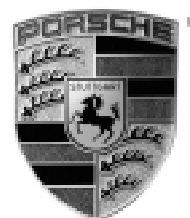


# N O R D S T E R N



## *January* *2003*

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

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Front Cover -President Mark Skweres at the Porsche factory a couple of years ago when in Germany checking over what he recalls as "Gmund coupe Nr.1 Typ 356 roadster" built in 1948. Can he actually be touching the car? Photo by Sue Salata.

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—AND/OR—

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Leave your name, address  
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Your application will be sent  
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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

*"It has been a fun,  
event-filled year with  
many great Nord  
Stern activities. I  
certainly hope that  
you, as a member,  
have taken advantage  
of at least one of  
those things  
this year. . ."*

The Boeders would certainly like to extend their very warmest Holiday Greetings to one and all. Another year has come and gone and I still marvel. It has been a fun, event-filled year with many great Nord Stern activities. I certainly hope that you, as a member, have taken advantage of at least one of those things this year. The club exists to provide myriad opportunities aimed at the various interests of club members. I truly believe there is something for everyone - and if not, then step forward, volunteer and see that it is offered!

And it goes without saying, 2003 is shaping up to be even MORE event laden. I have moved the calendar to the middle pages for convenience and the year is rapidly filling with lots of stuff - check it out! More things are still in the planning stage so keep checking it. From track events, to relaxing social get-togethers, to Autocrosses, to lots of tech sessions, to dinners, the list goes on. I also wanted to share the announcement to the region presidents about our very own, **Joe Rothman!** Congrats, Joe!

**H**ello Zone 10 Presidents, I am pleased to announce that the Executive Council of the PCA has selected **Mr. Joe Rothman** to serve as your new Zone 10 Representative. Joe and his wife Michelle are former Nord Stern Region members and are now in the St Louis Region following a move earlier this year.

As I will be leaving this position in less than 2 weeks, I would like to take this opportunity to thank each of you for all the work you do for the benefit of PCA and your past support. I can truthfully say that my 2 terms as your Zone Representative were some of the best times I have had in 23 years of PCA membership! Through our travels, phone calls, and email Angie and I have met and enjoyed the company of a number of enthusiastic, talented, and dedicated volunteers (and characters) who are the glue that binds this organization together.

As I assume the responsibilities of the National Secretary's office I would like to count on your continued support and open lines of communication. Together, we can continue the high standards set by those who have served the Club in the past, and look forward to even greater success and innovation in the future.

Best Regards, Kurt Gibson Zone 10 Representative, Porsche Club of America

## Nord Stern Newsletter - Advertising Rates

Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$112	\$98	\$63
1/2 pg.	70	63	42
1/4 pg.	42	36	26
1/8 pg.	N/A	28	16
Inside Covers	N/A	N/A	74
Back Cover	N/A	N/A	84
Ad Sizes:			
Full Page:	7" wide x 10" High		
1/2 Page:	7" wide x 4-3/4" high		
1/4 Page	7" wide x 2-3/8" high		
1/8 Page:	2-1/8" wide x 4-3/4" high		
Back Cover:	7" wide x 7" high		
Color:All ads appear in black and white			
All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request. Or can be submitted on disk - Mac preferred.			

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## ***Welcome . . . New Members***

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

**Michael Corbin**  
Medford, MN  
1988 White 944T

**James Graner**  
Minnetonka, MN  
2002 996

**Bent and Nancy Knoll**  
Maple Grove, MN  
1988 Black 911

**Michael Meirovitz**  
Mendota Heights, MN  
2003 Arctic Silver Boxster

**Matt and Holly VanOrt**  
Woodbury, MN  
1971 Red 911T



*“I’ve been drilled  
with the who, what,  
why and where  
questions, as well as  
receiving a number of  
suggestions and  
proposals for some  
new ideas to increase  
participation and  
variety within our  
club functions . . .  
This year we have, as  
we have in the past, a  
great group of people  
who will do a  
wonderful job. ”*

**H**appy New Year and Holy Smokes! Can you say zero to 100 mph in a blink of an eye? As your 2002 Vice President, I had it pretty good. The job came with a great title and little to no workload. My primary function consisted of following the President around and learning what my responsibilities would be in 2003. I took on a few small projects and continued to help with the Safety crew when needed. Boy . . . did that change in a “blink on an eye.” After returning from the Baja 1000, I have been inundated with Presidential functions. I’ve been drilled with the who, what, why and where questions as well as receiving a number of suggestions and proposals for some new ideas to increase participation and variety within our club functions. To this sudden mountain of work I say, bring it on, I’ve been trained by the best. It would take thirty pages to detail ten percent of the work **Mark Skweres** did as President of our club last year. He went so far as to read and organize old documents that have traveled from President to President over the past 40 some years. He has been a great mentor and is a huge asset to Nord Stern.

As in our Club’s tradition, **Mark Skweres** will move onto the Board of Directors. Our Board does a tremendous amount of work “behind the scenes.” These past Presidents are the folks who debate the issues and make all the tough decisions. As all of us can see from the Club’s success, they do a fantastic job.

In this issue Christie will publish all the Chair positions. Everyone within Nord Stern needs to understand that without Chair volunteers, we would not function as a club. There are hundreds of tasks and thousands of details that are broken down into Chaired positions. These Chair people are highly skilled, unpaid volunteers (editor’s note: emphasis on the unpaid, but rewarding aspect!). This year we have, as we have in the past, a great group of people who will do a wonderful job.

Earlier I mentioned the Baja. Look for **Scott Kuhne’s** article on our racing adventures this past November (see this month’s issue of Nord Stern for a fascinating read of quite an adventure!). As true Porsche enthusiasts, we only raced in a class that was powered by Porsche engines. It wasn’t a **Steve Watson** GT-1 twin turbo type engine; it was more like a Class J 914-4 sort of thing. However, with over 20 inches of travel and top speeds in the 90 mph range, it was fast enough to get the heart pumping. I want to give a special thanks to my co-driver **Bob Viau**. We were definitely on the same page in the race. When we took off our goal was to get the car to Kuhne in one piece. But after the first 20 miles we saw two major wrecks, one destroyed a \$150,000 racecar, while a motorcycle accident broke the rider’s back and who now is paralyzed from the chest down. At that point, our goal included getting ourselves there in one piece. It’s funny now looking back on the race; Bob and I felt maybe we were being overly cautious, and maybe losing ground on the leaders because of it. Not so . . . we set the fastest top speed out of all the BC class cars. I think EFR (Elliott Forbes Robinson) was the most surprised at our pace, since he had raced the same section of the racecourse and had practiced on that section a week earlier.

*Continued on page 31*

## Nord Stern 2003 Tech Session: Johnson Autosports—Dyno Session!

**Saturday, February 15, 2003  
9:30 AM**



**Location: 11081 Chaparral Avenue (new location) Shakopee, MN**

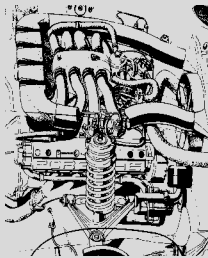
Come on out to the new location for Johnson's Autosports in Shakopee on Saturday to see the great new shop Bob has moved into during the last year. They will just be returning from the race weekend in Sebring, Florida and should have some exciting stories from the races!

Bob present another great Dyno session that was so popular last year. He will have a car all set up on the chassis Dynameters and explain all the steps, test runs and results obtained from the runs. Don't miss this if you have any interest in making your car faster, or just getting the most from what you have.

Bob can always be counted on to have a shop full of fast cars to look at. Plan to attend this first technical session of 2003 and spend the time talking with other club members about the recent race in Sebring, past events from 2002 and all the plans in 2003 for faster times.

Contact: Bob Johnson (952) 233-0275 or Ed Hazelwood (651) 705-1239

## Nord Stern 2003 Tech Session: Bolt-On Horsepower - Auto Edge



**Saturday, March 1, 2003  
1:00 PM!**

**Location: 900 Wildwood Road Mahtomedia, MN**

**\*Two sessions in one (see note)\***

One PM (1:00 to 3:00), yes, an afternoon session at AutoEdge to learn about the latest equipment and techniques in gaining horsepower through "Bolt-On" items. Listen to Bob Viau present and explain the ways to increase horsepower for your car including enhancements to the exhaust system, air filters, cams, or supercharging.

