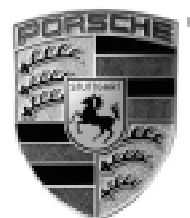


N O R D S T E R N



December

2002

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

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

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Front Cover -L to R: Mary and Bob Lunde, Roy Henneberger resting after hiking to the top of Eagle Mountain on the North Shore Fall Color Tour - it is the highest point of the state of Minnesota. Photo by Bob Lunde

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

Address Changes:

Name: _____

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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

Since Bruce and I are the event-masters for this years Holiday Dinner I figure using my column to promote the event is certainly appropriate!

We are very excited to have **Mr. David Hobbs** as our featured speaker for the evening. David Hobbs is a likable and enormously versatile driver who has driven everything from Formula 1 to sports cars and from touring cars to Indy cars. His best Formula 1 result was seventh in the 1974 Austrian Grand Prix at the wheel of a Yardley McLaren M23 in which he was deputizing for the injured Mike Hailwood. He raced on into the 1990s and is now a respected TV

commentator mainly based in the U.S. He is originally from England and was born in Leamington Spa, Warwickshire in 1939. Nord Stern is thankful to Ron Smith for contacting and securing Mr. Hobbs services. Even for us non-race fans, the evening promises to be most entertaining! So make sure this annual event is on your social calendar.

This year our dinner will be at the downtown St. Paul University Club located at 340 Cedar Ave. on the 14th floor. The view is fabulous, the food will be wonderful and of course, the company scintillating! We do not often have the opportunity to pull out the dressier items in our wardrobe

(however you define dressy, all are welcome!). You will find the registration form on page 18 in this issue. Be sure to get it in soon, as space is limited at the University Club and you will not want to miss this evening!

Now, I want to take a moment to welcome long-time Nord Stern member, **Rick Moe**, to the exclusive club of newsletter writers with his first submission of what he promises me will be a little series of adventures. Check out what Rick has been up to! It is very interesting!

Plus, I have lots of North Shore Fall Color Tour pictures - more to come in the upcoming months!

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	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
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1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
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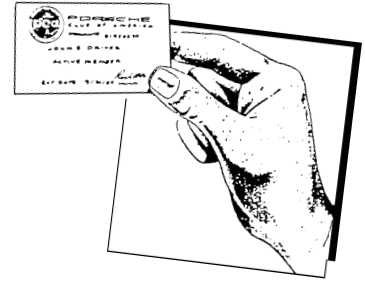
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Wilkommen

Welcome . . . New Members

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



James Graner
Minnetonka, MN
2002 996

Letters to the Editor . . .



To Dick Beers on winning his
class in the Met Council Auto-x
Series for 2002.

—Bob Kosky
4tun8@usfamily.net

Iwould say Dick deserves the
kudos. Three events entered and
three first place finishes. Good job.
Now you need to try that silver streak
on the track!

—Harvey Robideau
1983 SC

It's hard to believe that I'm writing my final monthly column. I think I'll miss this opportunity to share my thoughts about the club each month. It gave me the chance to stop and think about what the club means to me, what ideas we need to communicate and areas where we need to improve. It also gave me the opportunity to show my appreciation for the many volunteers who make this whole club successful. While I'm happy that I won't have to worry about those newsletter deadlines I know that this monthly ritual also helped me gain a new appreciation for the work that Christie does for the club. One small column is nothing compared to all the effort she puts into the newsletter every month.

There is one point that I want to make very clear: I feel very fortunate to have had the opportunity to serve as president of Nord Stern. This is a class organization, from top to bottom, and I'm very proud to have been associated with it. When I meet people who are not familiar with Nord Stern I can hardly contain my enthusiasm explaining all the unique things that we do. There are lots of other clubs and organizations where we could spend our time, but when I go to one of our Nord Stern events I know that it's going to be well organized and a lot of fun.

Perhaps it's the underlying philosophy behind these cars, putting quality above all other priorities, which draws a particular type of person to Nord Stern. And that philosophy shows in the way our members participate. I see people at the track striving to shave off another tenth of a second from their personal best times. I see concours contestants working tirelessly to get their cars spotless, not just to win the class trophy, but to see how far they can go to show their pride in their car.

Nord Stern has been around and thriving for over 43 years. Every year a new president joins with new and existing officers and department chairs to contribute their own unique skills to the club. And, as I mentioned in my first column 11 months ago, the club is structured to blend that new influx of ideas with the lessons learned from previous years. I was very happy with that blend of new and the traditional influences over this past year. We were able to try some new things, like the new go-kart event

location and moving the second Drivers Training up to the June Brainerd weekend. But for the most part we refined the processes and events that we've learned work best. It's this evolutionary, not revolutionary, approach that has produced a club that continues to work so well for its several hundred members.

I received a lot of support throughout the year from a lot of different people. But I want to express a special thank you to my wife, **Sue Salata**, for her help and encouragement with this job. There were many occasions where I had to choose between a Nord Stern obligation and a family activity, and Sue was very understanding. I could not have done it without her.

I also want to thank all the other people who contributed to Nord Stern this past year, and that includes everyone from my vice president, **Scott Anderst**, to anyone who attended an event. I could fill up several pages with the names of people who pitched in to help run the club. But it's each of you who show up at the tours, the track and the social hours that make this all worthwhile. I had hoped to meet more of the new members, and connect with some members who I still do not know that well. But you don't have to be an officer to meet and make new friends here, as most of you know. So that's a goal I can strive for every year.

I plan to stay actively involved, partly in the role of board member, but mostly as a participant. We have some great events coming up, like the January 18th holiday dinner with David Hobbs. And there is a real need for individuals to step up and volunteer to be eventmasters, so you may see me heading up an event from time to time. But most of all I want to continue to enjoy the feeling of camaraderie I get when I show up at these club events.

The club is going to do very well with Scott and the new group of leaders. We don't anticipate a large turnover, but enough new people in positions to get some fresh ideas in play. Once again, I encourage each of you to consider helping out with an event or trying out a different aspect of the club. And be sure to contact the officers and chairpersons if you have any ideas or questions. Come to

Continued on page 6

Kalendar

December

2002

- 3 **Business Meeting (First Tuesday of the Month)**
Lindees of Minnetonka
Eventmaster/questions: Mark Skweres 952 454-6208
- 13 **Friday Night Socials are Back! 7:00 p.m.**
Questions? Roy Henneberger 952 454-7716 or henneb@charter.net
Location: The Dock Cafe in Stillwater, MN (call to RSVP)

January

2003!

