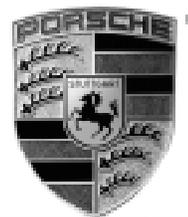


# N O R D S T E R N



## April

## 2003

*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 - A Young David Hobbs at BIR in the early 70s. Photo by Dave Weisel.

# Vorstand

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chairperson/s or Board members.  
Call Christie Boeder 952 593-5544.

## Address changes

**PLUS!**

*“How to Join  
Nord Stern and/or  
Porsche Club of America”*

**Call Jon Beatty at**

**952 934-6902**

or email:

**jon@minnetonkasoftware.com**

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

## Address Changes:

Name: \_\_\_\_\_

Old: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

New: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Send to:**

**Jon Beatty**

**17113 Mtka. Blvd. Suite 300  
Minnetonka, Mn. 55345**

**Reminder: Annual Dues are:  
\$20 for January to December  
Check your mailing label  
for your expiration date!!!!**

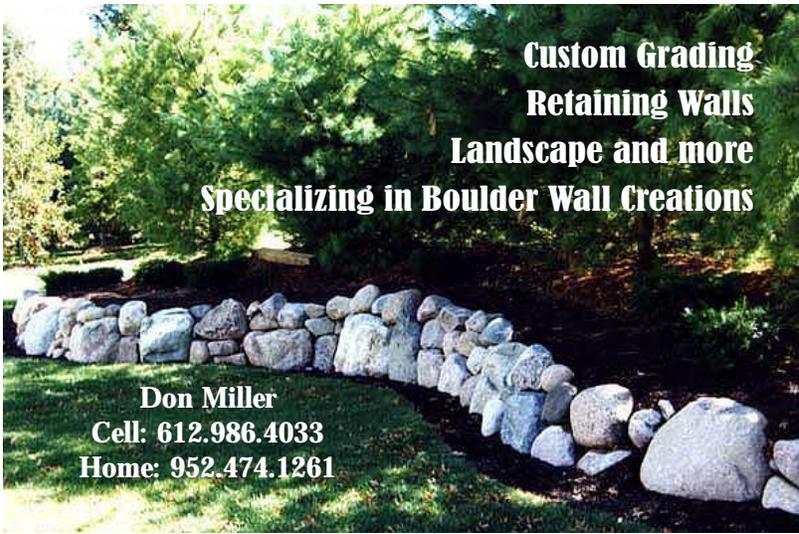
As I send this issue off to the printer, our country is on the brink of a war that for better or worse, we are involved in. How will this impact our daily lives? In plenty of ways and some aren't much fun. Heightened security, preparations for possible calamities, all lend an air of uncertainty. It certainly is an historic moment for all of us and gives us much to pause and ponder about. We hope for a swift and decisive end to the conflict. But my fervent feelings revolve around the desire to see everyone's loved ones come home safely. Once a mother, always a mother. Whether I believe in this war or not, the safety and welfare of one and all—both sides of the conflict—are my main concern.

On another note, there are a number of articles in this issue that involve travel including international travel. They all sound pretty neat, despite the conflicts in the world around us. Check them out.

Then we again get to introduce a new advertiser: **Courtney Truck Service**. Mike Courtney's shop is in Eden Prairie just west of 494 and off Country Rd. 62. Mike has been an active Nord Stern member for a number of years and enthusiastic participant in various track events, including the PCA Club Racing program. Watch for his car—it's the one with decals thanking his four daughters and wife! I like that!

Roger Johnson has a column informing us of the latest Club Race Event plans. It truly is an exciting year for this annual extravaganza and introduces our new sponsors, Carousel Automobiles and Maplewood Imports. While at the same time we have Mortgage Marketing (Bill Berard) and AutoEdge (the Viau crew) returning. Watch for details as lots is being planned.

## Carver Trails Landscaping



**Custom Grading  
Retaining Walls  
Landscape and more  
Specializing in Boulder Wall Creations**

**Don Miller**  
Cell: 612.986.4033  
Home: 952.474.1261

### Nord Stern Newsletter - Advertising Rates

Size Ad Size	Frequency:		
	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.

Apex .....	IC
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Auto Edge .....	29
Carousel Automobiles .....	37
Carver Trails Landscape .....	3
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Peterson Pools & Spas .....	BC
Pinnacle Signs .....	32
Royal Tire .....	28
Sears Imported Autos .....	34
United Mortgage .....	33

# ***Willkommen***

---

## *Welcome . . . New Members*

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



**Nathan and Rebecca Marks**  
Savage, MN  
1986 911

## ***Letters to the Editor . . .***

**W**e just had two great tech sessions during the last few weeks - at Bob Johnson's and at AutoEdge. I had a great time, learned a lot, and I can't wait for First Fling. Just wanted to thank the two Bob's for two great Saturdays looking at cars, and visiting with Nord Sterners. Nothing beats the smell of P-car exhaust on a cold winter day (except for smell of burning rubber and brake dust).

And thank you Ed (Hazelwood) for setting up the two sessions.

—Nick Cirillo

**I**would like to thank Bob, Roland, and crew (at AutoEdge) for the excellent tech session Saturday afternoon. (March 1st)

Also special thanks to Ed for arranging the lunch at Gausthaus, those BMW types are articulate and everything!

—Keith Jones

*“Nord Stern’s high performance driving program, including driver training, driver education, time trial and autocross, and club racing is arguably one of the best of any PCA region in the country. . .”*

I’m pleased to announce that Nord Stern’s board of directors has approved a new club position—time Trial and Autocross Chair—and that **Pat Kelly** has accepted the position.

Nord Stern’s high performance driving program, including driver training, driver education, time trial and autocross, and club racing is arguably one of the best of any PCA region in the country. An important part of our overall program is time trial and autocross. It is important because it provides a competitive and reasonable cost effective venue in which all of our members can participate if they choose to do so.

Over the last several years, however, the time trial and autocross program may not have had the attention it deserves. Part of the reason has undoubtedly been the lack of a position dedicated exclusively to the health and success of the program. That is what this new position is intended to correct. The position description below describes what we hope to accomplish.

We’re excited that Pat Kelly agreed to serve in this new capacity. Although relatively new members, Pat and his wife Suruchi have both been very active drivers in all of Nord Stern’s driving activities. Please welcome Pat to this new position!

## **Nord Stern Position Description**

Position: Time Trial and Autocross Chair

Primary Purpose:

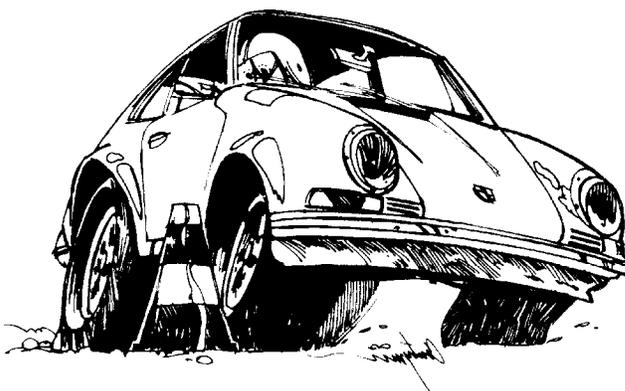
The primary purpose of the Nord Stern Time Trial and Autocross position is to encourage safe and enjoyable participation in time trial and autocross activities.

Specific Responsibilities:

1. Encourage participation in Nord Stern’s time trial and autocross series through newsletter articles, event promotions, personal example and other fun and creative ways.
2. Education members about the benefits of time trialing and autocrossing.
3. Celebrate the accomplishments of time trail and autocross winners.
4. Work closely with the chairs of driver ed, rules, social and timing and scoring to accomplish the above.

Qualifications:

This position is a ‘marketing’ position. The ideal candidate should be a good communicator, innovative, with a sense of fun, and an enthusiastic time trialer and autocrosser.



# Nord Stern 2003 Tech Session: Twin City Tire – Come and see the Corghi!

**Saturday, April 5, 2003**

**Time: 9:00 AM**

**Eden Prairie Twin City Tire**

**12480 Plaza Drive Eden Prairie, MN 55344**



Twin City tire plans to present an excellent technical session on high performance tires, and how they are mounted, balanced, and maintained. They will demonstrate the "Corghi"—a touchless tire-mounting machine that will demonstrate how a tire responds to loading forces. You have to see this and the other "high-tech" equipment they have to efficiently change tires, help in technical expertise and protect your wheel and tire investment.

This will also be the **Novice Technical Session** for those planning to participate in a track event for the first time. The session is also very, very good for anyone looking for information regarding safety, and tips for improving driving skills.

Please contact us in advance to let us know if you are attending for the wheel and tire session, the Novice session or both. Everyone is welcome to both.

Contact: Jim Miller (952) 888-8880 or Ed Hazelwood (651) 705-1239

# *Discount Plan for members of PCA and Nord Stern Region!*

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Carousel Porsche and Maplewood Imports are pleased to announce an improved discount plan for members of PCA and Nord Stern Region. The new plan, which supercedes all previous plans, will be effective immediately and is available to all club members and associate/family members.

Members will be eligible for a 5% discount on annual purchases up to \$300, a 10% discount for purchases from \$301 to \$700, and 15% thereafter. In order to receive discounts, members will be required to present the new *Discount Card*, available at the dealership retail parts counter. Members must present a current PCA member card when requesting the *Discount Card*. There is no charge for the card.