For an added bonus, come over to Bob's in the AM, (9:00 to 11:00) for a session on suspension componets being presented to the BMW Club. They have invited Nord Stern members to attend and hear about suspension upgrades to springs, shocks, sway bars and alignment settings.

Nord Stern has also invited the BMW members to attend our afternoon session.

Contact: Bob Viau (651) 777-6924 or Ed Hazelwood (651) 705-1239

## **Nord Stern 2003 Tech Session: Swap Meet —Carousel Automobiles**



**Saturday, March 15, 2003**

**Time: TBA**

**Location: Carousel Automobiles**

**8989 Wayzata Blvd. Golden Valley 763 544-9591**

Here it is; your chance to get rid of all that old junk you have in the garage! Of course you won't be able to pass up all the great bargains you will find at the swap meet.

Be certain to plan in advance for this morning event, and remember to call early (read now!!!!) to sign up and to reserve a space and table. A nominal fee will be charged to cover the cost of the tables, but they need to be reserved in advance.

Mark and the personnel at Carousel have very graciously agreed to host this great event for us, so call to reserve and sign up NOW!

Contact: Mark B (763) 544-9591 or Ed Hazelwood (651) 705-1239

## **Nord Stern 2003 Tech Session: Come and Meet the Cayenne - the Next Porsche**

**Saturday, March 29, 2003**

**Time: TBA**

**Maplewood Imports: 2780 North Highway 61**

**Maplewood, MN 55109**

Be certain this one is on your calendar! George has a very special presentation for Nord Stern members; the totally new Porsche Cayenne.

Each new Porsche owes it's soul to the ones that came before it. A thoroughbred lineage that has forever reshaped the expectations of a sports car. All but complete, the Cayenne is a culmination of everything we've learned along the way. And a SUV like the world has never seen before.

Dr. Porsche said many years ago; "I couldn't find the car I'd been dreaming of, so I decided to built it myself!"

Contact: George Andeweg (651) 483-2681 or Ed Hazelwood (651) 705-1239

# Baja 1000 2002—It`s Rally Time!

Photos and text by Scott Kuhne and Bob Viau

**A**h, the lure of the Baja 1000; the Indy 500 of off-road racing! Soon, we will face the adventure of running day and night through the desert and highways of the Baja Peninsula from Ensenada to La Paz on the official SCORE course of 1,017.56 miles. The crew would consist of two people that we did not know, John and Brad Hite, along with the PCA group of John Karr, Jeff and Dave Stone from Kelly-Moss Racing, and **Bob Viau, Scott Anderst** and me, **Scott Kuhne**, the Auto Edge group. Rick Viau and Matt Campeau, Auto Edge mechanics also supported us. They planned on following the BC5 car down the course using the racecourse and highways to be at each pit and driver change ready to repair any damage created by the course (or drivers!).

We would drive a purpose built vehicle from a company called “Wide Open Baja” who will supply us with the car and the support structure to compete. The Wide Open machines are built exclusively for the BC (Baja Challenge)



class of the SCORE desert series and have specially built frames made of chromoly steel with double “A-arm” Front and Rear Suspensions. A 914-based Porsche engine of 2.5 liters containing a 2-barrel carb with a 911 cooling conversion, and single exhaust, is mated to a 4 speed manual transmission. This Porsche engine combination offered smooth yet powerful off-road muscle. The heart of the car’s ability to tackle the rough roads of the Baja is in the advanced front and rear suspension with over 20" of wheel travel and race-proven Bilstein shocks and Eibach springs. We were able to breath clean air that was delivered to our fully enclosed helmet with the help of a specially designed

air pump that filtered out the Baja dust.

It all started in San Diego when we arrived from Minneapolis about an hour late. Jeff and Dave Stone went to get the rental cars (actually Suburbans which would become our off-road transporters), while we waited for John Karr to arrive from Kansas City. We needed to arrive by 2 PM at the Wide Open ranch to get some practice time in the cars. The racecourse is open for pre-driving on the days leading up to the race. John’s plane arrived late and the rental cars took longer to get than planned for. What seemed like forever was actually an hour or so. When the cars arrived so did John Karr from his flight. We loaded up the







gear, changed some money into pesos and we were off to Ensenada by about 1:30 PM.

Now running late, we were able to go with traffic at the slow pace of over 90 m.p.h. from San Diego to the border. Stopping in Tijuana we needed to get our tourist visa from the immigration office. Waiting in line we filled out our form, had it checked by the officer, walked next door to pay our \$20, get it stamped, then back to the officer and whew, we were ready. We hopped back into the Suburbans and headed for the Wide Open Ranch. Arriving just before 4 PM we were told that we missed our opportunity to pre-drive the course. *"The festivities were about to begin and it would be dark soon,"* we were told by the Wide Open crew. Some quick talking by the Stones and they agreed to take us for a quick spin in the backup vehicles.

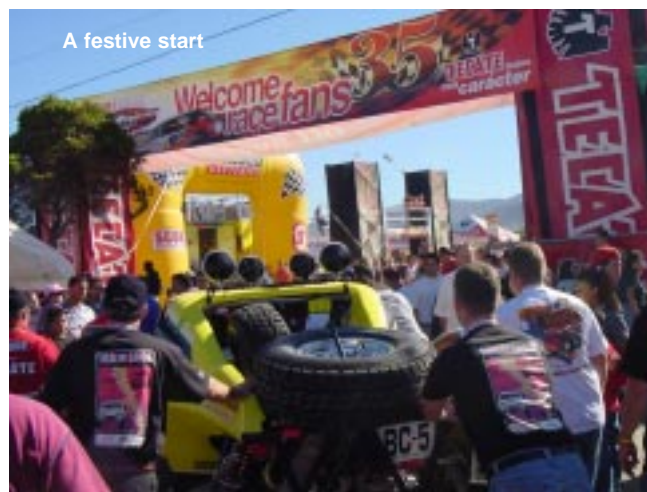
We drove the cars for about 12 miles switching drivers halfway through the ride. We were able to experience some of the dirt roads, gullies and obstacles we would come across in the race. We now had about 30 minutes each in the cars and our confidence rose that we could handle the cars and the roads. We were all set to take on the Baja now, if only the others around us could share our



confidence we would be set. Even though the other teams had some fairly famous drivers including Elliott Forbes Robinson, Roberto Guerra, Michel Jourdain Jr., or one driver who has won the Baja race over five times, it did not dampen our enthusiasm or resolve to survive.

After our test drive we arrived back in time for the opening presentation and BBQ dinner. The welcome presentation and BBQ were for the drivers, volunteers and workers from Wide Open that would assist in tackling the Baja. Paul Page was in attendance as well as celebrity drivers and the media. The dinner was fantastic and the cold Coronas and Margaritas flowed freely during the activities. During the dinner we had a short meeting with Todd Clement from Wide Open to go over the course, our logistics and any last minute questions we had. Then it is off to the Punta Morro hotel for some sleep.

The Punta Morro hotel was the meeting place for the Wide Open group to start the odyssey. In the morning we awoke to a breakfast buffet and a pre-race meeting to discuss logistics, answer questions and meet some of our fellow crew that would be the support in the pit areas. We also had GPS training for the Lowrance units mounted in



the car. From there we went to Registration and Contingency (tech) for the cars and drivers of record.

Prior to leaving, Wide Open passed out stacks of decals and stickers. No one explained the purpose of these, but I grabbed a big stack as I thought they might look good on my own car and tossed them into the glove box. I found out later just how valuable these stickers are. During the drive down to La Paz we had to pass through several military checkpoints. At each checkpoint we would mention we were racers and they would ask us if we had

*Continued on page 10*

## Baja

*... continued from page 9*

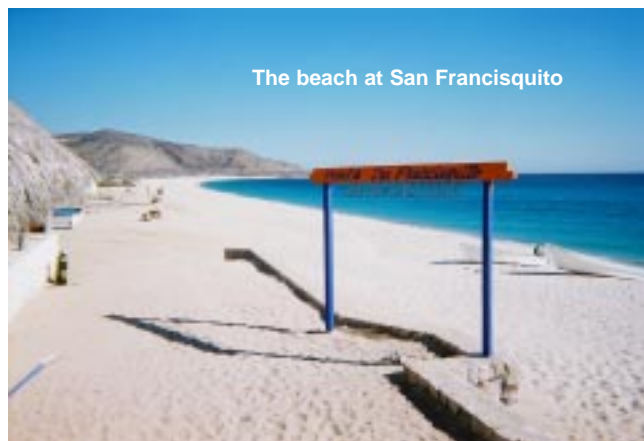
any stickers. Happily saying yes, we passed them out to the military personnel and found we were waved right through the checkpoint. We dubbed these stickers our “get out of jail free cards” and passed them out quite liberally along the way.