- 18 **Nord Stern Holiday Dinner** at University Club in St. Paul
Join us for an evening with David Hobbs!
Eventmasters: Christie & Bruce Boeder 952 593-5544, See pg. 18

Unser Leiter

... continued from page 5

one of the business meetings, too. That feedback is critical to keeping the club going in the right direction.

So I'll wrap up this last column, and the year, by wishing each of you a pleasant holiday season and a safe

and happy new year. When you see a Porsche driving down the road give that traditional headlight flash or a small wave. It may be one of your fellow Nord Stern members (like a former president), or it may be someone who is considering joining the club. That friendly gesture lets them know what we all have learned: *"It's not just the cars ..."*

Fall Color Tour Scores A Perfect Ten!

By Jill Daneu

*“If you weren’t one of
the 60 people to
attend this year’s Fall
Color Tour, you
missed getting up
close and personal
with Bullwinkle as he
trotted out in front of
a convoy of Porsches
heading down the
Gunflint Trail . . .”*

Autumn’s hues, the aroma of wood-burning fireplaces, breathtaking panoramas, and the camaraderie of fellow Nord Sterners. It doesn’t get any better than this during the Fall Color tour at the North Shore. Unless of course, you toss in a moose sighting for good measure.

Say what?! That’s right. If you weren’t one of the 60 people to attend this year’s Fall Color Tour, you missed getting up close and personal with Bullwinkle as he trotted out in front of a convoy of Porsches heading down the Gunflint Trail. Some were disappointed that they missed the Kodak moment, but eventmaster **John Dixon** advised us that it wasn’t a good idea to coax Bullwinkle over to our cars during rutting season, especially if you own a brown or dark green Porsche.

A September Tradition

Every September, adventuresome Nord Sterners don their flannel shirts and sweatshirts, grab a polar fleece jacket, and head north. The four-hour drive from the Twin Cities to Blue Fin Bay on Lake Superior is a good way to test your Porsche’s road worthiness. It’s also a good time to test your radar detector, as **Scott** and **Kelly Mayer** discovered when Scott was stopped by Mr. Police Officer outside of Duluth. Initially, fellow Nord Sterners, **Keith** and **Deb Gruebele**, saw the dreaded flashing lights in their rearview mirror and started sweating bullets (even more than Keith does when he teaches rowing classes at Northwest!) until they discovered that Smokey was really after Scott and Kelly. Seems as though Scott changed lanes without signaling, which is totally out of character for Scott. Smokey told Scott and Kelly that they were speeding (!), and wrote a ticket for ONLY 10 mph over the limit. We also know that this is another lie, but one that came in handy later on that weekend when Scott and Kelly won a gift certificate for having the number “10” in their ticket. (More about that later . . .)

Let the Fun Begin

The weekend’s festivities began that Friday evening as Nord Sterners gathered at Blue Fin Bay’s conference room to enjoy various appetizers and liquid refreshments. **Mike**

and **Gayle Robinson** helped Keith and Susan Jones and Roy Henneberger transform the conference room into a first-class party room. Fred and I arrived just in time to hang the Porsche banner and to witness **Bob** and **Mary Lunde** carry in what can only be described as The World’s Largest Shrimp Platter.

On Saturday morning, everyone grabbed breakfast at the Coho Café and then hit the road for the hike to Temperance River. The light drizzle deterred everyone from hiking too far up on the rocks, but it didn’t dampen our spirits as we posed for the traditional group photo on the bridge.

After hiking back down to our cars, we headed to Grand Marais. **Darlene Miller** skipped the morning hike and trip to Grand Marais (too many



Eventmasters hosts, John and Suzanne Dixon
(nice hair, Suzanne!)

hors d'oeuvres at the Friday night reception, Darlene?), so was forced to relinquish her North Shore Shopping crown to Nancy



Kelley Mayer, Deb Gruebele and Tamara Schaal outside Coho Cafe

Cree. Nancy quickly ran out of arms to carry all the packages from the Trading Post. On the way out of town, someone spotted a sign in the window, *"Come Again, Nancy Cree and Nord Stern!"*

It was then time to take the 50-mile drive down the Gunflint Trail. During an early stop outside of Grand Marais, two local six-year-olds asked, *"Do you know who owns these cars? Are they ALL yours?"* Yeah, right . . . in my dreams!

After the Bullwinkle sighting along the Gunflint Trail, everyone stopped to enjoy a scenic overlook. **Keith Jones** then surprised all drivers with a pair of Stanley mechanic's gloves. **Don Miller** had a problem using the gloves until we showed him how to cut the plastic ties that hold the gloves together. A fabulous walleye lunch awaited us at the Gunflint Lodge, where Keith, John, and I awarded prizes based on the number 10 (see below). Since it was the 10th annual outing, all prizes were based on the number 10.

After lunch, some hiked the trails behind the Gunflint Lodge while others headed back to BlueFin Bay for a soak in the outdoor hot tub. That evening, over 30 people dined at BlueFin Bay's restaurant, where **Mark Cree** won the weekend's final prize.

Fake Bullet holes, Zebra Dice, Now What?

There are always surprises on the annual Fall Color tour, and this year was no exception. Jokesters, **Keith** and **Susan (aka Sandra Dee) Jones** enjoyed placing a crushed cigarette atop our 911. Yes, it was fake, and yes, we were duped once again. **Brian** and **Wendy Oldendorf** evened

the score by having the front desk call the Joneses with a request from the State Troopers. Gotcha, Keith and Sandra!

Sponsors and Lucky Winners

Thanks to our hosts, **John** and **Suzanne Dixon**, for another fabulous weekend up north. **John Dixon, Keith Jones**, and I would like to extend a hearty THANKS to the following contributors to the 2002 Fall Color Tour.

- * \$200 in multiple gift certificates to BlueFin Bay; donated by Nord Stern
- * \$200 in multiple gift certificates to BlueFin Bay, wine, cheese/fruit plates, and conference/party room; donated by BlueFin Bay
- * T-shirt and racing cap; donated by **Tom McGlynn**, Jongbloed Racing Wheels
- * Apparel from 2002 Brainerd Club Race; donated by **Roger Johnson**
- * T-shirt from the 2001 USGP by Randy Owens; donated by **David Schaal**, Art of Racing
- * Stanley mechanic's gloves to all Tour drivers; donated by **Keith Jones**
- * Deluxe back pack; donated by **Mike** and **Gayle Robinson**

Continued on page 13

Right, Eventmaster John Dixon, "Does anyone have any extra hiking boots?"