*Discount Cards* will be punched by dealer parts staff in \$50 purchase increments at time of purchase. A card will be considered FULL when purchases total \$1000 in a calendar year. These FULL cards may be redeemed for a \$50 purchase credit and the completed FULL card will be entered in a year-end drawing for a significant prize to be determined by each dealer in consultation with Nord Stern representatives.

Discounts as noted above will apply to all items with factory part numbers. Items sourced outside factory channels (e.g., tires, other accessories ) may earn discounts at other rates, but purchase totals will still be punched on the *Discount Card* as above. Sublet items (e.g., paint, upholstery ) may not be included in this program.

Eligible purchases may be made at the retail counter, in the shop while repairs and maintenance are being done, or by phone. Punches on the card will only be made at the retail parts counter, so keeping receipts will be important to assure eventual full credit. Contact your Porsche Parts consultant in either dealership for full details and a new card.

This new plan offers members an improved incentive to purchase Genuine Porsche Parts and Accessories for their Porsches as well as an additional reason to maintain PCA membership.

For additional information:

Mark Bouljon at 763-744-9170

# Mixing Business and Pleasure ... Holland Style

by Mark Pladson

*“... I was truly excited because I knew this had to be good. The flight from London Heathrow to Amsterdam is just over an hour so just how hard could that be right? Thursday morning arrived with about 4” of snow on the ground, which for a Minnesotan was no problem. However, the British really don’t know how to deal with snow...”*

Traveling on business typically mean going from the airport to the hotel to customer to the airport with no time to get a flavor for the county or enjoy yourself. When I got the opportunity to travel to the Netherlands based on an already booked trip to the UK, it sounded like an opportunity to mix a little business with pleasure.

The first time I met Peter Van Den Berg, he was in the US for a meeting where he noticed my ‘83 UR Quattro in the Marriott parking lot. Striking up a conversation, it quickly turned to Porsche as we exchanged pictures of our favorite toys via PC. The following year in Minneapolis Peter was having a conversation with his wife, who after experiencing some car trouble, decided the best solution was a new Boxster. Peter would send me pictures of his travels with his 356 cabriolet at various locations around Europe. Peter also has a 1976 911S in his collection, which he used as a daily driver for many years and even has a set of winter tires.

I received an e-mail requesting I spend the weekend in the Netherlands indicating they had something special planned. I was truly excited because I knew this had to be good. The flight from London Heathrow to Amsterdam is just over an hour so just how hard could that be right? Thursday morning arrived with about 4” of snow on the ground, which for a Minnesotan was no problem. However, the British really don’t know how to deal with snow, so after 2 days of trying to leave Heathrow my plane finally departed at 10 am on Saturday. I was getting a bit nervous as it looked like I might miss the whole weekend.

When I arrived in Amsterdam Ghart met me with a brand new Mini Cooper “S” and drove to Peter’s house. It was just starting to snow again and we heard that London Heathrow had just shut down for the third day in a row. We arrived to see a brand new Porsche Cayenne in the driveway—just waiting to take us on the next adventure. Peter, who is the current President of the Netherlands 356 Porsche Club, was able to procure a “press” vehicle for the day from Porsche. I’m not sure they do this kind of thing in the States, but what a great perk for the many hours of volunteer service club officers put in. Terms are rather straightforward; don’t break it and please write an article for the club newsletter. No Problem! The weather was really starting to make this look like a perfect vehicle for the day.

We headed north to the Donkervoort factory. Now I hadn’t heard of Donkervoort, but a super light sports car with an Audi engine was enough to get my attention. Actually any excuse at all to drive the new Cayenne would have worked, but this one look particularly intriguing. As we headed up the autobahn we started to draw attention, as this vehicle is new to Europe as well. I will say that the “Smart” cars do not look so smart in an accident. There appeared to be a much higher proportion of these cute little cars sitting along side of the road with plastic parts strewn about them. The Cayenne was amazing, Peter did the driving as we needed to get to the factory and my travel delays had put us a bit behind schedule.

*Continued on page 11*



# ***It's Club Racing . . .***

---

*by Roger Johnson*

**T**here is a great deal of exciting news to report regarding the Club Race this month. First, we have our sponsor line-up in place. The title sponsors will be **Carousel Porsche Automobiles** and **Maplewood Imports**. We also have **Mortgage Marketing Associates** returning as well as **AutoEdge**. I still have one more minor sponsorship for sale so if you are interested, give me a call. All our sponsors are very excited to be involved with our event so be sure to thank them at every opportunity.

The other exciting news is that with the help of our friends and new members at the Carmichael-Lynch ad agency we have a promotional campaign for our race that is second to none. C-L did a bunch of absolutely outstanding creative work that you will see rolled out in the coming months. Stay tuned. We will be creating an “identity” for the Brainerd race. The first piece is the name and logo. They came up with the name “The Loonacy” which was showcased to a number of members and the response was unanimous – it’s a winner.

We will again be doing the auction on Saturday afternoon to benefit Courage Center. **Teresa Vickery** and **Bobby Piper** will be organizing this. We had a three way race for who would get to be Registrar and **Mark Skweres** won. The plan at this point is to use the same format and schedule as last year. That means two DE groups, one race group who will do a 60 minute enduro and two sprint races. I am working on getting the Spec Racers back, so if you don’t own a race car, you can still race. Whew! That’s a lot. Watch this space for more! (EDITOR’S NOTE: WOW, YOU HAVE BEEN BUSY ROGER AND IT ALL SOUNDS JUST WONDERFUL - CAN HARDLY WAIT FOR THIS EVENT!)





Cayenne

... continued from page 8

As we arrived at the Donkervoort factory we found our tour guide quite interested in the Cayenne and our impressions. We of course had rave reviews of this sure-footed beast from the trip. For those of you that are curious, the Donkervoort is an updated Lotus Super 7 type sportscar with an Audi 1.8T engine that can be had in various states of tuning. They really took the next step in lightness with Aluminum and Kevlar used throughout the building process. We had the opportunity to see the car from the very beginning of the frame to the finished product. Everything is hand fitted with car and great pride is taken with each step. I have to admit the minimalist approach does have its merits. I could see myself in one of these go-karts getting some serious Autocross action. These cars are not yet certified for the US but they are getting more inquiries. No doubt this could be one fun summer car.



Leaving the Donkervoort factory I got a chance to drive the Cayenne in what has to be some of the wettest snow possible. Since I have 3 Quattro's, I slipped behind the wheel expecting to feel right at home. The feeling of the

Cayenne is a bit unexpected—it's large like a SUV, but the feeling is much more precise than any SUV I have driven. It's extremely competent in snow, the feeling of stability is unlike anything I've experienced. The electronic wiz stuff works well and stays out of the way of the driver until it's time to do it's magic. Full throttle starts are possible and you can tell the electronics are working but generally it just hooks up and goes. The V8 sounds wonderful, in the total driving experience the engine must be heard and just enough muscle comes through to be enjoyable. The more you drive this vehicle the more endearing it becomes. I admit the overall shape doesn't



quicken my pulse like my 911. In the midst of winter, however, most of us long for the Porsche driving experience and the Cayenne provides that.

We had to return the Cayenne to Pon Porsche Center. I had seen Ben Pon at Monterey last year with his former Porsche-Abarth now owned by Dean Watts. The Porsche-Abarth had gearbox trouble so Dean made his 356 Carrera Roaster available for the race. Ben Pon raced Porsche sports cars extensively in the 60's: 356, 904GTS, 906, 910 and one F1 race with a Porsche 987 (DNF). The indoor showroom proudly displayed Ben's 911RS Carrera and among the interesting used cars was a GT3. The dealer personnel were very welcoming and quickly made us some espresso at the bar. I had a very slow ride back to Peter's house in his Boxster in 4-6 inches of snow which was quite a contrast from the Cayenne. A good meal with good friends rounded out this very special day.

I will admit that I was not fond of the idea of Porsche building an SUV, now that it's soon to be here I have to admit they have done a fine job. This is a competent vehicle worthy of the Porsche name plate. I have a few months until Peter and Ghart return to the states, I have no idea on how to return the hospitality in such a special way. Hmm, . . . may have to stop by Carousel on the way home . . .!

# ***Car Number Assignments and how to request a change***

---

*by Janine & Todd Knettel*

*“Those requesting new numbers for the 2003 season should submit requests no later than April 18th, 2003. Listed below are the procedures that a driver must follow to maintain their number or request a new number.”*

**W**ith the 2003 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Prior to each season, the current driver/car numbers are listed. Car numbers not listed here are available for a driver to request. Listed below are the procedures that a driver must follow to maintain their number or request a new number. All drivers should review the list to ensure that it identifies their correct car number:

- ✓ Drivers who have not registered for a DE event in 3 years will have their number released for reassignment.
- ✓ The DE Registrar assigns new drivers a 3-digit number when they sign up for their first event. New drivers cannot request a specific number until their second year.
- ✓ Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.
- ✓ In case of similar requests, priority is based upon the number of years each member has been in the club.
- ✓ Drivers are notified of their new numbers by email or phone shortly after all requests have been processed.

If you have any questions about car numbers and their assignments, please contact the DE Registrars:

Janine & Todd Knettel  
952-496-0415  
tknettel@mn.rr.com

## **Car # Change Request**

Those requesting new numbers for the 2003 season should submit requests no later than April 18th, 2003.

All requests should be mailed to the following address:

Janine & Todd Knettel  
1108 Goldenrod Lane  
Shakopee, MN 55379

Attn: Nord Stern – Car Number Request

Each request should contain:

- ✓ Name of Driver (Remember that co-drivers have separate numbers).
- ✓ Previous car number
- ✓ First, Second and Third choice for new number assignment.
- ü Contact information: Phone number or email address (preferred).
- ü Please write legibly, or the request may be delayed.