After registration, my co-driver and I had to leave for our rendezvous point. We needed to leave a day early so we could get there the night before. The pit area was located **backwards** up the course and we could not drive on the racecourse the day of the race.

John Karr and I hopped into one of the Suburbans for the 9 to 12 hour drive to the meeting location—which was near San Francisquito. After driving about 9 hours and avoiding a semi crash that blocked the road for several hours, we arrived where we needed to head off-road towards San Francisquito itself. We met the pit crew who knew the right road to take. Little did we know that this road was actually part of the racecourse. By now, it was now about 9:30 PM as we headed east on the narrowest, rockiest, most washboard, rutted, and rough road I have ever driven. This road was nothing like the pre-driving roads we took but was a sample of what was to come during the race. It took over 3 hours to wind through 20 miles of this road.

At one point during the drive, we had three roads to take and the wooden road signs did not offer much assistance. We started down one road but thought it did not look right, so we stopped and took out our map and tried to figure out our location. Just about that time, a rash of light engulfed the car and several military personnel

jumped from their Hummer, machine guns poised for action and asked us if we were “Banditos.” We yelled “racers” and showed our bands and maps to calm the situation and they grew very friendly. We showed them the map and where we were trying to get to and they acknowledged our request. “Follow us” we heard and they hopped into the Hummer and started to drive off into the raw desert. Not to be outdone in the middle of the night, John and I followed. They took us past a military checkpoint and drove us to the right road. As they pointed East, we thanked them and drove off. The next morning



The beach at San Francisquito

we saw the same crew and asked if we could have a picture. They happily obliged.

We arrived at 12:30 at the “resort” booked for us to stay at. This “resort” consisted of grass huts with cots for people to sleep on. Some opted to sleep on the beach or the floor of the bar rather than the cots. John and I found an open bunk using a borrowed flashlight and crashed.

Meanwhile back in Ensenada “the start” was delayed, which we found out later. Jeff and Dave Stone were set to start in our BC5 car. It seems the locals decided the start would be more exciting if they flooded some of the course by rupturing the main water supply. The start was delayed, deemed too dangerous by Score officials and moved further up the course. The delay totaled one hour from the original start time.

Bob Viau and Scott Anderst left Ensenada before the published start of the race to arrive at Pit stop 2, mile marker 218, to relieve Jeff and Dave Stone and begin their portion of the adventure. Jeff and Dave Stone arrived at Pit stop 2 at 2:30 PM. Bob and Scott’s stint consisted of mountain roads, swamps through frog canyon, 60 miles of Mexican highway (on which our car set the fastest top speed of the



Much friendlier looking in the daytime:  
Scott and John with their military escort!

BC cars at 90.4 m.p.h.), and dirt paths with many vados (large washouts).

Awakening to the sound of surf and the warm sun I took in a swim in the Sea of Cortez and then showered before breakfast. After having a very traditional Mexican breakfast of beans, tortillas and eggs along with some really strong coffee we headed to the pit area. After waiting for most of the day and wondering if our car would arrive, the radio crackled that the first motorcycle was close to arriving. First one then another, then ATVs, four wheelers and then the trucks! The locals, inhabitants, military personnel and others collected along the track to watch the different vehicles whiz by.

Nightfall approached and we decided to get ready and pack our things as we waited for our car BC5 to arrive. After spending all day with the regulars that were not driving this year, it was obvious they did not have much faith in our team's ability to survive—much less compete for the win. This was confirmed later by Bob Viau and Scott Anderst who spoke with our pit crew and they let on that the best bet they would give is 6 miles down the course before we wrecked the car.

The radio crackled with BC5, "Mile marker 350, A OK" - the radio verbiage we were supposed to give as we saw the mile markers along the path. As it radioed closer, the first Wide Open car arrived at our pit. We watched as the next one arrived and then our car BC5 radioed it was 10 miles away and ready to pit. John and I grabbed our gear, buckled our helmets and waited anxiously for it's arrival.

They arrived at around 9:30 PM in third place—about an hour and a half behind the lead team. Bob and Scott got out while the vehicle was checked over and fueled. We hopped in. John drove first through the rocks and I was to drive through the silt bed. Bob Viau debriefed us on the car and the GPS settings and off we went. We decided that the driver would never take their eyes off the trail and the co-driver would work the GPS, the radio, watch the gauges and call out the mile markers. The co-driver also worked the light switches to get maximum light without causing blindness in the dust. The only way I can describe the effect is driving in fog with your brights on at 70 m.p.h.!

Our chase plane was a comforting voice as they tracked our progress, radioing ahead to let people know we were on our way. The rock filled road that John Karr and I navigated was the rockiest road I have ever seen. Good

thing the car had 24 inches of suspension travel because we used every inch of it! In one section the rocks were as big as the car. One move off course and the car would be crushed. We came over a hill and one rock in the middle of the road knocked the front skid plate loose. John and I made it to the next pit and while the car was being fueled and checked over, we switched driving positions.

While John had the rockiest portion of the course, I was facing the silt bed. The silt bed was left over from the receding ocean and was best described as "*baking flour about 6 to 8 feet deep and about a mile to a mile and a half long.*" I left the pit and headed down the road navigating through a straight section of racecourse thinking this isn't so bad. That's when the GPS stopped working and we had to navigate blind. We drove the fastest we could given the conditions while coming up with a way to identify and navigate the turns plus avoid the obstacles facing us. The silt bed was fast approaching as we were making good time.

Now if this wasn't bad enough, we learned the car had no power under 3000 RPM and emitted a huge fireball when you lifted off the gas. Bob Viau warned us of the flash but we had no idea until it happened how big it actually was. The fireball delighted the crowds and spectators every time we lifted off the gas and we got used to the flash behind us. It would not be hard for the chase plane to find us!

The only advice we received from anyone was to keep the rpm's high, keep the car moving in the silt bed and to not lift the gas pedal. Not hard with our car as it did not run well below 3000 RPM. We approached the silt bed and passed slower motorcycles, buggys, four-wheelers and other assorted vehicles. I was nervous because if you got the car stuck (and many did) in the silt bed ,it could be from 1 to 4 hours before you getting pulled out and back on your way.

Just before the silt bed the radio came on that we were about to hit the silt bed. I downshifted to second gear and got the revs up. All I can say, moving through the silt bed is like driving a rowboat through a hurricane. Wave after wave of silt and brush engulfed the car blinding us as we drove. The car would ride up on top and then sink into the silt. While on top of the silt we would look for our next route and plow ahead. All this while the ruts from previous vehicles pitched the car left and right while you tried to keep it moving.

*Continued on page 14*





Bruce and Christie Boeder were certainly pleasantly surprised to receive their *Family of the Year Award* from President Mark Skweres! Editors note: Thank you all so much! Son Geoff loved it



Class wins in the Driver Education series were announced with plaques going to those in attendance. In addition, Class records were also recognized. R to L: Bret Bailey, Luis and Velma Fraguada, Tamara Schaal with Mark Skweres at the podium and Timing Chair Ed Tripet



Ed Tripet congratulating Mike Courtney on his Class Record



Other Awards presented at our dinner were the Concours class winners - Mitch Berry Concours Chair handles those duties (Editors note: a Boeder-mobile received an award, believe it or not! Son Geoff prepared the Class H race car and had a great time washing and of course getting to drive it out to Afton.)



President Mark Skweres (L) and a beaming Jim Bryant strike a pose for Nord Stern. Jim is holding his class record award.



President Mark Skweres has the podium where a number of annual awards were given out, included Worker of the Year to Don Miller -Safety Chair extraordinaire honored for all his work and help in running various driving events regardless of whether he was participating or not!