Deb and Keith Gruebele on their very First Fall Color Tour! (notice the BIG grins!)

Candid Camera Moments at 2002 Nord Stern's Fall Color Tour

Keith Gruebele and Mark Schwabel guard the beer



Fred and Jill Daneu take a break from photography duties



Tamara Schaal with Deb & Keith Gruebele



Wendy Oldendorf (L) with fellow Nord Sterner



Kelley and Scott Mayer - at the Dessert Table, yummy



Don Miller sports his Betty's Pies t-shirt, now Cid, put the fork down!



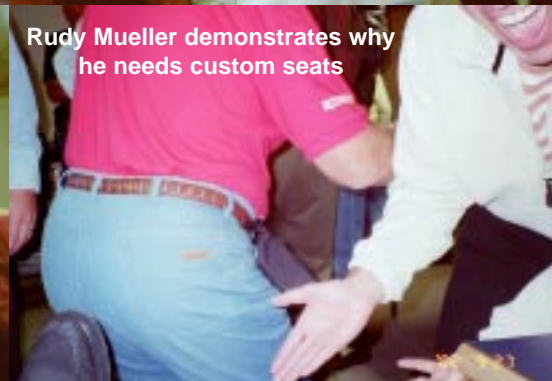
Susan Jones (L) telling about one of her infamous gags



Bob Lunde, Cid Holton and a Phoenix PCA member



Lucky Bret Bailey flanked by Susanne Dvorak and wife, Becky (L to R)



Nice hiking shoes!



Darlene Miller to Kelley Mayer, "Check out Jill's cheeseball!"



"Please enter and sign in here!"



Dave Schaal catches up with Deb Gruebele



. . . As Captured and Captioned by Jill Daneu

Rudy Mueller, Keith Gruebele, Scott Mayer sneak some brewski



Mark Cree and Ed Vasquez



Editor's Note: I call this the 'power table!' L to R: Fred and Jill Daneu, Susan Jones, Suzanne and John Dixon



Mike & Gayle Robinson take a break from the hors d'oeuvres table



Left, Keith Jones try out for the Oktoberfest poster boys . . . :-)



Wendy Oldendorf enjoying the Gunflint Lodge!



Lots of big grins



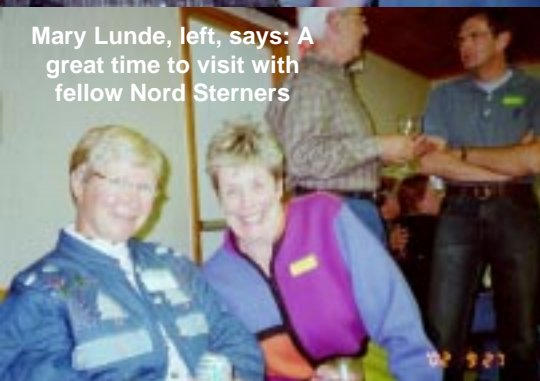
Brian Oldendorf, Don Miller and Fred Daneu enjoy Friday night's reception



Fred and Karen Shearer model Fred's new hat from Jongbloed Racing



Mary Lunde, left, says: A great time to visit with fellow Nord Sterners



The infamous crushed cigarette resting atop the Daneu's 911



Kelley Mayer, with Scott, considers a custom-fit fur collar



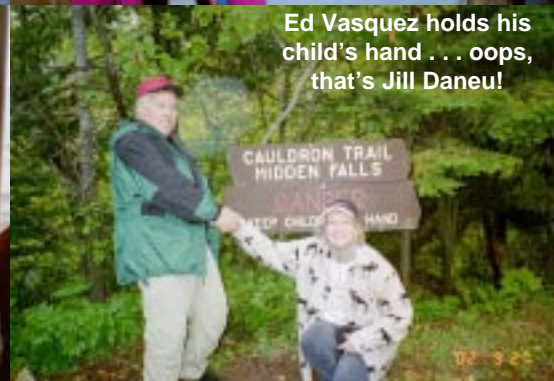
Its Meet and Greet Time!



Lunch at the Lodge, what a view



Ed Vasquez holds his child's hand . . . oops, that's Jill Daneu!





Clockwise, upper left: Jill Daneu & Jim Holton; Jim & Cid Holton in a picture perfect setting; Chris & Susanne Dvorak, Jim & Cid Holton and Jayne & Rudy Mueller enjoying the fabulous scenery; I really do not know what to say about this picture from the Lodge!; A truly unique group shot - lots of very trusting souls although we do build really good bridges in Min-ne-sota! and lunch at the Grand Portage Lodge where you just have to love the decor! Needless to say, this event is so much fun and we hope to see even more people next year!

—Winners of the 10th Anniversary Fall Color Tour Contest—

\$50 gift certificate to BlueFin Bay

- * Jim and Janet Thole – most attended Fall Color Tours (even more than the eventmaster!)

\$25 gift certificates to BlueFin Bay and/or apparel

- * Roy Henneberger – reserved Unit #10 at BlueFin Bay
- * Roland and Betsy Viau – own a 10-year-old car (1992 968)
- * Brian and Wendy Oldendorf – the 10th couple to check into BlueFin Bay
- * Mark and Kendra Schwabel – 10th couple to email John Dixon to request Saturday night dinner reservations
- * Roland and Betsy Viau – 10th car in queue to Temperance River
- * Rufus and Rita Sanders – 10th car in queue to Grand Marais
- * Fred and Karen Shearer – 10th car in queue to Gunflint Lodge
- * Jim and Cid Holton – Nord Stern members for 10 years
- * Don and Darlene Miller – Nord Stern members for 9 ¾ years
- * Rudy and Jayne Mueller – Nord Stern members for 9 ¾ years
- * John and Suzanne Dixon – have a “10” in their membership number
- * Brian and Wendy Oldendorf – have a “10” in their membership number
- * Edmund and Ali Vasquez – have a “10” in their membership number
- * Bret and Becky Bailey – have a “10” in their membership number
- * Frederick and Joan Olson – have a “10” in their membership number
- * David and Tamara Schaal – have a “10” in their membership number
- * Peter and Marcia Rosendahl – have a “10” in their membership number
- * Scott and Kelly Mayer – received a speeding ticket in Duluth for 10 mph over the speed limit
(Editor’s note: how come so low, Scott?)
- * Mark and Nancy Cree – special sticker underneath bread plate



And finally, two gorgeous white Porsches in an equally gorgeous setting!