Last Name	1st Name	Car #									
			Michals	Steve	77	Wilmes	Peter	179	Chadwick	Randall	287
Skweres	Mark	0	Vieths	David	78	Clark	Garfield	180	Herron	Robert	288
Binek	Paul	1	Ready	Chuck	79	Wood	Denise	182	Twite	Stephen	289
Johnson	Roger	2	Clark	Scott	80	Vickery	Teresa	186	Mendel	Stephen	290
Boeder	Bruce	3	Miller	Barbara	81	Carideo	Tony	188	McDonagh	Jonathan	293
Watson	Steve	4	Bailey	Bret	82	Meier	John	189	McDonagh	Jim	294
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Fleming	Bob	8	Abbott	Joel	87	Konicek	John	194	Ferguson	Rich	298
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VeLure	John	14	Bryant	Jim	94	Chelstron	Jeff	201	DeLaria	Don	307
Kittcock	Mark	15	Weber	Chris	95	Finn	Patrick	206	Beaumont	Curtis	308
Arhart	Jim	16	Rogers	Henry	96	Oakes	Sandra	207	Edwards	Joe	309
Beatty	Jon	17	Summers	Nick	98	Beeman	Gary	209	Lunde	Bob	311
Miller	Jim	18	McGlynn	Tom	99	Vickery	Teresa	211	Kelly	Kevin	312
Anderst	Scott	19	Ingebrigtsen	Paul	101	Volkman	Tom	214	Hammond	Paul	314
Dvorak	Chris	20	Holm	Chris	102	Richey	Kent	215	Hubbell	Platt	315
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Meintsma	Kirk	27	Fraguada	"Luis, Sr."	114	Tusler	Lon	224	Zachary	Louis	325
Meintsma	Richard	28	Bruce	Jim	119	Bellinger	Dottie	225	Berard	Bill	330
Lee	Vic	29	Dvorak	Susanne	120	Scovanner	Mary	227	Mortenson	Tim	331
Johnson	Vaughn	30	Smith	Nancy	123	Williams	Mark	231	Schmid	Mike	332
Smith	Nancy	32	Kuhne	Scott	124	Case	Steve	233	Sjoberg	Darryl	333
Kosky	Bob	33	Mayer	Kelly	126	Knox	David	234	Sjoberg	Ken	334
Cousins	John	34	Lee	Susan	129	Whelan	Peter	235	Kiefer	Mitch	335
Cirillo	Nick	35	Courtney	Michael	131	Williams	David	237	Jensen	Kathy	369
Barker	Bob	36	Cousins	Launie	134	O'Brien	James	240	Burnside	Charles	374
Greene	Jerry	37	Cirillo	Susan	135	Lewis	Brian	241	Burnside	Amy	375
Anderson	Cliff	38	Cunico	John	137	May	Bill	242	Koehler	Chris	382
Selner	Mike	39	Henneberger	Roy	138	Schultz	Richard	247	Kelly	Patrick	400
Tokeheim	Dan	40	Nilsson	Anne	139	Sparks	John	248	Kelly	Suruchi	401
Votel	Bill	41	Eigenmann	Pius	140	Kaye	Marty	249	Boeder	Geoffrey	403
Sherf	Steve	42	Fraguada	"Luis, Jr."	141	Tripet	Ed	250	Lesage	David	420
Rebane	John	43	Sherf	Dave	142	Rothman	Michelle	251	Sherf	Jeffrey	421
Yee	Gary	45	Houston	Bob	143	Houghton	William	253	Jacobberger	Fred	438
Viau	Bob	46	Hufnagel	Francis	144	Searles	Mark	254	Cooley	Paul	440
Faust	Ron	47	Corson	Richard	145	Sogge	Phil	255	Cooley	Robert	448
Benson	Kendall	48	Viau	Pam	146	Drake	Marsha	256	Faust	Jon	472
Hoke	Mike	49	Paulson	Troy	147	Schwabel	Mark	257	Michals	Brent	477
Johnson	Terry	50	Magney	Phil	148	Stapleton	Sean	258	White	Phil	492
Jacobsohn	Lee	51	Olson	Linda	149	Dodson	Darryll	259	Johnson	Eric	501
Olson	Paul	52	Lysaker	Glenn	150	Schwartz	Jesse	260	Johnson	Rew	507
Lunde	Bob	54	Knettel	Todd	151	Kelly	Tom	262	Muldowney	Dan	511
Johnson	J. Robert	55	Olson	Michelle	152	Greene	Jerry	263	Erickson	Don	621
Benson	Jim	58	Johnson	Tom	153	Evanson	Jeff	264	Momchilovich	Gayle	627
Crumb	Kim	59	Smillie	Brian	154	Thompson	David	265	Beers	Richard	666
Winter-Holm	Brent	60	Elsing	Rodney	155	Conner	Phyllis	266	Arndt	Doug	703
Garske	Steve	61	LaVerdiere	Rick	157	Johnson	Jeff	267	Arndt	Susan	705
Draper	Ron	62	George	Peter	158	Clifford	Bill	268	Neid	Mark	707
Luehmann	Jay	63	Crumb	Betty	159	Parsons	David	269	Kuhne	Jessica	724
Viau	"Bob, Jr."	64	Hepp	Brad	161	Brickzin	Brian	270	Piper	Bob	738
Holton	Jim	66	Luehmann	Carolyn	163	Hazelwood	Ed	271	Hufnagel	Mark	744
Porter	Chuck	67	Potts	Jim	165	Plumb	"Joseph, III"	273	Peterson	Greg	747
Watson	Jan	68	Renwick	Eleanor	166	Tripet	Shawn	275	Knettel	Janine	751
Campbell	Bruce	69	Porter	Betsy	167	Lee	Doug	276	Laverdiere	Mike	757
Wen	Jon	71	Osgood	Rod	169	Robideau	Harvey	277	Garske	Jeff	761
Weisel	Dave	72	Engl	David	170	Cryer	Joanne	282	Macfarlane	Ron	766
Sawinski	Clint	73	Plechash	Alex	172	Gamble	Steve	283	Podevels	Dean	779
VeLure	Jill	76	Michals	Mark	177	Minor	Tom	284			

Continued on page 15

# **Maplewood Imports Auto Fair Sunday, May 18, 2003 10:00 am to 2:00 pm**



Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 18th, Maplewood Imports is hosting their Third Annual Auto Fair! From 10:00 am to 2:00 pm, the entire lot will be cleared to make room for your beautiful Audi, Porsche or Mercedes Benz.

All years and models are welcome!

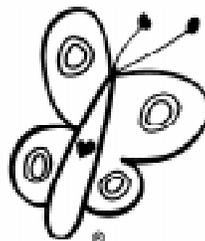
Awards to “People’s Choice” for Audi, Porsche and Mercedes Benz

Hot dogs and soft drinks will be provided and showrooms will be open to peruse the latest offerings from Germany’s finest automakers.

If you would like to show your car and enjoy a great day with other aficionados, please contact the event chairman, George Andeweg at 651 483-2681, or by email at: [gandeweg@hotmail.com](mailto:gandeweg@hotmail.com).

Then get ready to “Buff Your Stuff” and show it at the Maplewood Imports Auto Fair.

All proceeds to benefit  
CCRF!



Children's Cancer Research Fund

## Car Numbers

... continued from page 13

Vetter	Mary	793
Hines	Lynn	794
Byrnes	Steve	799
Schaal	David	806
Sabers	Steve	811
Skinner	Michael	812
Bailey	Becky	821
Splinter	Audrey	831
Duncan	Herb	849
Busche	Andrew	850
Johnson	Chris	851
Macaluso	Michael	852
Cleppe	Mark	853
Delong	Sarah	854
Hayden	Steve	858
Trenary	Rick	861
Trojan	Becky	867
Trojan	Matt	867
Landy	John	869
Kardashion	Chris	870
Davis	Stephen	871
Perl	John II	874
Carlsson	Magnus	875
Davis	Ryan	877
Walsh	Bryan	883
Townsend	Cal	885
Barclift	Adolph	886
Barclift	Jill	887
Furseth	Jim	888
LeSage	Michael	889
Graser	Steven	890
Graser	Tim	891
Smith	Greg	892
Benedict	Jack	893
Hagen	Jeff	894
Fierek	David	895
Jennings	Todd	896
Johnson	Kyle	897
Johnson	Tom	898
La Casse	Kevin	899
Olsen	Arden	900
Murray	Dave	901
Vazquez	Ed	911
Hoffmeister	Bryan	916
Beatty	Nick	917
Nick	Beatty	917
Remptfer	Tom	918
Joseph	Gerald	921
Argir	Mike	928
Johnson	Ron	944
Rempfer	Tom	945
Ajax	Ken	952
Davis	Ryan	952
VeLure	John	968
Bentdahl	Ray	994
Butler	Bob	996
Brown	Marcus	999

In place of an April 2nd Friday Social, be sure to check out our first ever Wine Tasting Event! Both red and white wines will be offered by Beaulieu Vineyards. There will be a modest cost of \$15 per person to cover for the hors d'oeuvres. Be sure to RSVP to Chris Harbron for what promises to be a fun social event! See below for all the particulars!

