiday Dinner

Capacity
Limited

—Featuring—

You need
to Register
Early!

David Hobbs

Saturday, January 18, 2003

The University Club of St. Paul

340 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!

Cost: \$50 per person

Cocktails: 6:00 pm
Dinner: 7:30 pm
Speaker: 9:00 pm

Dinner Choices
will be determined
by next month's Nord
Stern and include a
chicken dish and
a beef dish

Fill out this form, make your check payable to Nord Stern and send to:

Christie Boeder
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Minnetonka, MN 55305

Name/s: _____

Email or phone #: _____

Number of 'Chicken' Entree _____

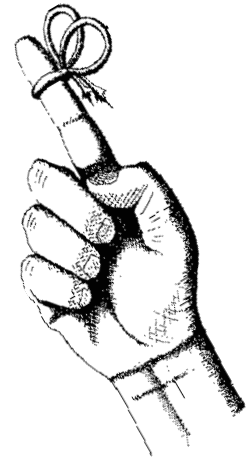
Number of 'Beef' Entree _____

X number attending; \$50 @ total = _____

It's That Time! Dues are coming due

Subscriptions to *Nord Stern* are
effective January through December

One Year renewal = \$20
Three (3) year renewal = \$55
Five (5) year renewal = \$90



Blackhawk 2002 Timing Results

Courtesy Ed Tripet

1	35	Dave Zimmer	85 911	1:30:300***	1:30:300	1:30:560
2	43	Grant Gallinger	85 911	1:32:253***	1:33:182	1:32:253
3	34	Neil Tuttle	98 BMW M3	1:32:415***	1:32:421	1:32:415
4	13	Bill Wilderman	71 911S	1:33:623***	1:33:767	1:33:623
5	26	Trevor Davis	68 911	1:34:330***	1:35:305	1:34:330
6	73	Len Kreb	2000 Corvette	1:34:676***	1:34:676	1:34:860
1	1M 67	Chuck Porter	83 944	1:30:445***	1:31:165	1:30:445
1	3M 138	Roy Henneberger	89 944	1:30:334***	1:30:477	1:30:334
1	4M 325	Louis Zachary	86 944 T	1:24:729***	1:24:729	1:25:940
1	7M 892	Greg Smith	76 911S	1:38:753***	1:40:063	1:38:753
1	8M 277	Harvey Robideau	83 911SC	1:26:514***	1:26:514	
2	8M 806	David Schaal	83 911SC	1:28:755***	1:29:050	1:28:755
1	8W 166	Eleanor Renwick	81 911SC	1:34:851***	1:34:851	1:36:472
1	9M 131	Mike Courtney	85 911	1:23:669***	1:25:011	1:23:669
2	9M 82	Bret Bailey	86 911	1:26:691***	1:27:091	1:26:691
3	9M 193	Jeff Lawrence	84 911	1:28:378***	1:28:378	1:28:868
1	10M 90	Ron Lewis	97 993	1:23:621***	1:25:562	1:23:621
Fastest Time of the Day:						
1	10M 90	Ron Lewis	97 993	1:23:621***	1:25:562	1:23:621

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



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

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



GT2 front brake, Photo by Dick Beers
Editor's Note: Very artsy!



Rear of GT2, Photo by Dick Beers
Editor's note: Worthy of a Pano cover, in my opinion!

The New Ambassador Function: Welcoming New Members

by Chris Harbron

“If you joined in 2002, the Ambassador will personally invite you to attend upcoming events and offer assistance in navigating the membership process, racing schedule, social events, and other exciting Club activities.”

New Nord Stern members will be receiving a personal welcoming call from the Club’s new Ambassador this fall. If you joined in 2002, the Ambassador will personally invite you to attend upcoming events and offer assistance in navigating the membership process, racing schedule, social events, and other exciting Club activities.

This will help break the ice for new members who come from other PCA clubs. The Ambassador will highlight the Friday Socials, the summer racing schedule, and the Club’s main annual events. The Ambassador will help introduce the new member to Club resources, including the newsletter, the website and the email networking resource “Club Talk”.

Our first Ambassador is **Chris Harbron**, who comes from the Indianapolis PCA chapter and who volunteered to start the Ambassador program to facilitate the early involvement of new members in Club activities. Her contact information will appear on the inside page of the newsletter.