## Baja

*... continued from page 11*

At one point the car came out of the silt with a Ford Bronco stuck directly in front of us. Without evasive action, I would hit the Bronco in the rear. I turned the wheel to the right as far as I could, the car sunk and started to slow in the deep silt. My co-driver and I emitted some words that cannot be printed and we screamed in horror at how close we came to hitting the stuck car. The car started to stall, I quickly downshifted to first gear and revved that engine. We regained some momentum and drove out of the silt bed. Later, we learned the Ford Bronco had been sent to pull cars from the silt bed; luckily we didn't need him. My confidence in tackling the silt bed would be short-lived. We found out that, of course, just when you think you are out of it, you are not.

The chase plane kept asking us if we were out of the silt bed but my co-driver was too busy pulling brush from the car so I could see and wiping the GPS unit off so we could see that. We got the signal back just after the silt bed as we were headed for a rash of obstacles. After another mile or two of more silt, corners and washboard, our progress seem slow. One corner surprised us as we faced three roads to choose from (one on each side of an elevated road). We chose the elevated road and hit the gas. After a little bit we realized the road ended and I slammed on the brakes. Stopping a few feet short of disaster we got out of the car, pushed it backwards and found a path off the side of this elevated road we could drive on. Why not use reverse? The reverse gear we were told was a weak link and unusable on the course as it would explode if used, float around in the gear oil and wreck the transmission. Not a good idea.

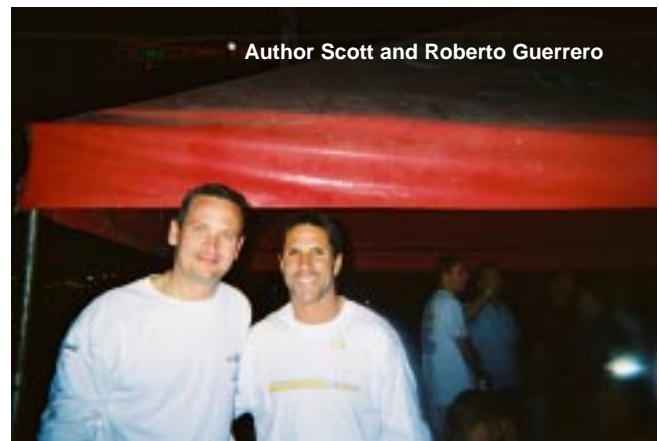
We were now out of the silt bed and radioed ahead that we were okay and on our way. At the end of the silt bed we passed what looked like a sister car, but in the dust and dark we could not be sure. As it turned out it was the lead BC car with the 5-time Baja champion driving stuck in the silt bed. That car would spend 3 hours waiting to be pulled from the silt to continue their race. We radioed our mile markers as we passed them. Our next pit was quickly approaching where the final driving duo would take the reigns. It was about 2:30 AM when we pulled into the pit location. We hopped out of the car and Dave and Brad Hite jumped in. We debriefed them on the car and the GPS

system. To our delight and the dismay of our competitors, John and I delivered the car to the Hites in second place and only 40 minutes behind the leader. We also later learned that we were the only car that did not get stuck in the silt bed, yet had the most difficult section to drive!

It was at this Pit area that Matt and Rick Viau almost did not make it back. So many cars were getting stuck in the silt bed, Matt and Rick were enlisted to help pull out vehicles. They spent several hours digging and pulling cars to freedom. They had at their disposal a brand new Ford pickup truck. At one point their own truck became stuck in the silt after pulling a fellow driver out. While digging the truck out, a close encounter with a passing vehicle



happened. As a car was bearing down right for them, they had to jump into the back of the pickup to avoid being hit. The truck was not so lucky, as a vehicle sideswiped the driver's side of the truck causing major damage. On the lighter side of the silt bed it was reported that Roberto Guerrero was navigating his car through the silt bed and when he got to the end he shouted for joy only to be informed by his co-driver that he had made a rather large





circle and was, in fact, back at the beginning and needed to go through the silt bed again.

John and I were on an extreme adrenaline high and even though we had been up all day could not sleep. Grabbing a cold beverage we toasted bringing the car to this point in second place. We were offered some food and a place to relax by the wonderful volunteers and ended up napping for a half-hour. We listened to the radio banter and tracked the progress of our car and the rest of the BC class vehicles. BC5 was closing in on the leaders! We were asked if we would drive a cameraman for the Discovery Channel to La Paz and drop off a fellow racer that needed to get to Pit 8 which was on the way to La Paz. We gladly agreed, as it would get us to the hotel early.

We hopped in the brand new F250 Crew Cab of Todd Clement, owner of Wide Open and started down the road. The sun was coming up over the horizon and with the cactus in the background, provided a stunning panorama. The cameraman and driver took a nap while John and I navigated to Pit 8. We stopped, watched the lead car arrive with our car not far behind. BC5 was still in the hunt for the lead. Excited we left the driver behind and with the cameraman in tow, left for La Paz.

We arrived in La Paz dirty, dusty and very tired after being up the better part of the last 30 hours. Dropping off the cameraman at the finish line, we left to check in to the hotel and shower. We arrived, parked the truck, checked in, showered and laid down for a much-needed nap. We wanted to know how our car was doing but could no longer stay awake. Later, we awoke and found most of the crew back at the hotel. We learned that we came in second in class, only 20 minutes behind the first place car, in 23 hours, 52 minutes and 51 seconds; 48<sup>th</sup> overall. Out of the 234 teams that started, only 151 would eventually finish the



race. The car was dirty, beaten and had a missing light that vibrated off the car, but made it the entire distance without any mechanical failures. In fact, had our last team of drivers not taken a thirty-minute off-course excursion we may have won the race! Not bad for a bunch of guys who just six weeks earlier decided to run the Baja 1000 with limited knowledge or practice.

The next day would be the awards ceremony and we would be receiving a trophy and some prize money to boot. But before attending that, Wide Open threw a celebration for the Wide Open crew at a local watering hole in La Paz. The party was fun and well attended by the celebrity drivers that were a part of the Wide Open stable of drivers. Everybody was happy all the cars had finished and the stories abounded about the course, the obstacles and the sheer amazement of the desert we just conquered.

Awaking the next day we readied ourselves for the trip to Cabo San Lucas and the upcoming awards ceremony. We turned the Suburbans over (they too conquered the Baja much to the delight of all) to Todd's crew for the return to San Diego. We secured a Father/Son taxi team to load and store our gear while we attended the awards ceremony and then take us afterwards to Cabo, a short hour and a half away from La Paz.

At the awards ceremony we waited our turn for the presentations and then BC5 winners were called to the stage. We walked up to the stage, gathered as a group and received our trophy and prize money. A short speech later by Jeff Stone, some pictures and we were off to Cabo.

The Vias and Andersts hopped in the station wagon and Jeff, Dave, Matt, John, Rick and I hopped in the van. Headed down the road, we stopped for some food. The station wagon continued and we thought we would see them

*Continued on page 16*

## Baja

*... continued from page 15*

soon enough. About two-thirds of the way to Cabo the van we were in started to sputter and run poorly.

We assumed it was low on gas but the driver with his limited English communicated that the gas was okay. The van ran worse and worse every mile. With four mechanics on board none of us thought it would be a big issue. The early diagnosis was a clogged fuel filter and we instructed the driver to pull over as the van was barely moving at this point. We laughed as we thought that here we just tackled the Baja 1000 with barely a hint of trouble and we can't take a cab an hour and a half to another town!

The van pulled to the side of the road and to the driver's credit, he said nothing as four people started tearing the van apart to get access to the motor. Tools came out of the back; the carb was dismantled to gain access to the fuel filter (early diagnosis). The owner of the van stood by quietly as four men took apart the filter, hollowed it out and reinstalled it.

The van ran better but could only go downhill with no issues while on the up-hills needed a steady pedal to maintain any kind of speed. The cab owner could not seem to work the gas pedal (I think the technical term is feather)



to maintain the car's speed. Jeff Stone motioned to the driver that he would like to drive. The cab owner reluctantly agreed. Jeff hopped in and was in control of the van. For a short while he seemed to have a handle on the van and we were making progress, albeit slow. Phone



**Cabo San Lucas**



service is spotty at best in the open country of the Baja and we were unable to reach anyone.