## Beaulieu Vineyards & Nord Stern invite you to: Evening Wine Tasting

Friday, April 11<sup>th</sup> 7:00-8:30 pm  
at Lindey's Steakhouse

10715 S. Shore Dr. in Medicine Lake 763 546-7891

directions: <http://pages.prodigy.net/grant9/>

**Cost:** \$15 per person, includes  
light hors d'oeuvres

**RSVP by Wed. 4/9:**

Chris Harbron

4782 Highcroft Court

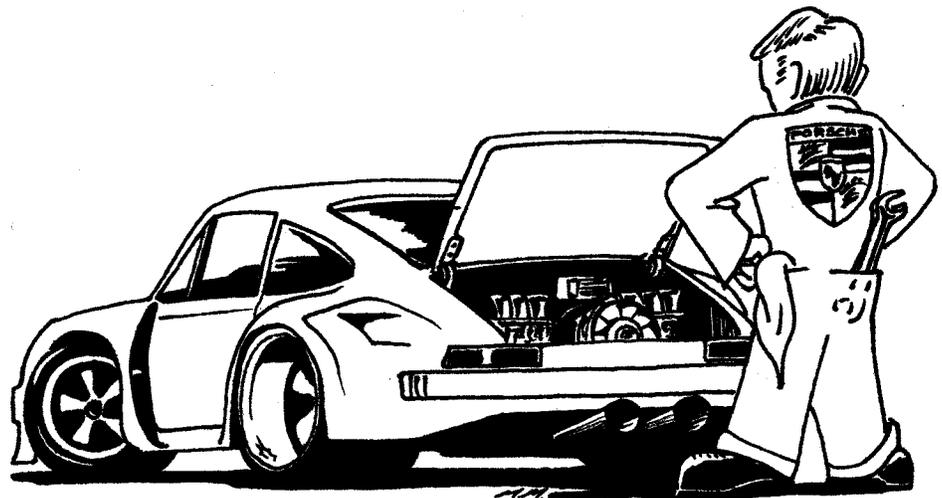
Eagan, MN 55122

651 882-0475

email: [chrisharbron@aol.com](mailto:chrisharbron@aol.com)



Your check is your reservation, make payable to 'Nord Stern'



*“This wimp Nadermeter was installed in my beautiful, big-assed 928 Porsche. I refused delivery and Porsche gave in. I won! They installed a real speedometer and let me keep the Nadermeter as a trophy. I won against the forces of evil!”*

Car buffs waiting out a Minnesota winter . . . what a pathetic lot we are. Holding dull meetings, having parties, herding our rusty “winter beaters.” Mostly, we hang out in the garage.

Here, in polished, pristine glory, we keep our real cars. Just gazing at these beloved vehicles, we know they feel as forlorn as we do. Some days, we are seized by an overwhelming temptation to say, “Oh, what the Hell!” and take them out for a spin.

But we know why we cannot. He is out there just waiting to catch us in a moment of weakness, Bad Barf, the dreaded Salt Gargoyle. He works with the Department of Transportation (DOT). Sees to it that they mix at least one ton of salt with every ton of snow. Cars have been known to totally dissolve before reaching their destination.

So we stay in our garage. It is, after all, a refuge for a guy and his stuff. I come across a sacred trophy, clutch it reverently in my hands.

“I won!”, I blurt instinctively. “*This time I won!*”

“*You won what?*” Mimi asks with wifely skepticism. “*Why are you fondling that stupid old speedometer?*” How did she slip into my sanctuary? I wonder. Is she still fuming just because I tiled the garage floor and nixed the idea of new carpet for the living room?

“*Old speedometer, dear? This is a trophy! It’s a Nadermeter. Look, dead center in screaming orange. Fifty five! Fifty five! Ralph Nader made it law for almost a quarter century, 1965 to 2000. And look at the numbers: 85 was as fast as any speedometer could read. This wimp Nadermeter was installed in my beautiful, big-assed 928 Porsche. I refused delivery and Porsche gave in. I won! They installed a real speedometer and let me keep the Nadermeter as a trophy. I won against the forces of evil!*”

“*Why don’t you come in now, it’s time for bed.*” Mimi said.

“*We can never give in to the forces of evil,*” I replied.

“*I know, dear. Come to bed now.*”

I gave my Porsche an affectionate pat on its big rear. “*They’ll never put a Nadermeter in you while I’m around.*”

I think Mimi is beginning to like our new garage floor. It’s 10 below tonight but the days are getting longer . . . ☺

# German CarFest 2003

## Saturday, June 7, 2003

Mark your calendars now for the 9th Annual German CarFest, picnic and car show. Members from the Audi Quattro, BMW, Mercedes-Benz, Fahr North Porsche 356, Nord Stern PCA and the VW Clubs will all gather, just like last year, at Schaar's Bluff Picnic Area in Spring Lake Park Reserve overlooking the Mississippi, just northwest of Hastings, off County Rd. 42.

Spring Lake Park is one of the rest stops along the Great River Road. It is a study in contrasts with Oak woods and open fields on the high rocky bluff tops which rise more than 100 feet above the Mississippi. Schaar's Bluff is a perfect setting for the German CarFest. There are blacktop roads with parking available in both sunny and shaded areas.

We plan on a full day of fun for those attending. Food will be served between 11:00 am and 1:00 pm at a nominal cost: pop and brats with all the trimmings. There will be a car show, tech events, a lot of socializing and a great time for all. We kindly ask you for a small contribution of \$5 per car to help us defray the cost of organizing the event, such as renting the park, cost of trophies, etc.

## German CarFest 2003 Schedule

9 AM	Gate open: Registration for Car Show, Ding & Dent Removal
10 AM-Noon	<b>Ding &amp; Dent Removal Tech Session by Jurgen Holzer</b> /50% off
10 AM-Noon	<b>People's Choice Car Show:</b> bring your car to show, trophy awards will be given at 1:00 pm to each marque, based on people's choice
10:30 AM-3 PM	<b>Collision Center, Inc.:</b> Technicians will be on hand to advise you on any body work/repairs you might need
10 AM-3 PM	<b>Twin City Tire &amp; Auto Service:</b> Owner Jim Miller will educate you on the newest developments in tire technology and answer any questions you may have.
10 AM-3 PM	<b>Michael Jekt:</b> His automotive fine art will be displayed
3 PM	German CarFest ends: See you next year!

This is the big social event of the year for German automobile enthusiasts. We hope that you will come early and spend the day with us, enjoying the variety of activities and the fine scenery. Bring a friend and your favorite German car!

# Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

PCA Member # \_\_\_\_\_ Drivers License # \_\_\_\_\_  
 (Required) (Required)

Car Number \_\_\_\_\_ Best Time @ CBIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector.

Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	___	Tires/Wear	___	Steering/Play	___
Front Signals	___	Wheel Bearings	___	Brake Pedal/Firm	___
Rear Signals	___	Rotors/Scored/Cracked	___	Seat Belts/Anchors	___
Tail Lights	___	Brake Fluid/Full/Clean	___	Fire Ext./Full/Mounting	___
Brake Lights	___	Brake Lines	___	Helmet Snell 90/Better	___

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	___	Fan Belts/Cracks/Tight	___	Spare Tire/Secure	___
Susp. Travel/Noise	___	Fuel or Oil Leaks	___	Battery/Secure	___
Susp. Mounts/Rust	___	Hoses, Wiring/Secure	___	Windshield Wipers	___
Tie Rods/Tight	___	Transmission/Leaks	___	Roll Bar 1" above occpts.	___
Ball Joints/Tight	___	Throttle Return	___	head/s for Open cars	___
Engine Mounts/Cracks	___	CV Joints/Tight/Dry	___	(Including Boxster)	___

### Condition of:

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required Yes No

Items to be corrected \_\_\_\_\_

\_\_\_\_\_

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Regions reserves the right to exclude any individual.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

# Volunteers Needed!

Contact Pam Viau  
e-mail: [pkviau@attbi.com](mailto:pkviau@attbi.com)  
phone: 651 779-2344

## Duties include:

- ❖ Helping Registrars
- ❖ Find volunteers to help set up and take down cones
- ❖ Hold drivers' meetings for the weekend
- ❖ Distribute wristbands and waiver forms for event
- ❖ Coordinate with timekeepers for the time trials

## Looking for Event Masters for our Driver Ed & Autocross Events . . .

Dates are as follows:

April 26 & 27 at Brainerd

May 11 at St. Cloud

June 14 & 15 at Brainerd

July 14 & 15 at Road America

August 8, 9 & 10 at Brainerd Club Race

August 23 at St. Cloud

September 20 & 21 at Brainerd



## Corvette

*. . . continued from page 40*

For additional information or to register, go to <http://www.corvettemuseum.com>.

You can also refer to the July 2002 issue of Porsche Panorama for an article about last years event.

Preferred Hotel:

### **Holiday Inn University Plaza**

1021 Wilkinson Trace, Bowling Green, KY 42104 For hotel reservations call (270) 745-0088.

On site paintless dent removal and wheel refinishing provided by:

### **S&S Wheels and Dents, Inc.**

(812) 453.0318 or (812) 490.4644 to schedule an appointment!

Full service interior and exterior automobile detailing will be provided by:

**The Last Detail, Inc.** ~ [http://www.buxtonmotorsports.com/bmi\\_deta.htm#top](http://www.buxtonmotorsports.com/bmi_deta.htm#top) or (812) 457.2002 to schedule an appointment!