Unser Leiter

. . . continued from page 5

from PCA and identify the differences. Second, we have a new effort in our club to contact new Nord Stern members and welcome them into the club. **Chris Harbron**, a recent transfer into our area from the Indianapolis region, is leading this effort. I plan to work with Chris, and anyone else who wants to join in and help, to contact these non-Nord Stern PCA members about the benefits of joining our region. Hopefully we'll be able to increase Nord Stern membership. The motivation is not so much to gain the membership numbers, but to make sure that PCA members in this area are given the opportunity to make the most of

their PCA membership by getting the regional newsletter and participating in more events.

There are several ways that everyone can help the club recruit and maintain members. If you want to get more involved you can contact me, Susanne or Chris and let us know you would like to help. If you know someone who owns a Porsche and is not a member of Nord Stern lend them a copy of our newsletter and show them what they are missing. Or, the next time you see someone with a Porsche you might just ask them if they are a member of our club. If not, you could be opening up a whole new way for them to enjoy their car.



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Boxster to Boise, Our First Porsche Parade

by Cathy & Robert Martin

“At first, registration for the Parade seemed a bit overwhelming. A banquet-sized room was set up (in order to process 600 cars and about 1500 people) . . . Overall, the registration process was well organized and efficient and the workers were very helpful and friendly.”

We started our trip from Bradenton, Florida to Boise (pronounced Boy See) on a sunny Sunday morning with 940 miles on our new Boxster S. By early afternoon we suddenly ran into a torrential Florida rainstorm and had to pullover on the shoulder of I-75 to put the top up. Over the next several days we had a great time driving the Boxster across the country, visiting lots of interesting places. We were only stopped once for speeding (doing 62 in a 45 mph zone—it’s hard to only do 45 in a Boxster on a 4 lane road) and only got a warning, and we missed a major sand storm outside Boise.

We arrived in Boise on Friday July 26th in time to check-in at the hotel and register for the Parade. We were impressed with the parking accommodations—a 6 level enclosed parking garage was reserved entirely for Porsches and over the next several days filled up with about 600 of them. At first, registration for the Parade seemed a bit overwhelming. A banquet-sized room was set up (in order to process 600 cars and about 1500 people) with tables or stations around the perimeter for obtaining information for the various events. At the first station we received a copy of our registration form and then went to the appropriate station (arranged alphabetically by last name) to pick up our envelope containing more information about the events for which we had registered. The remaining stations around the room were dedicated to specific events and you could go to them in any order, avoiding any lines or wait time. At each of these stations you received details about the event including location, timing, instructions, etc. Workers at each station verified your event selections for accuracy and compliance. Overall the registration process was well organized and efficient and the workers were very helpful and friendly.

The stations at registration included all events and activities that supported the Parade and included VIP’s and volunteers, concours and historic car display, rally, autocross, tech quiz, workers, art show, parking, golf & memorabilia, rc cars, walk/run and walking rally, parade through Boise, banquet tickets, hotels, and kid’s activities. A station in the center of the room was set up for selecting a table for two of the banquets. The final station was to pick up your Goodie Bag, which was a large canvas bag that could double as a seat and contained more even information about the Parade and lots of “goodies”.

The next day we had our car inspected. The vehicle safety inspection was conducted by Stoddard personnel and was required for all cars participating in the autocross, the rally, the concours and the parade through Boise. Again the process was very efficient and the staff was very friendly. (And our Boxster passed!)

Over the next several days we completed the walking tour of Boise and answered all of the questions (but not all correctly, since we didn’t win). This rally took place in downtown Boise and “forced” us to learn about the history of Boise and see numerous places of interest. It turned out to be a lot of fun.

The Concours D'Elegance (which we did not enter) was held on Monday on the grounds of the historic Veteran's Administration Medical Center (formerly Fort Boise, built in the 1800's). The weather was beautiful, and the Porsches, representing almost every production model and type including racecars, were impressive! The setting and the cars presented many photo opportunities.

The time-speed-distance rally (which we did enter) was on Tuesday and took about 4 ½ hours to complete, covering about 150 miles. The rally took place in the countryside west of Boise, an area of rolling hills and farms. As the morning progressed we passed more and more Porsches going every which way, hopefully following the rally instructions. This was our first rally of this type and our main objectives were to finish and not get too lost. Some of the instructions seemed tricky and we made a few wrong turns. We managed to finish in the top half of unequipped cars (I forgot what place, but it wasn't good). We did enjoy it though and we didn't get into any major arguments.