Jeff did what he could do with the van, but it began to run worse and worse and finally gave up the ghost. We saw a man standing by a fence on the side of the road and pulled over to speak with him. He was grizzled, but looked of American descent. Needless to say, he was taken aback by the sight of two gringos driving a Mexican National Cab and initially was very suspicious. Only after we assured him that we had not kidnapped the driver and were not on the run, did he begin to relax.

We explained our situation and tried in vain to reach his son or someone at the hotel to help us. Jimmy, as he was known, offered to take us to Cabo in his pickup truck (visions of Pepe in *Romancing the Stone* danced in our heads). We loaded up the gear and headed off to Cabo San Lucas. To add insult to injury while we were loading up the gear, our race cars passed us on the highway on their way to Cabo San Lucas and the sister office of Wide Open.

We arrived about two hours later than we thought, thanked our driver and local historian Jimmy and checked in. The whole group decided to spend the prize money on dinner and entertainment in Cabo on Saturday night. We celebrated our finish with some great food and a little of the local Mexican nightlife.

We knew the next day we had to leave to go back to the reality of work and home. Awakening, some of the crew went out snorkeling, some swam in the ocean and others spent the day shopping. A little souvenir hunting in the evening after a relaxing dinner and the trip was complete. We were all ready to head home, yet saddened that the journey was about to end. We recounted and talked fondly about the little things that happened along the way, the people we met and knowing that these stories will be fondly remembered and told again and again countless times to our children, coworkers and friends. Because in the end it was a Cinderella story that against the odds six PCA racers competed among some of the best, conquered the course, and contended for a class win in the Baja 1000.

# Kalendar

## January

2003! 15

- 7 **Nord Stern Business Meeting - 1st Tuesday**  
**Location: TBA**  
**Time: 6:30 pm**  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com
- 18 **Nord Stern Holiday Dinner** at the  
 University Club in St. Paul  
**Join us for an evening with David Hobbs!**  
 Eventmasters: Christie & Bruce Boeder  
 952 593-5544, See pg. 23

## Nord Stern Tech Session: Swap Meet

**Location: Carousel Automobiles**

**Time: 9:30 AM**

Eventmaster: Mark B 763 544-9591 or  
 Ed Hazelwood 651 705-1239, see pg. 7

## 29 Nord Stern Tech Session: Come and Meet the Cayenne—the Next Porsche

**Location: Maplewood Imports**

**Time: TBA**

Eventmaster: George Andeweg 651 483-2681 or  
 Ed Hazelwood 651 705-1239, see pg. 7

## February

2003

- 4 **Nord Stern Business Meeting - 1st Tuesday**  
**Location: Lindey's Prime Steak House,**  
**Medicine Lake (co-owned by Steve and Lindey**  
**Lindemer - 2 generations of club membership!)**  
**Time: 6:30 pm**  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com
- 14 **Friday Night Social** at the  
 Lindey's Prime Steak House, Medicine Lake  
**Join with fellow club members just for fun!**  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net
- 15 **Nord Stern Tech Session: Dyno Session**  
**Location: Johnson Autosport**  
**Time: 9:30 a.m.**  
 Eventmaster: Bob Johnson 952 233-0275 or  
 Ed Hazelwood 651 705-1239, see pg. 6

## Late March Nord Stern New Member Social

**Location & Time: TBA**

Join us as we introduce you to all the various activities  
 and opportunities within Nord Stern!

Eventmaster: Chris Harbron 651 882-0475 or  
 Christie Boeder 952 593-5544

## April

2003

- 1 **Nord Stern Business Meeting - 1st Tuesday**  
**Location: TBA**  
**Time: 6:30 pm**  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com
- 5 **Nord Stern Tech Session:**  
**Location: Auto Edge**  
**Time: 1:00 PM** with more details in your February  
 Nord Stern  
 Eventmaster: Bob Viau 651 777-6924 or  
 Ed Hazelwood 651 705-1239

## March

2003

- 1 **Nord Stern Tech Session: Bolt-On Horsepower**  
**Location: Auto Edge**  
**Time: Saturday at 1:00 PM**  
 Eventmaster: Bob Viau 651 777-6924 or  
 Ed Hazelwood 651 705-1239, see pg. 6
- 4 **Nord Stern Business Meeting - 1st Tuesday**  
**Location: TBA**  
**Time: 6:30 pm**  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com
- 14 **Friday Night Social** at the  
 Sherlock's Home (excellent food and  
 microbrewery) in Minnetonka  
**Join with fellow club members just for fun!**  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

- 11 **Wine Tasting**  
**Location: TBA**  
**Friday evening;** Watch your Nord Stern for more  
 details to follow!  
 Eventmaster: Chris Harbron 651 882-0475  
 RSVPs will be required!

- 25 **Nord Stern Driver Training** at CBIR

- 26,27 **Nord Stern Driver Education and Time Trials—**  
**First Fling** at CBIR

## May

2003

- 6 **Nord Stern Business Meeting - 1st Tuesday**  
**Location: TBA**  
**Time: 6:30 pm**  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com

- 9 **Nord Stern Friday Night Social**  
*Location: The Cafe Havana (downtown Mpls)*  
*Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

## June 2003

- 6 **Nord Stern Friday Night Social**  
*Location: Maynards in Excelsior*  
*Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net
- 7? **Annual German Car Fest: More Info TBA**
- 13 **Nord Stern Driver Training** at CBIR
- 14,15 **Nord Stern Driver Education and Time Trials—Fast Fling** at CBIR

## July 2003

- 11 **Nord Stern Friday Night Social**  
*Location: Toby's On The Lake (Oakdale on Hwy 120 at 194), Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net
- 24,25 **Nord Stern at Blackhawk Farms**  
 Eventmaster: Ron Lewis 952 932-0505

## August 2003

- 8 **Nord Stern Driver Training and/or Driver Education** at CBIR
- 9,10 **Nord Stern Driver Education and Club Race** at CBIR
- 15 **Nord Stern Friday Night Social**  
*Location: Maynards in Excelsior*  
*Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

## September 2003

- 2 **Nord Stern Business Meeting - 1st Tuesday**  
*Location: TBA*  
*Time: 6:30 pm*  
 Eventmaster: Scott Anderst 651 462-0526 or SAnderst@braille-scs.com
- 12 **Nord Stern Friday Night Social**  
*Location: Town Hall Brewery—Mpls. at 7 Corners, Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

- 19 **Nord Stern Driver Training** at CBIR
- 20,21 **Nord Stern Driver Education—Last Fling** at CBIR
- 26-28 **11th Annual Nord Stern Fall Color Tour—Blue Fin Bay**  
 Eventmaster: John Dixon 952 939-9071 or email at: eyerack@tcq.net

## October 2003

- 7 **Nord Stern Business Meeting - 1st Tuesday**  
*Location: TBA, Time: 6:30 pm*  
 Eventmaster: Scott Anderst 651 462-0526 or SAnderst@braille-scs.com
- 10 **Nord Stern Friday Night Social**  
*Location: The Black Forest Inn at 26th Ave. and Nicollet Ave. S.*  
*Time: 7:00 pm - Octoberfest Time!*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net
- 18 **Nord Stern Annual Dinner and Awards**  
*Location & Time: TBA*  
 Mark your calendar now to join as we celebrate the year with a multimedia presentation!

## November 2003

- 4 **Nord Stern Business Meeting - 1st Tuesday**  
*Location: TBA*  
*Time: 6:30 pm*  
 Eventmaster: Scott Anderst 651 462-0526 or SAnderst@braille-scs.com
- 14 **Nord Stern Friday Night Social**  
*Location: TBA - seeking suggestions!*  
*Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

## December 2003

- 2 **Nord Stern Business Meeting - 1st Tuesday**  
*Location: TBA*  
*Time: 6:30 pm*  
 Eventmaster: Scott Anderst 651 462-0526 or SAnderst@braille-scs.com
- 12 **Nord Stern Friday Night Social**  
*Location: The Dock in Stillwater*  
*Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net





# Concours Explained

Text and photos by Kathy Golik, Allegheny Region (from RUNDSCHAU)

*“Concours d’Elegance is said to have begun in the late 1800’s as an event for the social elite. Actually, back then, the car and the entire family were judged. Competition in the Rolls-Royce category in England became so stringent that beautiful models were hired to wear specially designed dresses that matched the interiors of the cars.”*

A Concours d’Elegance is an event during which owners of restored and highly maintained cars compete to determine which entry is the cleanest. So, let’s see . . . it all began back when . . .