*“I give it a few
moments thought and
give him the usual
race speil—you know
the one—it’s takes
longer than you
would ever think to
prepare a car and it
will cost a small
fortune and quickly
build to a large
fortune . . .”*



It seemed innocent enough, a call from a good customer, something about going racing. My initial reply—No, I’ve kinda stepped back from racing. Rick, this is different he say’s—I’ve heard this before, I think to myself. This is something REALLY CRAZY I hear on the other end of the phone. CRAZY, now I am interested, okay. What is the crazy idea, I ask? His reply, *“I want to rally race a 911 Porsche”*. You mean like in the dirt, mud and snow, driving through the woods at night flat out, doing jumps and hitting trees and stuff, that kind of rally racing? Yes, he says—I give it a few moments thought and give him the usual race speil—you know the one—it’s takes longer than you would ever think to prepare a car and it will cost a small fortune and quickly build to a large fortune, but what the hell I think, I’m up for a new challenge.

Time to dust off the old Nurburgring Motor Sports decals and get to work. After some discussion on what year 911 to campaign—we find a (the only?) used 911 rally car. It is located in Seattle. So next thing I know I’m on my way to Seattle to check out a rally prepped 1973 911. I meet the current owners, Dennis and Claire Chizma at their home. I am shown the car and yes ,it checks out just great. Turns out Dennis is a Porsche mechanic and rally driver, and Claire is a Champion rally navigator. Along with all the information on the car I am also given about 5 year’s worth of knowledge on rally racing—great people and great car. Having built race cars myself I know that Dennis spent at least a 1,000 hours out in the garage building this one! The car is purchased and shipped to my shop in Minnesota. The first outing will be the Ojibwe Forest SCCA Club Rally as a shake down run (pun intended). Dennis has set up the car well so we familiarize ourselves with the car, give it a good safety check and set off to do battle in the woods of Northern Minnesota.

The CLUB RALLY RACE is run along with the SCCA PRO RALLY race, so we get a chance to see the Pro’s, Claire Chizma has volunteered to come to Bemidji to help us learn the ropes—what a life saver. I corral my good friend Jim Seubert to work crew with me. We arrive to find the lot full of non-German cars—a few VW’s and maybe an Audi or two. This is the playground of Subaru, Mitsubishi, and Hyundai. These folks are in full battle gear—all three are factory sponsored teams, we’re talking millions here. On the other end and the middle there’s a lot of small private teams. Everyone is very friendly and helpful. We get our credentials/crew passes and sit down to figure this out, with Claire helping out with the details. By now Bob Olson (owner/driver) and Conrad Ketelson (navigator) are attending rally school to learn the rules and procedures. Jim and I are doing final prep to the car and planning our route and services.

Rallying works like this—The race cars start from the Race Headquarters and travel to the Off Road sections via the public roads. During These transits racers must maintain the legal speed limits and observe all traffic laws. Failure to do so results in time penalties. Also note that all of these cars are fully street legal and licensed for use



photo courtesy of Lorne Trezise

on public roads. While the racers are headed to the forest roads, in this case the Paul Bunyan State Forest, Jim and I are in the service vehicle headed to a point where they will exit the forest. At this point we are given a set amount of time to service the car. Which in the worse case scenario means we will need to do major repairs—like replace bent suspension components. Mostly it comes down to putting the car up on jack stands, removing all wheels, check for hidden damage and cleaning the rocks and mud out of the wheel wells and brake calipers, filling the gas tank, cleaning windows and replacing bent wheels with spares. Yes, you go through a lot of rims—tires hold up pretty well, but bent rims happen a lot.

The race is held in timed stages of 2-20 miles or so through a section of forest. Four or more stages are held in one area, between stages you wait in line until your turn on the next stage. When all racers have been through the four + stages they gather at the service stop. Here repairs are performed as needed, Then it's on to another road transit. The service vehicles pack it all up and head out to the next service area. The service vehicles also must observe all traffic laws and failure to do so will result in time penalties or disqualification of your team. Jim drives slowly to the next service area and we do it all over again. The event runs from Friday to Sunday, our caravan of race cars and service vehicle's roam through the North Woods,

day and night, like some nomad tribe.

In the end things work out well, Bob and Conrad have completed their first rally without major incident and have posted a very reputable 2nd in class / 22nd overall in the 2001 SCCA 10,000 Lakes Club Rally and 2nd in class / 14th overall in the 2001 SCCA Paul Bunyan Club Rally. It should be noted that about 50 cars started the Club Rally, 25 finished, this is tough racing. We have all gained a lot of knowledge about this (new to us) form of auto racing. We also have

gained a great deal of respect for those who build, prep, service, drive and co-pilot these Off Road "Street cars". Most of all, I have once again been assured that Porsche builds one of the most reliable cars in the world. Conrad has nicknamed the 911 'LeTank.' The descriptions of what they and this 911 have been through are just short of unbelievable—check out the action at:

<http://www.the-nurburgring.com/motorsports1.htm> .

Next: Mud and Snow in Laughlin—or how to be scared frozen and actually enjoy it!



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

Cost: \$50 per person

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

Chicken Wellington
Boneless Breast of Chicken in
Puff Pastry with Mushroom
Duxelle and Roasted Shallot
Chardonnay Sauce

—or—

Roasted Whole Tenderloin of Beef
Stuffed with Spinach, Shiitake
Mushrooms and Tomatoes
Roasted Garlic Demi-Glace

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

Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

Name/s: _____

Email or phone #: _____

Number of 'Chicken' Entree _____

Number of 'Beef' Entree _____

X number attending; \$50 @ total = _____

A Review of the Boxster 2003 by two of AOL's Auto Editors . . .

“The redesigned Boxster looks essentially the same as ever—and that’s not a bad thing. It’s still one of the best-looking cars on the road . . . I can’t tell you how many jealous looks I got while driving this thing . . . Boxster has extra storage space—I could actually fit a whole suitcase in the front storage space—because the engine is behind you. “

Base Price: \$42,600

Price as Tested: \$50,840

Engine: 2.7 Liter, Six-Cylinder Engine, 225 HP

Gas Mileage: 5-speed manual, 19 city, 27 highway

Top Speed: 157 m.p.h.