On Wednesday and Thursday, the autocross (which we did not enter) was run. It was exciting to see modified and unmodified Porsches, from the early 1950s through the present, run the course. Overall, most cars stayed on course, some hit traffic cones and incurred penalties. Occasionally the dust flew as a few drivers took an off course detour. There were many variations of driver techniques and vehicle handling characteristics, which made for an interesting and enjoyable day for both drivers and spectators.

The Parade Through Boise (which we did participate in) took place on Friday morning. The Parade used to be the mainstay of the annual event, but because of increased participation and congestion in most areas it was discontinued. The Silver Sage Region and the City of Boise worked together to resurrect this event. The Parade was limited to 250 Porsches, forming two columns of cars controlled by Boise and neighboring police, and Idaho state police. Various local car clubs (Triumph, MG, Corvette) helped with traffic control. It was quite a sight to behold—two long columns of Porsches stretched as far as the eye could see, winding through the city of Boise, as city residents and workers turned out to wave us on. It was truly awesome!

During and after the major events there were continuous activities available to participants. These included the Goodie Store (to spend money), the art show (to view artwork and spend more money), and a rally school (to learn how to run a rally). There was also a radio-controlled car event, a literature, model/toy & memorabilia meet, a theater for viewing various films related to Porsches, a tech quiz, tech sessions and activities for the kids. There was always something to do, plus free time to do nothing but relax if you wanted (or needed) to.

Dinners/ banquets were scheduled for all but two evenings, which left us free to sample some of the excellent restaurants in Boise. The first scheduled dinner was the Tweaks welcome party, which was held outdoors under very pleasant weather conditions. At each of the dinners/banquets awards were presented to the winners of the preceding events. In addition, many door prizes were given to some lucky people (not us). Some of the more notable door prizes included several sets of tires, and on the last night, a trip to Germany. The winner of the Boxster S raffle was also selected. We participated in all of the "scheduled feedings". Sometimes the awards presentations seemed to go on for a long time, but the presenter always kept us entertained. At the final banquet, Bill Reilly extended an invitation to all to attend the 2003 Parade in Tampa.

In summary, we enjoyed participating in the Porsche Parade and visiting the city of Boise. We enjoyed the events and it was great seeing old friends and making new ones. The drive from Florida to Boise and back, in our Boxster, was a lot of fun and we got to see a lot of new places. Our new Boxster is now broken in - the odometer reads 6993 miles!

We invite you to attend The 48th Porsche Parade in Florida from June 22 through June 28, 2003. The application and registration information will appear on the November Issue of Panorama magazine. And don't forget to send your registration on **Tuesday—January 14, 2003.**

(editor's note: December Nord Stern will include more coverage of this past summer's Parade; there were a number of Nord Stern members in attendance. If you have never gone to a Parade, do consider it at some time in the future—they are fun!)

Porsche Owner Demographic Profile

Courtesy PCA-Editor's List

North America is Porsche's largest sales market. At the heart of the Porsche brand is a strong individualist drive and the brand's innovative spirit and fierce independence directly reflects Porsche owners' most strongly held values. Porsche Cars North America research has revealed that:

79% of Porsche owners are male

81% are married

Porsche owners are primarily 36 to 60 years old

The average age of a Porsche owner is 49 years

Porsche owners have an annual gross income of \$289,000

48% paid cash for their cars (source: Porsche = Financial Services)

33% have children in the household

14% own their own business or are self employed

15% are managerial or director level employees

45% are managing directors, presidents or CEOs

44% were involved in founding their own company

95% use the Internet (66% every day)

Porsche Owner Sporting Activities (participate or follow)

60% work out on a regular basis

68% enjoy football

42% enjoy skiing

63% enjoy golf

49% enjoy basketball

42% enjoy motorsports

42% enjoy boating/yachting

Source: 2000 LMS Study

Top 5 U.S. Sales Markets

1. New York/New Jersey, 2. Los Angeles, 3. Miami/Ft Lauderdale, 4. San Francisco/Oakland/San Jose, 5. Dallas/Ft Worth



Just a little reminder from this past summer's Afton Concours! Now that it is getting cold, blustery and even after a sighting of that nasty white stuff, it is good to remember how beautiful it is here in Minnesota in the summer, especially when surrounded by so many fine examples of our favorite car, Porsche!