# Kalender

## April

2003

- 1 Nord Stern Business Meeting - 1st Tuesday  
*Location: Lindsey's Steak House*  
*Time: 6:00 pm Dinner/7:00 Meeting*  
 Eventmaster: Scott Anderst 651 462-0526 or  
 SAnderst@braille-scs.com
- 5 Nord Stern Tech Session:  
*Location: Twin City Tire*  
*Time: 9:00 AM*  
 Eventmaster: Jim Miller 952 888-8880 or  
 Ed Hazelwood 651 705-1239 See pg. 6
- 11 Wine Tasting With Beaulieu Vineyards  
*Location: Lindsey's Steak House*  
*Friday from 7:00 pm to 8:30 pm*  
 Eventmaster: Chris Harbron 651 882-0475  
 RSVP by Wednesday, April 9, See pg. 15
- 25 Nord Stern Driver Training at BIR See pg. 24
- 26,27 Nord Stern Driver Education and Time Trials—  
 First Fling at BIR See pg. 25

## 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
- 18\* Third Annual Maplewood Imports Auto Fair  
*Location: Maplewood Imports*  
*Time: 10:00 AM*  
 Eventmaster: George Andeweg 651 483-2681  
 See pg. 14

## 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 at Schaar's Bluff  
 Park in Hastings - See pg. 17

13 Nord Stern Driver Training at BIR

14,15 Nord Stern Driver Education and Time  
 Trials—Fast Fling at BIR

21 Concours Prep Tech Session at Maplewood Imports  
 Eventmasters: Mitch Berry 952 882-2959  
 and Jeremy Peterson 952 361-6434

## July

2003

11 Nord Stern Friday Night Social  
*Location: Toby's On The Lake (Oakdale on  
 Hwy 120 at I94), Time: 7:00 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

14,15\* Nord Stern Driver Education at Road  
 America, Monday/Tuesday event

## August

2003

8 Nord Stern Driver Training and/or Driver  
 Education at BIR

9, 10 Nord Stern Driver Education & Club Race

15 Nord Stern Friday Night Social  
*Location: Maynards in Excelsior Time: 7 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

17 Annual Concours at Afton City Park  
 Eventmasters: Mitch Berry 952 882-2959  
 and Jeremy Peterson 952 361-6434

28,29\* Nord Stern at Blackhawk Farms (PLEASE  
 NOTE: DATE CHANGE)

Eventmaster: Ron Lewis 952 932-0505  
 The track has been completely resurfaced, along with the  
 paddock and access roads. For pictures, see  
[www.blackhawkfarms.com/repaving/repaving.htm](http://www.blackhawkfarms.com/repaving/repaving.htm). It should be  
 more enjoyable and quicker than ever!

## 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

\* Note date/time/event change or updated info

- 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 BIR
- 20,21 **Nord Stern Driver Education—Last Fling** BIR
- 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

- 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

- 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 pm*  
 Eventmaster: Roy Henneberger  
 R.S.V.P. 952 454-7716 or henneb@charter.net

## 2003 December

- 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

## 2003

# *Horsepower: What is it, Why is There More of it, and What is Torque*

*by Jim Bohan, Minneapolis StarTribune*

*“ . . . Why all the power? One reason is the much larger number of “light” trucks we’re driving that are much heavier than the sedans and wagons they replace. Americans’ (and others’) love of speed is an obvious reason, of course, and automakers have always regarded having the most hp as a matter of prestige.”*

Most of us don’t know what horsepower (hp) is, but we know that more of it means we go faster. Some of us may know that a “new muscle car era” has dawned, a “horsepower race” that finds automakers powering up models through the entire automotive spectrum, from economy cars to large trucks and SUVs. (What else can you call it when there’s a 215-hp Neon SRT-4, the Audi S6 Avant wagon gets 340 hp, and Volkswagen’s Bugatti Veyron is expected to have an astounding hp rating of 1000?)

But it’s very safe to say that almost none of us know what torque is; even though its more important for most people drive than horsepower, the “magic number” for cars since they were born.

So let’s look more closely at horsepower – we won’t be forgetting torque – and why there’s so much more of both around today.

Scottish inventor James Watt, for whom the power term “watt” is named and who is best known for improving the steam engine, coined the term horsepower early in the 19<sup>th</sup> century. In need of a way to define how much work his new engine could do, he found that, on average, a pony working at a mine could lift about 367 pounds one foot off the ground in a second. Increasing that number by half, he decided a horse could do 550 footpounds per second and that’s been the definition of 1 hp ever since.

Horsepower is a unit of power, a rate at which work is performed, and it involves time and movement. Torque, on the other hand, is a force, the tendency to produce rotation about an axis, and there’s no element of time or movement involved in torque. In autos, torque measures the engine’s ability to apply twisting force or pressure to the crankshaft. Torque is measured in foot-pounds and varies depending upon engine speed, which is why car specifications refer to “x amount of torque at x amount of rpm” (revolutions per minute).

Put simply, torque is how much work an engine can do and horsepower is how fast the engine can do that work. When automakers put their cars on dynamometers to determine their horsepower rating, what’s actually measured is vehicle torque at different engine speeds. The vehicle’s peak horsepower – the number that’s advertised – is determined by using the formula  $hp = \text{torque (ft.-lbs.)} \times \text{rpm} / 5252$ . (Each horsepower rating should also include the rpm number where hp hits its peak, but it doesn’t happen.)

Until the early ‘70s, automakers hp numbers were gross or bhp (for brake hp because dynamometers offer resistance). The cars were tested without fans, alternators, water pumps and air conditioning compressors that decrease power, and with no exhaust back pressure from muffles and catalytic converters. Findings were, shall we say, less precise than they usually are today. Automakers switched to net hp ratings because they reflect real-world use. The European DIN (Deutsche Institute fur Normung) standard gives slightly higher numbers than the SAE (Society of Automotive Engineers) American standard on the same engine.

When you step on the gas at a stop sign or accelerate at lower speeds, torque is what's moving you. It's the force applying the engine's energy to the transmission, crankshaft and wheels. Your vehicle's maximum horsepower is not available because it usually occurs when a car is at high speed and has a high rpm rate (5,500-6,000 rpm), a "place" most motorists never reach. In fact, most driving is done under 4,000 rpm.

Horsepower does come more into play when a vehicle hits 40 mph or so, however, and hp is what maintains speeds. Engineers make sure the greatest amount of torque is available at lower speeds because all drivers need to have it there, especially if they're towing. (That's the main reason why phrases like "lots of low-end torque" appear mostly in truck ads.)

### **Power Flows and Ebbs**

Horsepower numbers have increased steadily, for the most part, since the invention of autos. The 1949 Oldsmobile Rocket 88 V-I started the post-World War II hp "battles" among America's automakers that lasted through the '60s. Gas was cheap in the '50s (30 cents was high) and the

economy was generally booming, so fuel economy was often not a big concern. The era was also the first when teens bought cars in great numbers, and they wanted speed.

Since European high-performance cars were unknown or far too expensive, the American "muscle car" became the only option. The Pontiac GTO, which is back this year for the first time since 1974, led a big muscle-car sales boom starting in 1964. By the late '60s, there were at least 36 muscle-car models, including the Ford Mustang Mach 1, Chevy Camaro Z-28, Dodge Charger R/T, Oldsmobile 4-4-2 and Mercury Marauder.

When clean air laws forced automakers to cut emissions – and engine sizes – muscle cars took a hit. High insurance premiums and especially the gas crisis of the early '70s finished them off. The 435-hp '69 Corvette had 165 hp by 1975. Horsepower started a 'comeback' in the '80s (its up 84 percent since 1982) and average hp ratings rose from 123 hp in 1990 to 188 hp in 2000. Torque also obviously increased as the average of 0-60 mph times dropped from 12.3 to 10.5 seconds.

*Continued on page 29*

# First Fling Driver Training

## Friday, April 25, 2002

at Brainerd International Raceway

■ **Eventmaster:** Lee Jacobsohn 952 922-8485 and Dave Ingraham 612 799-0520

**Novice Class:** For drivers who have not attended a (or attended no more than one) Nord Stern high speed driving event at Brainerd Raceway. This class will prepare you to safely participate in Nord Stern Drivers Education events. Cost \$110 per person ( one driver per car). Limited to 20 students.

**Intermediate Class:** For drivers who have attended the Nord Stern Novice Class, or similar high speed school utilizing production based street cars, and have participated in less than six DE events in the last six years. This class builds on the topics covered in the novice class with a concentration on advanced car control techniques and cornering lines. Cost: \$110 per person (one driver per car). Limited to 20 students.

**Advanced Lapping sessions:** For drivers who have attended the Nord Stern intermediate school in the past and desire additional track time. Two lapping sessions will be provided on Friday afternoon. Instructors may be available at the drivers request. Cost \$55. Limited to 24 cars.

**Requirements:** Car must have passed a Nord Stern annual Tech inspection in 2003. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age.