Overview

He Said: Overall rating—three Porsche shields out of five. The redesigned Boxster looks essentially the same as ever—and that’s not a bad thing. It’s still one of the best-looking cars on the road. Even though it’s quick in lower gears, the performance wasn’t as great as I hoped it would be. Ralph Cifaretto on the Sopranos had it right when he said, *“the Boxster is a Porsche with panties.”*

She Said: Overall rating—four Porsche shields out of five. Panties or not, this car has it all—looks, handling, style. The Porsche shield shines bright on the hood and entices all passersby to take a good look as it flies by. Once I remembered that the ignition was on the left side of the steering wheel, I was off and running!

Fascination Factor

She Said: I have a friend with an eight-year-old who is super into cars, and he nearly cried out in delight when I drove it up to his house. I can’t tell you how many jealous looks I got while driving this thing. Co-workers were questioning my salary requirements, and cars on the road were inching up at stoplights to get a closer look at the cute chick in the blue Boxster. So is the \$50-thou pricetag worth the admiring looks?

He Said: Here’s your justification. I went to a restaurant for lunch, and the good-looking waitress saw my keys on the table and asked, *“You drive a Porsche?”* I told her, *“I wouldn’t drive nothing else.”* After our meal she dropped the check off at the table, and it had her phone number on it.

Handling and Horsepower

He Said: I was really impressed with the way it handled on turns. It was hard to put a bad wheel on the road. It also accelerated very well in low gears but failed to zip ahead at highway speeds. Which sucked, because everyone wanted to race!

She Said: As Julia Roberts said in ‘Pretty Woman,’ *“This thing corners like it’s on rails.”* For people that aren’t a master of the manual transmission, it’s an easy clutch. It’s a pleasant driving experience, but if you want to ride in the Daytona 500, this isn’t going to be the car for you.

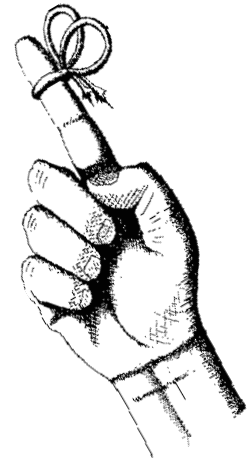
Size Matters

She Said: My head actually managed to rest on the headrest, the seat belt didn’t try to decapitate me and I could reach the pedals. However, the seats were so low to the ground I felt like I could scrape the pavement at any second. Visibility, therefore, was a little limited—especially with the convertible top up. Unlike some other sports cars, the Boxster has extra storage space—I could fit a whole suitcase in the front storage space—because the engine is behind you.

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



Your December 2002 issue includes a self-addressed envelope
for your convenience. Membership is handled by Susanne Dvorak whose address and
phone number are on page 2 each month. Or, just use the envelope provided.

Don't miss out on any Nord Stern issues: RENEW NOW!

He Said: Porsche did a great job with the interior. It fits big and small alike. And for the first time they've added cup holders and a glove box -- gotta have space for your stuff. It's the perfect car for a spin with your girl, but riding with another guy is a little close for comfort.

Final Thoughts

He Said: Porsche did right by not messing up a good thing—the car still looks fantastic. However, it would've been great if they'd given it some more of the 'zoom' that the Porsche shield is known for. Regardless, now that this Road Test is over, women are no longer attracted to me.

She Said: They had to pry the keys out of my tightly fisted hand. I enjoyed my stint in the Porsche Boxster. It handled well and proved to be quite a smooth ride for a sports car. When I find my millionaire husband, or win the lottery, the Boxster will definitely show up in my driveway.

*Editor's Note: Hmmm, I think they needed to
demo the "S" version!*



Hmmm, we all certainly know this is possible! Or someone with Photoshop has too much time on their hands!

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	

PARADE 2003—PLAN FOR THE BEST!

*“ The 2003 Porsche
Parade will use as its
home the beautiful
Saddlebrook Resort
. . . large enough to
accommodate not
only all attendees
housing requirements
but has spacious
enough grounds to
host almost all
Parade events, a one
stop shopping sort
of environment . . . ”*

HOTEL

The 2003 Porsche Parade will use as its home the beautiful Saddlebrook Resort, located approximately 20 miles north of the city of Tampa Florida. Saddlebrook is well known by golf and tennis aficionados, as it boost an Arnold Palmer designed golf course and a world famous tennis academy. Saddlebrook is large enough to accommodate not only all attendees housing requirements but has spacious enough grounds to host almost all Parade events, a one stop shopping sort of environment. The options for hotel accommodations include a single room, one or two bedroom suite and even a few three-bedroom suites. The resort has lovely grounds, which lend themselves to walking short distances either for recreation or to go from one event to the next. The food service and restaurant dining at the resort has received the Golden Platter Award for several years, making the need for food a great opportunity to try some quality cuisine. All banquets will be held on property in the Grand Pavilion room.

Look forward to a resort experience that will have you thinking of coming back in future years to relive the pleasures of the Florida Parade!

—by Rich & Diane Tillotson

SECURITY

Security at Parade 2003 will be the least thing you must think about. Your precious jewels of cars will be perfectly safe, as well as any personal items.

Parade 2003 is being held inside the grounds of an exclusive resort and community. Entry to the area is controlled via a gate and a guard employed by Saddlebrook resort where the event is being held. The resort has a very extensive and well trained security staff, which are on duty 24 hours per day. In addition to these normal and excellent security procedures, a uniformed police officer with a marked patrol car will be on duty every night of the Parade from 7:00 PM in the evening until 7:00 AM the following morning.

Security will be the best ever provided! Please don't forget to bring along personal identification and your PCA membership card.

—Bob & Ruth Stia

PARKING

Saddlebrook Resort is a walking village; therefore, the parking will be dispersed to several lots throughout the resort. All parking will be assigned upon arrival at the resort. A shuttle service will be provided to take you from your designated parking area to the hotel registration area. 24-hour shuttle service will be available to all parking areas.

Since the parking lots are dispersed, the Concours Prep parking area will not be located near the trailer parking. Shuttle service will be provided between the two lots. Accommodations will be made for those who wish to prep their car at their trailer.

Parade

. . . continued from page 23

Concours preparation areas will be in two lots with easier access to guest accommodations. Entrants in the Concours will be limited to one and one half parking places in the prep lots. After the Concours on Monday, the prep lots will be opened to all Porsches, not just the Concours entrants.

Look for the Parade 2003 Application in the November issue of *Panorama*. Be sure to mail your parade application on Tuesday, January 14, 2003.

—Donald Busby



Spyders



1959 356A

Spyder power plant



Spyder cockpit



1957 356A (by the way, this is bright yellow and black!)