Concours d’Elegance is said to have begun in the late 1800s as an event for the social elite. Actually, back then, the car and the entire family were judged. Competition in the Rolls-Royce category in England became so stringent that beautiful models were hired to wear specially designed dresses that matched the interiors of the cars. In addition, some competitors set up picnic tables nearby with linens and accessories made to complement the color of the cars. Eventually, the purpose of these events became blurred, with the cars being over shadowed. Today, Concours events are held all over the world.

In the United States, interest and participation in these events has increased over the past several years. And as a result, detailing shops and care product manufacturers generally have experienced great growth.

There are essentially two types of concours competitions. The first and most involved are the “full” concours. In these events, everything (and I do mean everything!) on the car is judged: body, paint, underbody, engine compartment, interior, and luggage compartment. Parts and crevices in



your car that you may never have taken notice of before will be judged. Obviously, this category involves the very, very serious concours enthusiast; because who else would actually attempt to disassemble their Porsche, clean everything very thoroughly and then reassemble it? Yes, most of these people actually do this. A new car, right off the showroom floor, would have a tough time winning the show. Most experienced concours judges will tell you that a new car never driven may, on average, score half the points of a concours winner! In this type of competition, the entrants trailer their prized possessions to the site, unload to be judged, and then load them back up to go home.

The other type of competition is the “street” concours. This is what we usually hold in Allegheny Region. You are essentially seeing judging based on what one would see if they were just viewing your car; specifically, the exterior, interior, and luggage compartment. Some events may include the engine compartment in that list. Essentially, everything except for the underbody may be judged. People who enter this type of concours are those who generally drive their vehicles on a regular basis. Consequently, there is also a real challenge in this kind of competition to see how well you can maintain a car that you do drive. For example, how clean and well-maintained is your 1987 911 with 75,000 miles on it? It is really something to see a car like this

Continued on page 25

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

**Capacity  
Limited**

**—Featuring—**

**Register  
Now!**

***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 =** \_\_\_\_\_





## Concours

. . . continued from page 22

that looks as though it is still brand new. And as far as judging is concerned, each car is placed in a class according to model and or year and evaluated by a team of judges, each concentrating on one area of the car, using a point system. The points are totalled and the car with the highest number of points in that class wins. Many people may look at those who participate in Concours d'Elegance events as being "fanatical, perfectionists, cleaning nuts." I know that I get some strange looks from my neighbors when they see me working on my car a couple of weeks prior to an event. They probably say to themselves, "*Geez, she really ought to get a life!*", or, "*Why is she still working on that car at 3 am?*", or "*No, it really can't be that she is scrubbing inside her engine compartment with a toothbrush, could it?*" Yes, others may find some concours participants strange, but it is a great and enjoyable hobby and passion

for many. It's such a great feeling to finish your car and just stand back and admire the sheer beauty of your automobile. For all of you who are new to this type of event, do not be intimidated. I have spoken to those who feel they can't enter a concours because their car is not "perfect" enough. Let's put that misconception to rest. There is a challenge in having a car that is both driven and shown successfully. Everyone can participate. These events will be low-key and fun. No one ever loses in a concours, because just prepping your Porsche for a show will get it cleaner than it may have ever been and even bring to your attention potential problems that otherwise may not have been uncovered. Concours events first and foremost, are a lot of fun. So, detail your car and enter a street concours scheduled in your region this year. These are not just competitions—they provide you with beautiful examples of our marque to enjoy.

# ***November Business Meeting Minutes***

***Tuesday, Nov. 12, 2002 at Carousel Automobiles***

## **Chris Harbron – New Members**

Chris is working on a member ambassador program. Trying to get new people to participate in the club and contribute. She will call new members and ask them what they want to get from the club, tell them what the club is about, where the Nord Stern website is, what club-talk is. She suggested organizing a wine tasting which would be free to Nord Stern.

Roy Henneberger said *“Friday night socials have had a maximum of 40; the smallest has been one”*. The best turnout has been when people gave RSVPs. Suggestion of trying a Friday night social at someone’s home to see if more people show up.

Mark Skweres suggested having a email list for official Nord Stern announcements. He also mentioned having private profiles on the web site so that people can go in and sign up for different options. Example: A member could go in and turn on Social announcements and driver training announcements and leave other options off. Nord Stern should have a permanent page that is a new member registration form.

Mark Skweres wants to come up with a Calendar for what is going to happen this next year. Need to get all of this to Christie by January.

**Susanne Dvorak, Membership Chair** is backin down from the membership position because she is too busy.

## **Pam Viau - Drivers Ed**

Ambulance needs a signed contract for each event. States type of ambulance service and times to show up. Have Scott sign off on a contract.

Do we want to book a school for St Cloud? Lee Jacobson and Dave Ingraham have agreed to do it. M.S. Need to line up the dates. Item for December is to answer the question of having the school. We should also try to book dates by December.

Pam. Motions to have club race go back to June. Roger Johnson has the dates negotiated with BIR. April 25-27 June 13-15, Aug 8-10 (CR), Sep 19-21.

Do these dates conflict with North Shore color tour? Is it Sep 27 & 28<sup>th</sup>? (No conflict.)

## **Nord Stern Club Race**

Roger Johnson is looking to train in an apprentice for taking over the club race chair position for next year.

## **BlackHawk Farms DE**

Trying for a July Blackhawk Farms date. Ron is working on this.

## **Road America DE**

Road America is up in the air because of CART. Usually a week before the Club Race weekend, an ALMS race is that weekend. Lee Jacobson is working on this date.

## **Autocross**

Need parking lot. If you don’t do a timing we can still use Dakota county. \$1200, St Cloud \$900. Dakota County says they have no open dates. Osceola has a lot big enough (Polaris) but no paddock. Midway Stadium has been used but the lot is small.

## **Bruce Boeder**

PCA allows young, licensed drivers to drive in slow speed events and it is covered by PCA if one parent signs a waiver and one parent is present.

## **Other Locations/Dates for DE**

Ron Lewis – Do we want an event at Mid-America and Topeka? This would probably be a co-event with one of their local clubs. We need a date and to promote it.

## **John Velure, Registrar**

Registration has been down by 83 total for the year. 499 this past year, 585 the year before and 614 the year before that. the fall event was really small.

## **Lee Jacobsohn, Driver Training**

We need to decide on training for the year again.

## **Safety – No representative**

## **Non-track items—Concours**

No Concours person was present at the meeting.

## **Awards Dinner**

Awards Banquet – Almost had a guest speaker. Jack Baer, PCA, Panos He volunteered to come speak but he is busy for the awards.

## **Holiday Party**

January Holiday Banquet on the 18<sup>th</sup> of January. David Hobbs is the Speaker.

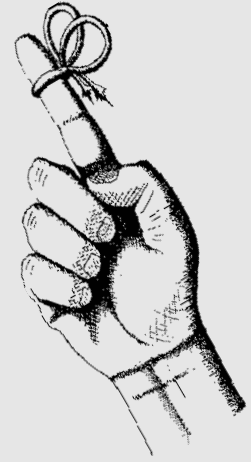
## **Newsletter**

Christie - has reduced the costs by using bar-coding. The printer keeps having problems. Scott needs to find someone to do a search for a new printer. Need a sub committee of two or three people.

# 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 included a self-addressed envelope  
for your convenience. Renewals are being handled by Susanne Dvorak and Jon Beatty,  
address and phone number on pg. 2 each month. Or, just use the envelope provided.

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

## Advertising

Advertising – Susan Salata is going to put out the invoices for advertising. We have been getting pretty good returns on billing for the first half of the year. She prefers to do one billing for the year.

## Miscellaneous

Bob Viau is looking at doing a joint BMW – Porsche club event.

Meeting Adjourned, Respectfully submitted  
Todd Knettel, Secretary

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

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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	

# *December Business Meeting Minutes*

*Tuesday, Dec 3, 2002 at Lindsey's Steak House Medicine Lake*

## **Calendar for 2003**

Christie and Bruce Boeder, Roy Henneberger, Ed Tripet, Ed Vazquez met about dates. There was a calendar at the meeting that was fairly complete so this document only describes proposed changes.

## **President Scott Anderst**

Chair people—We have people signed up for everything. Joe Rothman thinks membership and chairperson should be combined to a one person job. Scott thinks that having multiple people doing this is a good thing.