**REGISTRATION AND PAYMENT MUST BE RECEIVED BY APRIL 10TH, LATE FEE \$25**



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



Lee Jacobsohn  
4849 Russell Ave. S.  
Minneapolis, MN 55410

Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Novice \_\_\_\_\_ Intermediate \_\_\_\_\_ Advanced laping \_\_\_\_\_

Class, if known \_\_\_\_\_ Prior high speed school? \_\_\_\_\_

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

Signed: \_\_\_\_\_

# First Fling Driver Education

## Saturday & Sunday, April 26 & 27, 2003

*Brainerd International Raceway is a superb, three-mile road course,  
situated six miles north of Brainerd, Minnesota*

- **Eventmaster/s:** TBA for each DE Event
- **Cost:** \$120 per person; \$100 second person, same car
- **Requirements:** Snell 95 or newer helmet, A fire extinguisher (5 b-c min.) is required. It must be securely mounted using a metal bracket, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) [www.nordstern.org](http://www.nordstern.org)
- **Refund Policy:** **Registration deadline is April 18th. Late Fee: \$40, however, FULL refund if you cancel by calling at least one day before event.**

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

Janine/Todd Knettel  
1108 Goldenrod Lane  
Shakopee, MN 55379

Driver \_\_\_\_\_

Co-Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Car \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Check one: First Fling \_\_\_\_\_ June Fling \_\_\_\_\_ Club Race DE \_\_\_\_\_ Last Fling \_\_\_\_\_

Best Time BIR \_\_\_\_\_ Best time co-driver BIR \_\_\_\_\_

NS Assigned Car Number(s) \_\_\_\_\_

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

Signed: \_\_\_\_\_

Co:Driver \_\_\_\_\_

# *On the Merits of Time Trialing*

by Ron Lewis

*“What are time trails and autocrosses? From the Nord Stern Driver Education, Time Trial and Autocross Rules 2003:*

***Time Trial:** an event held at a high-speed driving facility where one car at a time competes against a clock. **Autocross:** an event held at a low or medium-speed driving facility where one car at a time competes against a clock. Autocrosses are often held on parking lots where the course is defined using plastic traffic cones or pylons.*

*The time trial and autocross rules are available on Nord Stern’s web site at [www.nordstern.org](http://www.nordstern.org). Click on technical information.”*

Last month’s essay, “On Winning”, examined the benefits of time trialing (see sidebar) relating to racing and winning. The argument was made (compellingly, I hope!) that time trialing does a great job of teaching two essential aspects of winning—driving fast and performing at your peak—on demand. But suppose that, for whatever reason(s), racing is not for you. Is time trialing something you should consider? Is it a good use of track time? Is it a worthwhile program for Nord Stern to offer its members?

Let’s look at the merits of time trialing for its own sake.

For most of our members, racing is not in the cards. It’s expensive, and if you want to be competitive, it’s really expensive! It requires, for all intents and purposes, a dedicated track car. Then you need a tow vehicle and trailer, with all the hassle and expense that entails. Racing is also more dangerous than time trialing or driver education—simply because there are more variables. There are understandable reasons why racing is not for everyone.

Time trialing, on the other hand, is something that anyone and everyone can do. If your car has passed its inspection for driver education, it’s ready for time trialing. No additional modifications are necessary. Not only that, generally speaking, a modestly prepared daily driver can be competitive in the stock classes. This means that you don’t have to spend an arm and a leg to participate and to do well. Time trialing, especially in the stock classes, is more of a skill contest than a wallet contest.

Time trialing additionally provides an appropriate venue for our latent competitive impulses. In regions that do not sponsor time trialing, driver ed becomes the de facto competitive outlet. Sessions tend to be more aggressive. Overall event safety and individual learning are often less.

Another advantage of time trialing is cost control. Because there are rules and because modifications in the stock classes are limited, drivers tend to focus on improving their driving rather than simply spending more to make their car go faster. Of course, if you want to upgrade your car, you’re welcome to do so. The car moves to a progressed class.

So if time trialing can provide all these benefits, why don’t more people do it? Good question! Two arguments are often put forth against time trialing. One is that it’s not the best use of track time. The second is that your automobile insurance may not cover you. Let’s examine both of these arguments.

How much track time are we talking about? Time trials usually begin mid-afternoon on the last day of an event. A participant gets about 3 laps—1 warmup and 2 timed. What does he/she give up? One run session—about 8 laps, or a net loss of 5 laps. This represents perhaps 5% of a participant’s total track time for the event. Not much. How well attended are the late afternoon sessions when there is no time trial? Not very. Invariably, only a few cars are running in these sessions because many people have already packed up and left. What does one give up by not running a time trial? A

lot. All of the advantages described above as well as those discussed in last month's essay.

There is a myth about track time and it is that all you need to do is drive, that practice makes perfect. Practice does not make perfect. Practice, all by itself, only reinforces what you are already doing. If you have some bad habits, more practice only makes them harder to break. As this year's Daytona 24 hour class winner Ross Bentley says in his book, *Speed Secrets-Professional Race Driving Techniques*, "Only perfect practice makes perfect".

The other argument against time trialing is that your automobile insurance may not cover you if you run a time trial, but will cover you if you just do driver ed. This may or may not be true. ***Depending on your specific policy, you may be covered for both time trialing and driver ed, only for driver ed, or neither time trialing nor driver ed.*** (Note: Nord Stern's insurance applies regardless of your personal insurance.) Obviously, it would be good to know what your policy says before you have an incident. The best way to do this is to read it! If it's not clear, then ask your agent. Ask him/her to point out the specific language to you. Remember, the policy is your contract. What your agent or neighbor or friend says may not matter. If you find that you are not covered (and it's important to you that you are), you can either change to a carrier whose policy covers both driver ed and time trialing or purchase track insurance.

For many of us, the sheer joy and excitement of high-performance driving make it something we want to do, regardless of our personal insurance. In any case, I think it is good advice to assume that you are not covered, and drive accordingly. That is, drive within your ability and with an extra margin of safety.

The arguments for time trialing are many. The negatives are few and are easily managed. Contrary to those asserting otherwise, it is an excellent and cost-effective use of track time. It fulfils what has been and should be a Nord Stern goal, namely, to offer a variety of activities that appeal to the various interests of its members. Whether you're a racer, competitor, high-performance driving enthusiast, or first-timer, time trialing can help you learn more, be better, and save money in the process!



# Horsepower

*... continued from page 23*

## Why Has Power Risen?

Whole horsepower has been rising for years, the increases really became noticeable in the last two years or so, with Dodge Viper and Dodge Ram models hitting 500 horses, minivans and family sedans pushing 250 hp, and pretty much every type of new or restyled vehicle getting more power. Unless Congress or (more likely) the California Air Resources Board forces carmakers to adjust significantly, expect even more hp in the future. At least 20 models are predicted to make at least 500 hp in two years, including that 1000-hp, \$1 million-per-copy Bugati Veyron (with more hp than Formula One or Indy race cars).

Carmakers are feeding the phenomenon with their own special vehicle units. Ford's SVT (Special Vehicle Team) has been around for a decade and is behind the GT40 and its 500 horses. The Chrysler Group has a new Performance Vehicle Operations (PVO) lab and GM is entering the game as well. After watching AMG provide sport "tuners" to different European auto manufacturers for more than 30 years, Mercedes-Benz bought the company in 1999.

Why all the power? One reason is the much larger number of "light" trucks we're driving that are much heavier than the sedans and wagons they replace. Americans' (and others') love of speed is an obvious reason, of course, and automakers have always regarded having the most hp as a matter of prestige.

High-performance cars, whose sales will probably always remain very small, are also great places to test and showcase engineering and design ideas. The cars also hold their value well and they get people thinking about an entire brand. Cadillac – back in racing and selling the CTS, the XLR convertible and a 345-hp Escalade SUV—is a perfect example. Volkswagen is another. Once pretty much thought of as the brand with the cute "Beetle" and a few sedans, it now can point to the 590-ph Phaeton (and soon that Bugati).

Perhaps the biggest reason for the rise in hp, however, is more efficient engine technology. Computer chips, electronic fuel injection and catalytic converters started things, lowering emissions in the process. Then lighter engine components and low-friction materials made their

*Continued on page 31*

# ***PCA Factory Tour, THE TREFFEN—The official PCA visit to Germany and the Porsche factory: October 5-12, 2003***

*Courtesy PCA, Donald Bond PCA National Editor*

*“Visit to Porsche Museum, Tour of Porsche Factory in Zuffenhausen, Lunch in the Porsche Casino in Zuffenhausen, Hot laps at Weissach, Shopping in the Porsche boutique, Tour of the Porsche Factory in Leipzig, Lunch in the Porsche facility in Leipzig and Visit to Autostadt in Wolfsburg Visit to the Mercedes Museum . . .”*

**HIGHLIGHTS:** Visit to Porsche Museum, Tour of Porsche Factory in Zuffenhausen, Lunch in the Porsche Casino in Zuffenhausen, Hot laps at Weissach, Shopping in the Porsche boutique, Tour of the Porsche Factory in Leipzig, Lunch in the Porsche facility in Leipzig and Visit to Autostadt in Wolfsburg Visit to the Mercedes Museum.

**INCLUDES:**

- 7 nights deluxe or first class hotel accommodations
- Hotel taxes and service charges
- Full or buffet breakfast daily
- Welcome reception
- Two lunches with beer and wine
- Three dinners (3 courses) with beer and wine
- Deluxe motorcoach transportation per itinerary
- Sightseeing per itinerary
- Special Treffen gifts
- Services of GT&I representative
- Not included: Airfare, airport transfers, travel insurance, meals not specified, items of a personal nature

**ITINERARY SUNDAY, OCTOBER 5** After having made your own way to Frankfurt proceed to the hotel where you will be pre-registered. The remainder of the afternoon is free for you to get acquainted with the city on your own. There is plenty to see and do! This evening meet your fellow Porsche fans as you gather for a welcome reception and dinner. The local specialties will delight you!

**MONDAY, OCTOBER 6:** Enjoy breakfast in the hotel this morning. Afterward, depart by motorcoach for Wolfsburg, home of AUTOSTADT. After checking in to the hotel you will be free to explore this fascinating auto center at your own pace. Besides a myriad of exhibits and interactive displays from Volkswagen, Bentley, Lamborghini, Audi, and Skoda there are shops and restaurants to suit every taste. The remainder of the day is free.