Competition cars



911 SC judging



United Residential Mortgage

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The best service. The best rates. United.

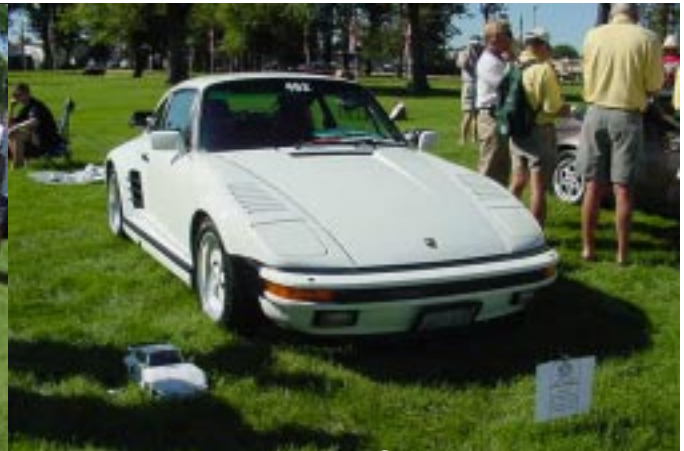
Robert W. Piper
work 952 837-6535
cell 612 599-2877
rpiper@urmmortgage.com
Orange Car #38 F



Equal Opportunity Lender



1968 911 S



1987 930 S



1989 Speedster



1984 930 S

... photos by Harvey Robideau

1954 Porsche 550/1500RS

Photos and Text by Bill Noon, Symbolic Motor Car Company
(from THE WINDBLOWN WITNESS)

*“In addition,
chassis 550-10 to this
day still remains
fitted with its original
engine, body and
chassis! . . .”*

Completed by Porsche on May 15th, 1954. Retained by Porsche KG as a “Werks” Team Car. Built specifically for the 24 Hours of Le Mans as the first of a four car “Werks” Team (with 550-11, 550-12 and 550-13), it was fitted with a special Type 547 third series 4-cam engine (No. 547-07) with Weber Carbs. The car still has the original matching numbers engine. It was also fitted with a 26 gallon endurance fuel tank with external fuel fill cap through the front bonnet. It was further fitted with an external oil fill cap for topping off the oversized dry-sump tank (only the four “Le Mans Prototypes” have this feature).

The frame, body, brackets, starter motor, suspension components are all drilled and lightened to reduce weight. Many components are constructed from alloy and magnesium to further reduce weight. At the scrutineering session before the 24 Hours of Le Mans the car weighed in at 548 kilograms (approx. 1200 lbs). This was two kilograms under the minimum and 2 kgs of ballast were added to the car to bring it up to minimum weight.

The four 550-1500RS “Le Mans Prototypes” including Chassis 550-10 were entered and raced by the Porsche Factory on June 12/13 at the 24 Hours of Le Mans. Chassis 550-10 was assigned to Factory Team Drivers, Richard von Frankenberg and Helmut Glockler. The car used race No. 40 but was out within the first hour with engine problems (550-10 was clocked as the fastest of the four Porsches on the Hunaudieres (Mulsanne) straight with a top speed of 211 kph (131 mph). 550-10 went out on lap 21 with a holed piston. It was determined after the failure, (which also struck two other Factory Team Cars) that excessively advanced timing had been the cause of the problem.





After Le Mans, this Porsche and the other three “Le Mans Prototypes” were entered by Porsche KG in a variety of European events.

Porsche records indicated that Chassis 550-10 was repaired and next entered by Porsche KG on the July 4th, 1954 running of the 12 Hours of Rheims. Assigned drivers were Olivier and Veuillet who scored a 2nd in Class / 9th overall finishing just behind the class winning 550 (550-11) of von Frankenberg and Polensky.

On August 1st, 1954 chassis 550-10 was entered by Porsche KG in the Nurburgring Sports Car Race. This was the Sports Car support race run after the German Grand Prix. In this race, chassis 550-10 was driven by 18 year old Porsche Factory Team Driver, Hans Herrmann who finished an incredible 1st overall with the remaining top four spots also filled out by Factory Porsche Team 550s.

Chassis 550-10 was then entered by the Porsche Factory in the September 19th running of the Avus Sports Car Race. For this race, chassis 550-10 was fitted with a different windshield and rear wheel covers in a further attempt to reduce drag. Once again Herrmann was assigned

driving duties, this time finishing second overall behind the winning 550 of von Frankenburg.

At the end of the 1955 racing season, Porsche sold the car through their Swiss concessionaire who in turn sold the car shortly thereafter to Julian, California business man Mr. David Deal. The car was imported to California but never raced again and remained in storage with Mr. Deal for the next twenty years until being sold to a Canadian collector Mr. Gilles St. Pierre. Fellow Canadian, Mr. Murray Wivell of Brandford, Ontario purchased the car from St. Pierre in the early 1980s but due to complete paralysis did nothing with the car until it was purchased sight-unseen by Newport Beach, California Porsche collector, Jeffrey B. Lewis.

Lewis then went to Canada to meet the owner and take delivery of the car. He found the car to be complete but totally disassembled and in need of a full restoration.

Lewis had the car shipped to Kevin Jeannette at Gunnar Racing in West Palm Beach, Florida for a complete



**Ferry Porsche with 550-10
prior to the start of the 24
Hours of Le Mans Race**

Continued on page 28



550-1500RS • 550-10 • Herrmann/Nurburgring 1954

550/1500RS

... continued from page 27

restoration. Shortly after arrival in 1983 it was given by Lewis to Jeannette in exchange for services rendered in the restoration of Mr. Lewis's 904-6. Kevin Jeanette sold 550-10 on November, 12 1987, still unrestored, for \$240,000 U.S. dollars to a Connecticut doctor. The car then began a comprehensive ten year, "no-expense-spared" restoration.

In 1997 the car was traded to Dean Becker of Palm Beach, Florida while still being restored by Jeannette.

In September of 2000 Becker entered and drove the car in the Colorado Grand. Shortly after this event the car was brokered by Symbolic Motor Car Company to Brian Kenner for \$850,000 U.S. dollars. By strange coincidence, Kenner was also a resident of Julian, California where the car had first been imported by Dave Deal back in 1955!

Chassis 550-10 and 550-12 are the only known surviving 550-1500/RS Le Mans Prototypes with documentable Factory Team Histories. In addition,



This car comes with a full “Porsche Factory” photo documentation of the car’s construction, maintenance and racing record from the 1954 / 1955 Season and is universally considered one of the single most important as well as correct alloy racing Porsches in the world.