## **Holiday Party**

Everybody get in their reservations for the January 18<sup>th</sup> party.

## **Winter Tech Session Calendar**

Tech session addition for Saturday, February 15<sup>th</sup> at Johnson Autosports. Bob hasn't decided on the details yet. Either a tech session or an evening entertainment event.

Tech at AutoEdge Saturday March 1<sup>st</sup>. Topics will be suspension for BMW club (Nord Stern invited) in the morning, bolt on horsepower for NordStern in the afternoon.

April – 5<sup>th</sup> is a novice tech session with Twin City Tire.

## **New Member Social**

March – Christie and Chris had mentioned a new member social and it will be scheduled in late March. Ed says there is an SUV preview at Maplewood of the Cayenne that may tie in with the new member social.

## **Membership Renewals**

Susanne suggested doing membership renewals on their anniversary instead of on an annual date. There is work being done to be able to renew online at the same time as the national membership.

## **Autocross Dates?**

May – TBD date for St Cloud 17<sup>th</sup>-18<sup>th</sup>? Bob Kosky will check on the dates. May 11<sup>th</sup> or 12<sup>th</sup> is Mid-Ohio? Bill and Ed Hazelwood volunteered to be event-masters for the St. Cloud events.

August – 16<sup>th</sup> or 23<sup>rd</sup> for St. Cloud Autocross. Ed Hazelwood and Bill Berard will check dates, but Ed insists he didn't volunteer for this.

## **Possible Garage Concours?**

Lon Tusler was thinking about doing a garage concours.

## **Annual Concours Date?**

Proposed concours on August 17<sup>th</sup>?

## **Date and Location for Annual Awards Dinner**

Suggestion of an event at the Science Museum in mid-October. Ed Vasquez will work on getting a date.

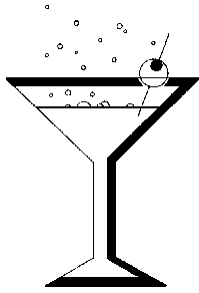
## **Socials**

Roy is working on a date/location for a Nov. social.

## **Repeat of Pro-Kart Event?**

Go cart event was discussed. Need an eventmaster and date.

Meeting adjourned, Respectfully submitted  
by Todd Knettel, Secretary



## Friday Night Socials are fast becoming the latest Nord Stern Tradition!

These fun, informal events are scheduled most months on the 2<sup>nd</sup> Friday—in a variety of locations about town.

Looking for an excuse to just relax and enjoy the company or friends as well as meet other members? This is it.

This year's schedule is included in the calendar on pages 18 & 19. Be sure to either email or call eventmaster Roy Henneberger. If you decide to attend at the last moment, be sure to come no matter what.

Join us as we greet, meet, gab, nosh, and all that good stuff!



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### Unser Leiter

*. . . continued from page 5*

I feel one of the greatest attributes of the Club are the people we meet. If you have been thinking about getting more involved in the club, now is the time to do it. One of the best ways is to volunteer as an Event Master or a Co-Event Master for one of our many functions. The more active we become as volunteers or participants the greater Nord Stern becomes.



Recently spotted on the highway - notice the 356 lines! Good design never loses its appeal. . . photo by Ed Vazquez





# Tech Quiz - Test Your Knowledge!

Compiled by Mary Ann Nowakowski, Chicago Scene

- 1) In the early 1950's Porsche wanted to reward car owners who were putting many miles on the early 356 models. What was one of the gifts presented to the car owners?
  - a) An all-expense paid trip to Germany
  - b) A gold wristwatch
  - c) A free engine rebuild
  - d) A new 356
- 2) What do the letters "LSA" signify, when referring to a later model 993 Carrera?
  - a) Large Stainless Aluminum optional front control arms.
  - b) Lightweight-Stable-Agile multi-link rear suspension.
  - c) The first letters of the three factories in which the Carrera body, engine and transmission were manufactured.
  - d) Last Series Amended, used to identify the last model produced in a particular year.
- 3) What was the original Type number of the Porsche model later designated as 911?
  - a) 356D
  - b) 901
  - c) 902
  - d) 999
- 4) What is the significance of the number 930, 931 and 951?
  - a) Each number is the end of a particular series of designs.
  - b) All three numbers were omitted during the selection of design numbers.
  - c) They are all Porsche Type numbers designated as turbo models.
  - d) There is no significance to the series of numbers.
- 5) How much oil is required after draining the oil tank and replacing the oil filter in a 993?
  - a) 10 quarts
  - b) 11 quarts
  - c) 12 quarts
  - d) 14 quarts
- 6) What is the permissible usable load on the optional Porsche Roof Transport System for a Boxster or 996?
  - a) 2 Porsche Bicycles
  - b) 500 lbs.
  - c) 250 lbs.
  - d) 165 lbs.
- 7) What speed must be attained before the automatic spoiler begins to extend on a 2000 model year Boxster?
  - a) Approximately 25 mph
  - b) Approximately 55 mph
  - c) Approximately 75 mph
  - d) Approximately 85 mph
- 8) What is the most likely problem if the 914's windshield washer system water spray is weak?
  - a) The wiper blades are worn and preventing water from reaching the windshield.
  - b) Low battery voltage.
  - c) The washer reservoir is low.
  - d) The pressure in the spare tire may have dropped close to 29 psi.
- 9) In which model year was the Porsche 964 first introduced, and in what form?
  - a) In 1989, as a two wheel drive model.
  - b) In 1989, as a four wheel drive model.
  - c) In 1990, as a two wheel drive model.
  - d) In 1990, as a four wheel drive model.
- 10) What was the 911R?
  - a) An early prototype convertible version of the 911 built in 1964.
  - b) A variant of the 1973 911S with a ducktail spoiler and Carrera script down each rocker panel.
  - c) An interim model built just before the 911SCs debut in 1978.
  - d) A lightweight version of the 91 built for racing and rallying, startin in 1967.

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

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 7<sup>th</sup> 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

### 4 Winter Tires for 993

Like new (< 2000 mi.) Dunlop SP Winter Sport M2 225/40/18 (F) and 265/35/18 (R). Over \$250 each new. Sell for \$400 for all four. Contact M. Brown 952-992-5259.

### 993 RS Suspension

Complete. Four complete units (shocks & springs). Over \$2,400 new; sell for \$800. Available at Johnson Autosport. Contact Bob 952-233-0275

### 1987 Porsche 944

Red with black and beige interior. Excellent condition and finish, no damage, 3<sup>rd</sup> owner, stored all winters, 87,000 miles

Class "H" PCA Club Racer, runs "P5" class in DE events. Many top finishes in multiple, varied events. Runs PCA Club Racing, Nord Stern DE high-speed events, and Autocross, High-speed events with AARRF (All American Road Race Federation Touring Group 1. Built in 2001 and 2002. Built and maintained by AutoEdge!!!

Runs below CBIR (Brainerd International Raceway) Nord Stern P5 lap record. Ran best time of 1:59:64 (not in record book). This is TWO

seconds below current record. Buy this car and set your own record!

Event Results:

- ✓ Fast qualifier class "H" Mid Ohio Club Race 2002
  - ✓ 2nd in class Mid Ohio Club Race 2002
  - ✓ 2nd in class (sprint) CBIR Club Race 2002
  - ✓ 3rd in class (enduro) CBIR Club Race 2002
  - ✓ Top Rookie award CBIR Club Race 2002
  - ✓ 1<sup>st</sup> in Nord Stern P5 annual awards last THREE years
  - ✓ 1<sup>st</sup> overall AARRF – Volkspoint Challenge Raceway Park 2002
- Fast, fresh, reliable, one of the best short track handling 944s you will drive! Too many upgrades to list, call for listing, or talk with AutoEdge. Extra wheels available; 16" or 18". Priced at \$15,700. Contact: Ed Hazelwood, (651) 705-1239, (612) 237-9319 or email at hazelwoode@elert.com

### 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 Forgrline 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.

# *911 Brake Cooling - The Early Years*

*By Steve Grosekemper*

Last month, we discussed the need for additional brake cooling on 964 and 993 model Porsches. Since that article came out, several early 911 drivers have contacted me with similar brake cooling problems. There was a clear common denominator on the early 911's called into question; they all had either engine transplants or modifications resulting in large horsepower increases. As we all know, when horsepower goes up, not only do the straights get shorter, but the brakes seem to get smaller and smaller.