Figure 1



Figure 2



Figure 3



Figure 2



Figure 5



Above: The editor truly has no comment on this particular license plate on this car in Annapolis!

Upper Right; Figure 1: No workbench? Not a problem!

Figure 2: This is real shade tree engineering!

Figures 3 and 4: Nick Summers creates a front air dam using lawn edging from Fleet Farm under a tree at CBIR.

Figure 5: The massive \$11 budget results in a 47.356% increase in front down force.

Notice Nick's grin at the mere thought!

Photos by Roger Johnson

Technische Maerchen

. . . continued from page 36

can all be repaired with the same bushing kit. The magic kits are manufactured by Daystar products, but can be easily ordered from Performance Products under the Weltmeister name.

The beauty of this repair is that all these cars can use the same kit, which costs less than the sales tax on the 924 piece. This kit (Performance Products part #901747) will run you about \$20 plus shipping and handling.

Repair is as follows:

1. Remove the coupler from the car.
2. Hold the shaft end of the coupler in the jaws of a vise.
3. Using a hammer and punch, drive the pivot pin out of the assembly.
4. Separate all of the pieces and clean the old bushings from the assembly.
5. Press in the new bushings to the aluminum housing.
6. Apply small amount of grease, assemble the unit, and drive pivot pin back into position.
7. Re-install coupler and make final shift linkage adjustments.

There are few things better than a new, tight feeling shift linkage, and none cost less than twenty bucks.

Good Luck! Steve



Our fearless editor checks out the Porsche Supercup racers at the U.S. Grand Prix. A very enthusiastic group hopped on a spacious RJ-85 Mesaba charter for a 'day at the races' on September 29 for the F-1 race at Indy. It was a superb day in all respects. Yours truly, the editor, had a great time. Without a doubt the speed, sound and power cannot be duplicated on any wide-screen TV—surround sound or not! Bruce and I were glad we had the opportunity to see an F-1 race first hand. Although, our next choice would be Europe!

Photo by Roger Johnson

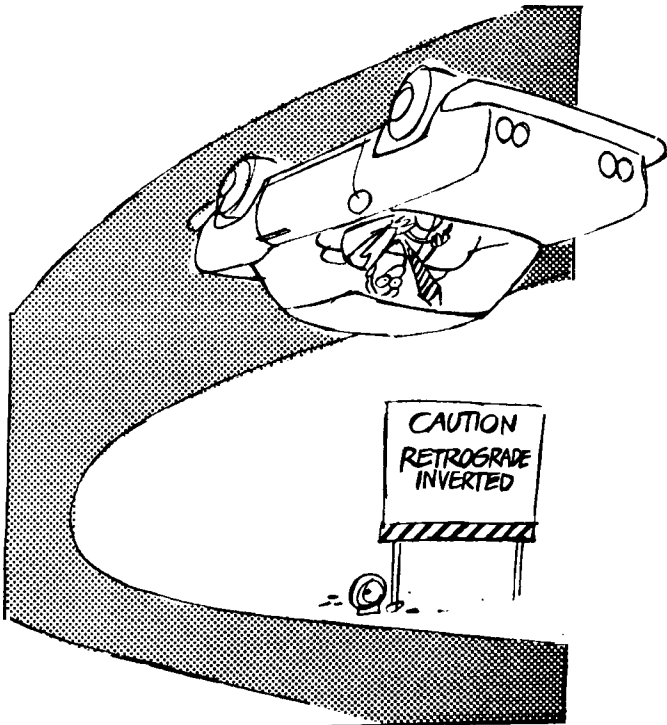
Last Fling Finale For 2002

by Steve Garske

“The Last Fling provided great weather, fast times, and included over a hundred participants. The cool weather provided some extra horsepower . . . and achieving best-ever times.”

Nord Sterners, as we pulled out of CBIR following our last event of the season, it was hard not to be smiling. The Last Fling provided great weather, fast times, and included over a hundred participants. The cool weather provided some extra horsepower and resulted in a number of our members achieving best-ever times. This rookie eventmaster was just glad that there were no major incidents on his watch.