June 12, 1954

von Frankenberg/Glockler DNF

12 Hours of Rheims

Olivier/Veuillet 2nd in Class/9th OA

Nurburgring

Hans Herrmann 1st OA

Sept. 19th, 1954

Avus Sports Car Race

Hans Herrmann 2nd OA

1955 David Deal, Julian, Ca

1975 Gilles St. Pierre, Montreal, Canada

1980 Murray Wivell, Brandford, Ontario, Can

1983 Jeffrey B. Lewis, Newport Beach, Ca

1983 Kevin Jeannette, West Palm Beach, Fl

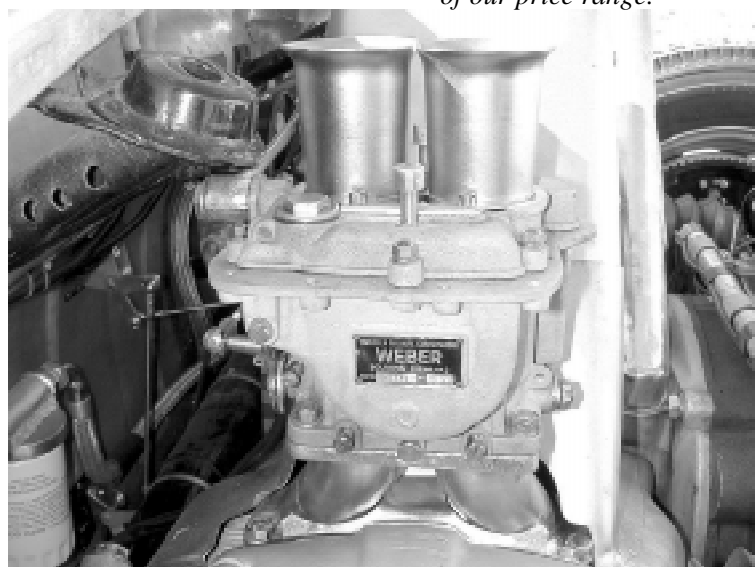
1987 Dr. Linda Romero, Manchester, Ct

1999 Dean Becker, Palm Beach, Fl

Brian Kenner, Julian, Ca

Editors note: While this vehicle is probably for sale,

I still thought the article interesting—even if a little out of our price range!



Top left: Cassis 550-10 and Hans errmann on teir way to a 1st overall at the Nurburgring in 1954.

Above, top: Part of the 2-page sales brochure Porsche produced to market the 550 Spyder.

Right: One of the original Weber carburetors, very difficult items to find these days.

Bumperstickers with Attitude!

- 1) My husband and I divorced over religious differences. He thought he was God and I didn't!
- 2) I don't suffer from insanity, I enjoy every minute of it.
- 3) I work hard because millions on welfare depend on me!
- 4) Some people are alive only because it's illegal to kill them.
- 5) I used to have a handle on life, but it broke.
- 6) Don't take life too seriously, you won't get out alive.
- 7) You're just jealous because the voices only talk to me.
- 8) Beauty is in the eye of the beer holder.
- 9) Earth is the insane asylum for the universe.
- 10) Quoting one is plagiarism; Quoting many is research.
- 11) I'm not a complete idiot, some parts are missing.
- 12) Out of my mind. Back in five minutes.
- 13) NyQuil - The stuffy, sneezy, coughing, why-oh-why-is-the-room-spinning medicine.
- 14) The trouble with life is there's no back ground music.
- 15) God must love stupid people; he made so many.
- 16) The gene pool could use a little chlorine.
- 17) It IS as bad as you think and they ARE out to get you.
- 18) I took an IQ test and the results were negative.
- 19) Consciousness: that annoying time between naps.
- 20) Ever stop to think, and forget to start again?
- 21) To err is human, to really foul things up requires a computer.
- 22) Wrinkled Was Not One of the Things I Wanted to Be When I Grew Up.
- 23) My Dog Can Lick Anyone
- 24) I Have a Degree in Liberal Arts - Do You Want Fries With That?
- 25) Computer programmers don't byte, they nibble a bit.
- 26) All men are idiots and I married their king!
- 27) Failure is not an option. It comes bundled with the software.
- 28) My wild oats have turned to shredded wheat.
- 29) A journey of a thousand miles begins with a cash advance.
- 30) Stupidity is NOT a handicap. Park elsewhere!

Tech Quiz - Test Your Knowledge

as compiled by Mary Anne Nowakowski, Chicago Scene



1. Each of the Silver Anniversary 911S models was equipped with a commemorative plate on the dash. Whose signature was represented on the plate?
 - A Professor Ferdinand Porsche
 - B Ferry Porsche
 - C Ferdinand Butzi Porsche
 - D Ferry Porsches sister, Louis Peich
2. Where is the 918s first aid kit located?
 - A Adjacent to the space saver tire
 - B In the rear seat storage compartment
 - C In the glove box
 - D In the drivers door pouch
3. In what model year was the 911 RS America introduced to the U.S. and Canada?
 - A 1989
 - B 1990
 - C 1991
 - D 1992
4. What happened to Porsche 356-001 during delivery to the Monterey Historic Races celebrating Porsches 50th Anniversary in 1998?
 - A It garnered the Peoples Choice Award before it arrived at the event
 - B It was stolen and has never been recovered
 - C It was dropped during air transport from Germany
 - D It was driven across the U.S. to try and drum up interest in the Monterey Historic Races
5. What is the operating sequence of a four-stroke, internal-combustion gasoline engine?
 - A Intake, power, compression and exhaust
 - B compression, exhaust, intake and power
 - C Exhaust, power, compression and intake
 - D Intake, Compression, power and exhaust
6. In which model year was the Porsche crest first affixed to a car?

A 1949	C 1951
B 1950	D 1953
7. With reference to styling changes between later models of the 911 (933 vs. 996), what is a power bulge?
 - A The expanded change in torque curve between the two models
 - B A break in the downward speed of the 996s rear deck
 - C An optional raised portion in the 996s front hood, necessary to accommodate oversized shock absorbers
 - D Larger fender flanges to accommodate the 993s optional 18-inch wheels and tires
8. Which component is not found in the value train of the 944?

A Exhaust valve	C Value Guide
B Camshaft	D Pushrod
9. Which was the first transaxle-type Porsche to be offered with a six-speed gearbox?