While the earlier ('65-'89) cars can be much lighter than the later models, they also have brake systems that are only half the size of that on a 993 (210 cm<sup>2</sup> for a 911T vs. 422 cm<sup>2</sup> for a 993). With these smaller brake systems, those driving high horsepower early cars must exert more pedal pressure for longer periods of time to achieve the desired braking performance.

All of the cars in question already had their rotors replaced with cryogenically treated gas slotted units and their brake pads were replaced with Pagid orange racing pads. This combination gives about the best stopping power from stock components. It also creates more heat in the braking system, so the stock backing plates had been removed to get more airflow around the rotors. On the hydraulic end, steel braided hoses had been installed with ATE blue racing fluid to keep the pedal steady under the most extreme conditions.

So how did the cars stop, you might ask? Great! All of the drivers thought their cars stopped 30-40% better than with the stock brake set-up. Sounds great so far...until the cars see a few high-speed, continuous lap, 25 minute run sessions. The repetitive use of maximum braking potential now generates a ton of heat. When you can't get rid of all the heat being generated, the brakes start to suffer. You will have problems like increased brake pad and rotor wear, as well as warped rotors, which can lead to severe pulsations in the steering wheel and brake pedal. Under severe conditions, the brake pads can even crystallize from the heat and come out looking like charcoal briquettes.

The solution seems simple; more heat in the brakes requires more air to cool them. But the factory doesn't have

any cool little ducts to scoop fresh air from the bottom of the car as it does for the later cars.

One search on your computer will lead you to the answer. AJ-USA sells a very high quality brake ducting kit for the 65-89 911's, Part # AJR 600 911, for \$319.95. The kit consists of 2 scoops zip tied to the bottom of the front A-arms, 2 ducted backing plates that feed air to the center of the vented rotor and 2 hoses to connect all the pieces together. While this kit is of very high quality, there is one vital piece missing. When the kit is installed, air is forced to the center of the brake hub with the intension of sending it through the center of the vented rotor. The problem is that this type of rotor is bolted to a hub with 5 huge openings in it, see figure 1.



The pressurized air wants to take the path of least resistance, which is through the holes in the hub instead of through the center of the rotor. To correct this problem, we must block off the holes in the center of the hub. This will force the air to exit through the vented center of the rotor and greatly increase our brake cooling efficiency. There are 2 ways to accomplish this task. One is to buy some very cool rotor block off plates, part # 691 011, from Smart Racing Products (\$35.00/set). They bolt to the back of the rotor, fitting like a puzzle piece, making sure the air goes through the center of the rotor and not out the center of the hub, see figure 2.

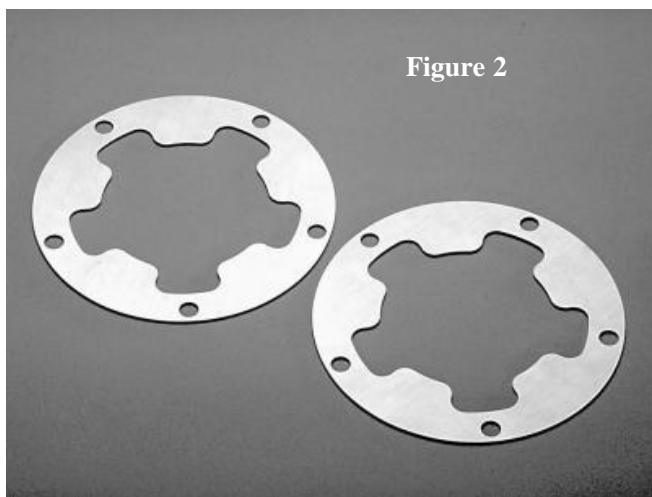


Figure 2

Another way to accomplish this task is to cut some plates out of .060" thick galvanized sheet metal. While this is less expensive, it does require a compass, a 3 1/4 -inch hole saw, a hole punch, and a pair of expertly controlled tin shears. Dimensions are 3.25 inch I.D. with 5.685 inch O.D. Use the rotor as a template for the five 8mm bolt holes, see figure 3.

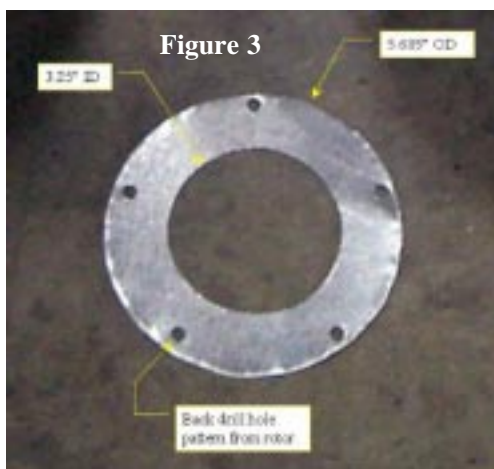


Figure 3

The sheet metal version will conform to the shape of the hub without having to have those cool cutouts that the Smart

Racing unit has, see figure 4.

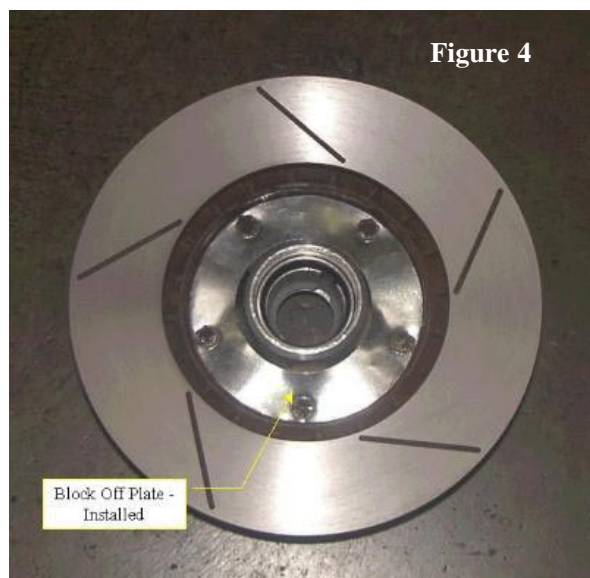


Figure 4

If you do not fancy yourself a fabricator, give Smart Racing a call; it might well be worth the price to have the block off plates fit just right.

Now that the rotors are prepared and ready, we need to install the ducted backing plates. They consist of a backing plate center with a 2 1/2-inch duct tube welded in just the right spot, see figure 5.

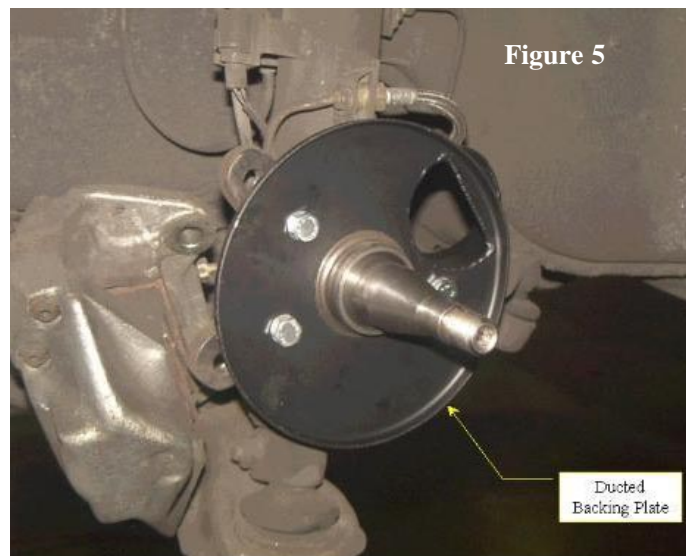


Figure 5

The next step is to install the air scoops on the bottom of the suspension A-arms. The kit supplies a set of tie wraps to install these scoops with, but I have found that they are no match for an orange cone at high speed (not that this has ever happened to me). I like to use 6mm allen bolts and thread inserts in the bottom of the A-arm to attach the scoops, see figure 6.



Figure 6

With the kit installed, your brakes will be ready for just about whatever torture you'll be able to dish out.

This kit is intended for 65-89 911s with vented front rotors, but the same principles apply to early 944s, 914s and 356s when the 911 style vented rotor is used.





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