Many thanks to **Don Miller** whose patience was remarkable in light of the number of times he was asked to deal with a Kansas City Corvette driver who was dealing with technical problems by demonstrating some new and innovative techniques on the track. Thanks as well to **Roy Hennenberger**, and volunteer recruits, for a smooth registration, **Ed Tripet** for his time (all season) in handling timing, **Ed Vasquez** for his excellent choices of snacks and beverages, and **Jon Beatty** for really overseeing the event, course he didn't have anything to drive after Saturday afternoon anyway! (editor's note: Gee, sounds like there's a story there and since we had to be home to attend a family wedding, I just have to wonder about that! Actually, I did hear a rumor about a little off-road excursion!) Finally, thanks to our dedicated corner workers who truly take on their jobs as a labor of love.





*Out and About at 2002
Road America Club Race
at Elkart Lake, WI . . .
photos courtesy
Bob Viau*



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Writing a monthly tech article can, as you might imagine, be quite a challenge. The articles must be technically interesting enough to hold your attention, without making you go, “*I don’t get it. What is unobtainium?*” They also must be of interest to you, the readers. So what I try to do is listen to people at club events and on the various on-line forums. This gives me plenty of subject matter, with topics both short and long. Some topics are so extensive that they must be drawn out into two or three parts. This month we have the exact opposite, very short technical notes that would not justify an article on their own. I hope you enjoy these shorter tech notes, and for those of you with a short attention span, these are especially for you!

I- Wheel Mounting Pilot

Over the past few years, I have noticed a greater number of people changing their wheels at driving events. Some have mastered the task, while others seem to be struggling. The greatest problem I have seen is with 914-4’s, 924’s, 996’s and Boxsters.

The reason for this problem is that all these cars have wheel bolts instead of wheel studs. With wheel studs, you just slide the wheel up there; grab a lug nut and start threading it on. If you have forgotten the wrench, it’s not a problem; the wheel is not going to go anywhere. With a wheel bolt set-up you have to hold the wheel up to the hub in the correct position, (two hands) then start the top wheel bolt (third hand?), then start the others (fourth hand?) and now go and get the wrench. This would be easy for superhero octopus-man, but I haven’t seen him at the track lately. Adding in that the lug wrench will always be just inches out of your reach, and you have one frustrating situation.

The solution to this problem can be found in the factory tool kit of Boxster (986) and 996 cars. It’s an aluminum wheel pilot shaft, which will hold the wheel for you (saving the need for another set of hands). There are a few problems with this tool however.

1. It is aluminum with a very short thread, and can break off in the hub if the user gets a little over exuberant.
2. There is only one in the tool kit (while many newer cars have up to 4 wheels).
3. 914’s and 924’s don’t have them at all.

Here is the simple solution. Go to your local nut and bolt distributor and ask them to sell you four bolts. They should be 14mm X 120mm X 1.5 mm pitch. When you get home, take the bolts and cut the heads off. Then take a grinder and/or file to the end and bevel it smooth. This will help the wheel to slide on easier. You should not have to spend more than \$5 for all four bolts.

Figure 1 shows the factory version (top) and the locally made version (bottom).



Figure 1. Factory and Improved Wheel Pilot Shaft

The next time you are ready to remove your wheels you will be all set:

1. Remove the wheel bolt nearest the 12 o’clock position - see figure 2.
2. Install the wheel pilot where the first bolt was removed.
3. Remove the remaining wheel bolts.

The real treat is wheel installation, as it involves no more than sliding the wheel on the pilot and tightening it down. This is also a great addition to the concours junkie’s tool kit, as it makes wheel removal for cleaning a snap.



Fig. 2. Wheel Pilot at 12 O’Clock Position.

II- Early 911 Gas Pedal Replacement

Whenever someone looks at a car to judge its mileage, they usually check the driver’s seat for wear. The only other item that sees as much wear as the seat is probably the gas pedal. As time marches on, the gas pedal will start to break down where it’s hinged to the floor. The problem with this

is that it will bend over as you mash the pedal down. This will result in one of two things happening, depending on whether it takes a bend to the left or right. You will either get less than full throttle actuation, or you will bend the linkage at the pedal assembly and get permanent full throttle actuation. One results in very little driving excitement while the other results in excessive driving excitement. Neither is a recommended driving condition, so let's see about fixing the situation.