A 968	C 928
B 944	D 924
10. In which model year were 16-inch forged alloy wheels made standard on a 911?

A 1984	C 1989
B 1986	D 1991

Answers:	1. B	2. B	3. D	4. C	5. D
	6. D	7. B	8. D	9. A	10. C

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

1987 944T Class F racer setup w/truck and trailer

Will Trade for a similar priced street/DE Porsche. Tub 1987, motor 1986 with 4500 miles crank up rebuilt, including Turbo. Racetech Cage w/extra bars, Butler seat, back brace, 928 Brake Bias, Charlie Arms, M030 Bars, LEDA 24 position adjustable shocks with external reservoir, 550LB front, 450LB rear springs, adjustable spring perches, camber plates, Solid bushings rear, neutral rear torsion bar, lowered to the weeds, 2 sets Forgline 17" wheels, spare race rubber, new rotors (one weekend), Lexan windshield (needs installed), Window Net, rebuilt tranny/differential by Bob V. with full lock limited slip under power, new axles & CV joints, 10 lbs over weight with 2 gallons of fuel. Have AutoAuthority Stage 2 chips, not installed. Trailer: old, but trusty and rusty. Low boy, electric brakes, hauls like a dream, looks horrible. This one won't be stolen from the street, tires new 2 years ago. Truck: 1992 Chevy Silverado extended cab 2WD 5.0 5 speed, 136,000 miles. Seats 6 sleeps 2, Custom painted topper for short bed. Very reliable and dependable, no

leaks or drips, does not use oil. Up to 20 miles per gallon on the highway without trailer. Has a bit of rust starting just behind the doors, but otherwise, very clean for age. I have about \$26k into the entire setup and would prefer to sell as a package. I will NOT separate parts/spares from car, so please do not ask. Ray Newman. 612.374-8776 or email: RC-newman@mn.rr.com

1979 Porsche 928 parts car

This car has factory 1987 S4 wheels, brakes, suspension, rear bumper cover and gts mirrors. No transmission, torque tube or heads. no body damage just some years. call for a specific part or any questions. Scott Al-najim (home) 952-941-1474 (work); 952-808-3062; (cell) 612-386-4622

Wanted: Wheels for SC

Two 7" by 16" Fuchs Anodized/black centers. Good to Excellent condition. Pete Wilmes 651 439-3733 or 651 264-5095.

1988 BM 325IS

New belts, 950 Bridgestones, all recs. leather interior, sunroof, red, ex. tires, wheels, 127K exceptional condition. \$6,000. 218 728-6439 or email at: jmsaarin@aol.com

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.

Technische Maerchen - Double Duty Parts

by Steve Grosekemper, San Diego Region Tech Editor

“... many car manufacturers use common parts for different models in their line-ups. Porsche is no exception to this rule, ...”

It is no secret that in the ever-intensifying race for ease of manufacture and increasing profits, many car manufacturers use common parts for different models in their line-ups. Porsche is no exception to this rule, as can be seen in the headlights of Boxsters and 996's. While they may not have intended it, they have been making parts that can be installed on more than their intended application for several years now. While this headlight comparison is a quick and easy one to see, there are other parts serving double duty that are not so obvious. In fact, there are some possibilities that are not so obvious even to Porsche, but became obvious to me through years of working on these fine automobiles. One such part was the subject of my very first tech article back in 1998. The part in question was originally intended for bearing spacing deep down in the bottom of a 928 steering column. Many years ago, while overhauling said steering column, I came across this little spacer and it called out to me. "What other application could I be used for? I stared at the part for quite a while; then it hit me like a ton of bricks. 911 steering wheel bearing insert! You see, there is a plastic insert between the shaft and bearing of a 911's steering column. As it ages, it deteriorates and crumbles into so much dust leaving a very loose, sloppy feeling steering wheel. While the wheel cannot fall off, it certainly gives the driver a low confidence feeling. Most



Porsche parts magazines have picked up on this, and have added this part to their offerings (at about twice the Porsche list price). The part number and price are 928.347.739.02 - \$8.15.

Left: Figure 1. Note the 928 split sleeve between the bearing and shaft

The repair is quite simple and completed as follows:

1. Remove horn pad.
2. Mark the steering wheel to shaft orientation (to maintain a straight wheel when completed).
3. Remove steering wheel nut and washer.
4. Pull off steering wheel.
5. Remove "C" clip from steering column.
6. Remove the remaining debris at steering wheel bearing.
7. Slide on the new metal bearing insert.
8. Reinstall the "C" clip, the steering wheel, nut, washer and horn pad.

The second part also comes from a 928, and by chance is doing double duty on a 911 again (is this a trend?). The problem this time has to do with the straps for the air cleaner housing (on '73 1/2 -'83 CIS injected cars). These straps are pulled very tightly

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Double Duty Parts

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and with the high under hood temperatures, breakage is only a matter of time. 928's have a very similar strap, but unlike the flat 911 strap, it has two reinforcing ribs in it. These extra ribs give the 928 straps almost double the strength of the standard 911 straps. Installation is as easy as hooking on the bottom end and pulling really hard!



Figure 2, Left:

911 Standard Strap (Left). Part #

911.110.365.01 - \$17.53

928 Ribbed Strap (Right). Part #

928.110.363.01 - \$30.14

Our third multi-tasking part is from; you guessed it, a 928. Is this proof of the superior design of the 928 or does it just mean that these are merely really fast parts cars? (I'll let you decide). There are many times when we need a good spot for a high current battery B+ connection. Whether you are relocating a battery to a remote area, or need a hookup under the car to activate the power locks when the battery goes dead, this is it. This little gem lies on the passenger side fender of a 928. There you will find a battery positive stud with an integrated insulating cap. The B+ junction will handle up to 100 amps and mounts easily just about anywhere with two small screws.

Figure 3, right

This power junction post was used in a battery re-location job but it has many other varied uses. The assembly consists of three separate pieces. The base piece, which mounts to the car, is an insulated block with a metal thread insert in the center. The second piece is a threaded metal post to easily access power. The third piece is an insulating cap and tether to keep the post from shorting out when coming into contact with other metal items.



1. Base piece 928.612.867.00 - \$6.64.
2. Threaded post 928.612.868.01 - \$7.50.
3. Insulating cover 999.612.073.00 - \$6.46.

As you can see, parts are not always just parts. With a creative mind, the correct parts are an opportunity to make a great car even better, even if Porsche hadn't intended it that way. Good Luck!



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