**TUESDAY, OCTOBER 7:** After breakfast you will have time to experience some more of what Autostadt has to offer. In the early afternoon travel through Saxony to Leipzig, the city of Bach, Goethe, Mendelsson, and Schumann. After checking in to the hotel you will have time to explore the city and its restaurants on your own. Be sure to visit Thomaskirche where Bach played the organ for several years!

**WEDNESDAY, OCTOBER 8:** After breakfast in the hotel travel to Porsche’s Leipzig facility where Porsche Club Coordination has arranged an exciting morning.

*Continued on page 35*

# Horsepower

... continued from page 29

contribution. So today's four-cylinder and V-6 engines can deliver the power of yesterdays V-8 and use less gas doing it. With variable valve controls starting to ensure proper fuel delivery at all times and electronic solenoids ready to eliminate the need for camshafts that lose power as they open and close valves, small engines will get even more powerful.

The end results is more fuel-efficient high-performance cars that are faster and more powerful than the old muscle cars and that have a lot less trouble stopping because of better brakes. Throw in better steering, handling, stability, airbags and a lot more and there's really no contest. Today's cars are also quieter, though some would argue that's actually a loss.

Final Note: In the first sentence of this article, I mentioned that most of us know that more horsepower means more speed. But it that's true, how can a 150-hp sedan pull away from a 300-hp SUV at a stoplight? There's a "little" thing called the power-to-weight ratio and its why the sedan wins. Because it weighs so much less, it needs less hp (and torque) to get moving.



Above: Dean Watts working on 356 Ben Pon drove when the Porsche-Abarth lost the gearbox during last summer's Monterey Historics, photo by Mark Pladson

Above Right: Ben Pon's Porsche-Abarth at Monterey 2002, now owned by Dean Watt, photo by Mark Pladson

Right: Detail of front fender, photo by Mark Pladson



## *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	



## United Residential Mortgage

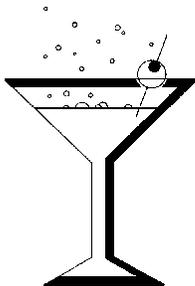
*Since 1977*

*The best service. The best rates. United.*

Robert W. Piper  
work 952 837-6535  
cell 612 599-2877  
[rpiper@urmmortgage.com](mailto:rpiper@urmmortgage.com)  
Orange Car #38 F



*Equal Opportunity Lender*



## 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!

# So, Just What is 'ClubTalk'?

Don't know when the next rally is scheduled for; can't find that old issue of *Nord Stern*; boy, Nord Stern sure takes a long time coming to my house; I *never* know when something is scheduled for; honey, isn't something due? (like DUES!)

Gee, does this all sound familiar? If so, do I have a deal for the many of you members who are connected to the Internet! Nord Stern offers a service called 'ClubTalk.' 'ClubTalk' is a maillist maintained by **Mike Selner** of Tela, Inc.(and our webmaster) which serves as a quick way to check on dates, ask who to call, learn what's happening of late—especially those late-breaking events that can't get into *Nord Stern*. Joining is easy! There are a couple of ways: e-mail Mike at [mike@tela.com](mailto:mike@tela.com) and give him your email address to join or go onto the Nord Stern website (<http://www.nordstern.org>) and click on the Nord Stern logo. Concerned about too much e-mail, don't be, it's **easy** to ignore what is not of interest! Join Today!

## 911 Fender Seal Replacement

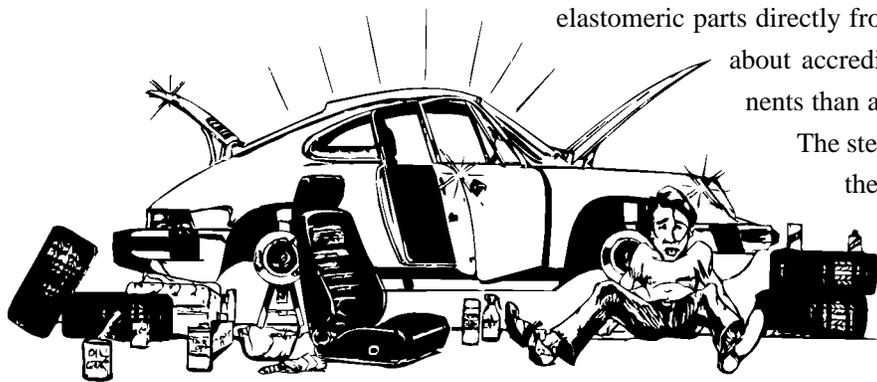
*By M. Budinski, Niagara Region PCA*

I have noticed at local PCA concours events, many nicely prepared 911s with severely faded and cracked front fender to cowl seals. After rectifying the same situation on my '87 911, I decided to write a brief technical article on replacing this seal.

I ordered my seals from Vertex because they are a very cost competitive supplier. I think the parts cost a whole \$5. In general, though, I like to buy any polymeric or elastomeric parts directly from PCNA. I believe the factory is more diligent about accrediting reputable suppliers for polymeric components than aftermarket suppliers.

The steps to replacing this seal are quite simple. Loosen the socket-head cap screws inside the fender cowl-  
ing as shown below (accessed by opening the door). Using relatively long fingernails grip the old seal and pull upwards. It should readily slide out. If not, pull on the lip of the fender to help open the slot as you pull on the seal.

Use the old seal to measure the length of the new seal and cut as required. Clean the slot and fender area with a damp rag and then follow up with a cleaning wax (e.g. 3M Light Oxidation Remover). Once clean, coat the trimmed seal with a water-soluble lubricant (e.g. 3M Vinyl and Leather Conditioner), align the seal in the slot, and work it in. Pull on the fender lip to help open the slot. Keep wiggling and pushing until the seal is properly placed. Retighten the socket head screws and wipe off any excess lubricant.



## Treffen

*... continued from page 30*

Included is a visit to the production facility where you will be among the first to observe various stages of Cayenne production up close! Porsche personnel will join the group on site for lunch. A short city overview tour enroute back to the hotel this afternoon will better familiarize you with the city of Leipzig. The remainder of the day is free.

**THURSDAY, OCTOBER 9:** After another wonderful breakfast the coach departs for the 600 kilometer trip to Stuttgart. A lunch stop in a charming German town will be made enroute. Arrive at the Stuttgart hotel in the late afternoon. The remainder of the day is free for you to shop, explore, and have dinner. You'll no doubt enjoy the local Schwabian cuisine that is offered in many restaurants!

**FRIDAY, OCTOBER 10: PORSCHE CARS \* PORSCHE CARS \* PORSCHE CARS \* PORSCHE CARS \* PORSCHE CARS . . .** Our friends at Porsche Club Coordination have planned a full slate of Porsche-related activities today. First visit the Porsche Museum where you can also purchase Porsche trinkets. Next, participate in an in-depth tour of the Porsche factory where you will observe the assembly and/or production of engines, bodies, upholstery, etc. Following the tour enjoy a three-course lunch and conversation with Porsche personnel in the Porsche Casino. After lunch travel to Weissach, Porsche's research and development center, where you will have the opportunity to be a passenger (conditions permitting) in hot laps at the Porsche test track! Return to the hotel in the late afternoon. This evening join the fun at a festive dinner hosted by Porsche.

**SATURDAY, OCTOBER 11:** Depart late morning for the Mercedes Museum where you will have ample time to enjoy its outstanding collection. Afterward, continue on to Zuffenhausen for one last visit to the Porsche museum and boutique. Return to the hotel in the late afternoon. Tonight's farewell dinner is fraught with surprises and special treats. Don't miss it!

**SUNDAY, OCTOBER 12:** At breakfast bid 'auf wiedersehen' to your fellow TREFFENITES as you continue your travels in Europe or make your own way to the airport. PRICE: \$1865 per person double occupancy. Single supplement is \$400.

**THE SMALL PRINT:** Porsche activities are arranged at the discretion of Porsche AG and are subject to change

without notice. GT&I reserves the right to substitute or change other sightseeing features if necessary.

**POST TREFFEN OPTIONAL TOUR:** A two-night/three-day visit to Zell am See and Gmund in Austria. Includes roundtrip transportation\* from Stuttgart, two nights in Zell am See at the Porsche family castle, a day excursion to Gmund to visit the Porsche Museum and the site of the first Porsche factory, and a multi-course dinner at the Schloss Prielau restaurant prepared by Jorg Worther, Austria's chef of the year. Price TBA. \*Transportation will be via self-drive Porsches provided through the Porsche Travel Club providing there is a minimum 10 participants. Otherwise travel will be via rental car or motorcoach.

**PRE TREFFEN OPTIONAL TOUR:** A one-night/two day visit to Adnau and the Nurburgring. Includes transportation via self-drive rental car, one night hotel accommodations, dinner, breakfast, and a Nurburgring info packet. Price TBA.

For information regarding the October 5 - 12, 2003 Treffen contact Knettie at GT & I Travel 203-426-7833 or karchard@hotmail.com or Bob Miller at 918-369-0453 or rmillerpca@aol.com

# *The Price of Gas: You Think A Gallon Of Gas Is Expensive?*

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*Courtesy Internet*

Some people complain about the price of gas but will pay \$1.50 for a bottle of water. Well here are some examples to put things into perspective. Makes one think, and puts things in perspective.