The solution seems simple, replace the pedal with a new part and continue safe, moderate, driving excitement.

1. Disconnect the top of the pedal from the throttle linkage by simply pulling back. 2. The bottom of pedal is mounted to the floor with two 6mm bolts. These bolts have been there since the beginning of time, and may need a soak with some kind of rust penetrant to get them to come out. If they do not come out easily, wait and soak them some more. You do not want to break these bolts! After they have loosened up, remove them and throw them away. Old rusty bolts that almost break coming out, usually always break going back in. 3. Install the new pedal with new mounting hardware that has been coated with some anti-seize compound. 4. Pedal option A or B: * Option A: Replace the pedal with the correct original part. This is an original rubber coated metal pedal with no integrated pedal stop. The part number for this pedal is 901.423.010.00 with a cost of \$72.21. Yes that is correct, seems a little pricey for a flat hinged pedal, doesn't it? (For the more frugal Porsche owners out there, like myself, see option B. * Option B: Replace the pedal with a later model gas pedal from a '90-'94 911. They are made of 100% plastic and have an integrated stop built into the top of the pedal. The part number for this pedal is 964.423.111.00 and it will set you back a much more reasonable \$8.91. This is one of those Porsche part secrets that just doesn't make sense. But I have learned not to question the ones where I can get

an 88% discount!

See figure 3A & 3B to compare early and late pedal options.

5. After the bottom of the pedal is installed using the new 6mm bolts, you will have to re-connect the top of the



Figure 3A. Early Style Pedal

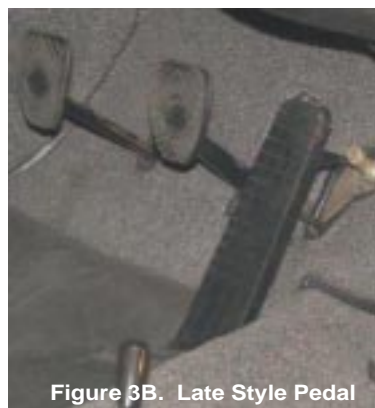


Figure 3B. Late Style Pedal

pedal. To do this, hold the throttle linkage with a pair of pliers and press it and the pedal together. You will hear a loud snap as they become completely seated. 6. You will have to remove the stock screw in pedal stop

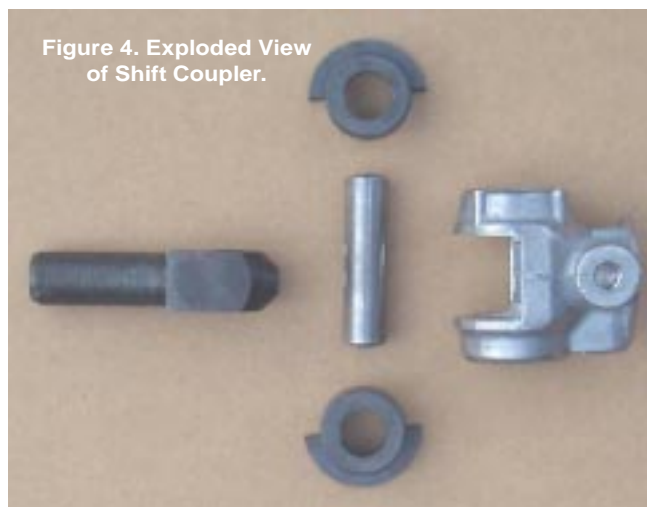
from the floor board, or cut the integrated stop off the back of the pedal so the two pieces don't interfere.

The late model gas pedal "upgrade" works for all 911's up to '77 as well as all 914's.

III- Shift Coupler Overhaul

As old cars get older and things start to deteriorate, you will find the shift coupler to be a weak point. The jointed shift couplers at the front of 911 transmissions are made up of five separate pieces. There is a steel shaft, an aluminum housing, a pivoting pin and 2 plastic bushings, see figure 4.

Figure 4. Exploded View of Shift Coupler.



Over the years, Porsche has used several different types of shift couplers. They all provide the same function, varying only slightly in design, but widely in price. They run between \$85 to as much as \$390, if you happen to have a 924 with a Type-016Y transaxle.

Fortunately, all of these pieces have one thing in common. The failing piece will most likely be the plastic bushings. While it's true that each of these parts do have very slight differences in the plastic bushing material, but they



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