Diet Snapple 16 oz \$1.29	\$10.32 per gallon
Lipton Ice Tea 16 oz \$1.19	\$ 9.52 per gallon
Gatorade 20 oz \$1.59	\$10.17 per gallon
Ocean Spray 16 oz \$1.25	\$10.00 per gallon
Brake Fluid 12 oz \$3.15	\$33.60per gallon
Vick's Nyquil 6 oz \$8.35	\$178.13 per gallon
Pepto Bismol 4 oz \$3.85	\$123.2 per gallon
Whiteout 7 oz \$1.39	\$25.42 per gallon
Scope 1.5 oz \$0.99	\$84.48 per gallon

and this is the REAL KICKER

Evian water 9 oz for \$1.49                      \$21.19 per gallon  
\$21.19 FOR WATER! ....and the buyers don't even know the source. Yes, and the name Evian, is Naive turned around, and the Canadians are selling it by the millions of gallons to the US.

So, the next time you're at the pump, be glad your car doesn't run on water, Scope, or Whiteout, or God forbid, PEPTO BISMOL or NYQUIL!!!!

Just a little humor to help ease the pain of your next trip to the pump . . .!



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

## Zu Verkaufen

### 4 16x8 Phone Dials

From '86 944T (23.3 offset) with 245/45-16 Toyo RA-1 tires (only 2 events on them, lots of wear left) plus a fifth unmounted RA-1 w/ only 1 event. Wheels not concours shape but in good track wheel condition. Great track wheel/tire set for 82-86 944/944T DE cars or as rain tires for club racers. Asking \$950. Mark Kittock 952-368-1301 or black328@earthlink.net.

### Wanted to trade

Looking for 928, will trade my 1987 944 Turbo plus/minus some cash I am looking to swap my 1987 951 for a 928 in decent shape. I am in Saint Paul, MN. What I'm trading: 1987 Porsche 944 Turbo, ~91,000 miles. Excellent body and interior. Diamante Bleu Metallic. Koni yellow shocks all around, installed last year. Lindsay Boost Enhancer, Autothority ST2 chips, Forge blowoff valve, K&N filter, Decent Dunlops, BreyKrause strut brace and Fire extinguisher mount, Pioneer CD, Leather seats. Belts have 2 years on them. New synthetic fluids. I installed a 924 Turbo nose panel last year, but have the stock parts to restore—about a 2 hour job. Have an Autothority shortshift kit and new

brake pads not installed, go with car. Also full set of service manuals, go with car. This car is solid, garaged winters, fast and nimble. In peak tune and running perfectly. Looking for a mechanically sound and well treated '85-'7 928, does not need to be cosmetically perfect. Will dicker about cash differential on basis of *Excellence* valuations. My car is viewable on my web site, <http://www.tc.umn.edu/~austi012>. Email me at austi012@yahoo.com

### 1987 Carrera

Carmine Red/Black with factory Turbo Tail. Gold center BBS 7's & 8's with new S-O2's. Lowered with upgraded sway bars, Power Slot rotors and Weltmiester shock tower brace. Sunroof, full leather sport seats, Euro taillights, car cover and more. Pampered with only 26,400 miles. \$25,000. Contact Dan Wolfe at 952 943-2016 or email at wolfdog@therapypartners.com

### 1976 912 E

104,000 miles, \$9,995. Following all new: Guard's red paint, tires, muffler, radio, clutch, floor mats. Original Fuchs wheels with colored centers, 2.0 liter engine (same as 914), fuel injected, one of only 2200 made, stored covered winters, exceptionally clean, all maintenance up to date. Camel leather interior. Contact Ross Johnson, 715 934-1964 or email at: rossj@charter.net. Picture of this 912 E can be seen on Nord Stern Website as first photo in image gallery (mis-labeled as 'nice 911!').

### 1977 911S Targa 3.0 Liter

New custom leather, Turbo wing, Koni rear shocks, New targa top, H-1 Headlights, 4K sound system, Fresh Dunlops plus second set of tires, Momo harnesses, Strut tower brace, Front chin spoiler, Straight roll bar brace with camera mount, tinted windows, 4 Vol. shop manual,

Fire extinguisher, Alpine alarm system with 2 Mile remote pager, etc. 127K, Stored every winter, never raced, not a fixer upper. \$18,900. The Other Eric Johnson, Cell: 952-210-4893 Home: 952-884-8360.

### 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 BIR (Brainerd International Raceway) Nord Stern P5 lap record. Ran best time of 1:59:64 (not in record book). This is 2 seconds below current record. 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) BIR Club Race 2002
  - ✓ 3rd in class (enduro) BIR Club Race 2002
  - ✓ Top Rookie award BIR Club Race 2002
  - ✓ 1<sup>st</sup> in Nord Stern P5 annual awards last 3 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. Priced at \$12,500. Contact: Ed Hazelwood, (651) 705-1239, (612) 237-9319 or email at hazelwoode@elert.com

### **'89 944S2 coupe**

118,000 miles 5sp Guards red/black leather. Over \$35,000 invested .Many extras, Factory cover, K&N cone filter, B&B tri-flow stainless exhaust(cat removed),Leda 22 way adjustable coilovers, billett aluminium charlie a-arms, adjustable camber plates, Weltmeister strut tower brace, MO30 sway bars,17" C2 turbo wheels (7.5x17 f and 9x17 in r)with Hoosier road race tires,original design 90 wheels with Yokohama A032R autocross/street tires. Momo steering wheel, Momo aluminium pedals, Momo shift knob,red Momo race seat, 2 harnesses & harness bar. Top half engine rebuild approximately 20,000 miles ago. Work performed within last 2 years: Sachs sport clutch, 968 motor mounts, New brakes,rebuilt torque tube,water pump, rollers, timing belt & other belts,wheel bearings, half shafts in rear. No expenses spared/All receipts available. Car is Clearwater Fl. \$11,000 o/BO. Contact Luis Fraguada, Jr. @ 727-421-7309 cell/ 727-507-7234 home or at luisjr944s2@hotmail.com

### **Wanted**

Used street tires, two 205/55/16 and two 245/45/16 also two 225 in any diameter. Kelly 651-457-1404.

### **Tires For Sale**

two new, never mounted, Hoosier 245/45/16 , \$175 for the pair. Kelly 651-457-1404.

### **Porsche Sport Classic wheels with tires**

17x7 front, 17x9 rear. Both 55mm offset. Michelin Pilot Sport tires. Perfect condition. Fits 911 1990 and on and all Boxster. Pictures on request. Purchased new one year ago for \$2200. Receipts. Asking \$1,100 obo. Steve Sabers, Minnetonka MN. (952) 473-9417.

## **Corvette**

*... continued from page 40*

# *Porsche Club of America Returns to the Corvette Museum*

*by Brian Buxton, Founder and Past President SIR PCA*

*“PCA Technical Committee Chairman, Tom Charlesworth will cover a hands-on “Porsche clinic” . . . Bruce Anderson will walk through the “do’s and don’ts” of pre-purchase inspections valuation of a Porsche acquisition. Jim Pasha, Excellence and Panorama magazine technical writer will cover in a series of technical seminar presentations the different types of suspension and their history from Porsche 356s to the current Porsche 996 models.”*

The Porsche Club of America returns to the “Home of the Corvette” for their third PCA National sanctioned weekend at the Museum May 1 - 3, 2003. Historical race car displays - “Weissach Thunder,” a swap meet, seminars, low-speed autocross and drags plus other activities for automotive enthusiasts and their families to enjoy are planned for the weekend.

A hands-on tech seminars and presentations by renowned Porsche specialists and technical advisors. Drive your Porsche up to PCA Technical Committee Chairman, Tom Charlesworth as he covers hands-on “Porsche clinic” at the front lawn of the Corvette Museum. Later the same day, renowned Porsche book author, Panorama and Excellence magazine contributing editor, Bruce Anderson will be on hand to walk you through the “do’s and don’ts” of pre-purchase inspections and assist in proper valuation of a prospective Porsche acquisition. And Jim Pasha, *Excellence* and *Panorama* magazine technical writer will cover in a series of technical seminar presentation in the full-service Chevrolet Theater the different types of suspension and their history from Porsche 356s to the current Porsche 996 models. Mr. Pasha will I will cover how they all work, certain features, some suspension setup and what to look for on suspension when purchasing a used Porsche. And not to forget information from seasoned Porsche technical wizards, PCA Tech Committee members Christian Garibaldi (Porsche 930/911 Turbo) and Stephen Kaspar (Porsche 911). Christian will cover engine tear down and rebuilding, while Stephen will walk you through the sometimes misunderstood world of the CIS fuel system. Wicky Lawrie of Renntag Motorwerks of Nashville is on hand to assist in technical questions and offer his corner balancing services. And Michael Benet in tandem with Stephen Kaspar for Imagine Auto, Inc. will fill in the blanks when it comes to hi-performance mods from mild to wild, air-cooled to water cooled and turbo to twin-turbos!

We are again once more honored to have the Porsche Club of America’s very own, Tom Bobbitt as our guest of honor. Tom is the newly elected President of PCA National and will share with us some insights into PCA and the organization’s goals as it moves into the new Millennium.

VIP tours of the Corvette Plant will be offered to event guests, along with a scenic road tour to Mammoth Cave National Park and a trip to a day spa where attendees can enjoy facials, massages, etc. Group photos of event attendees will be taken on the grounds of the Museum, and the Concours Show highlights the 930/911 Turbo.

A Kentucky Derby party in the Chevrolet Theater, banquet and program at the Holiday Inn / University Plaza Convention Center, a reception party presented by Buxton Motorsports at the Holiday Inn / University Plaza and more are in store for everyone in attendance. Concours and Autocross trophies will be presented by Miss Galaxy 2003, Christina Rheinlander. Come join us for a weekend to welcome Porsche to the National Corvette Museum.

*Continued on page 18*