

# N O R D S T E R N



**PORSCHE**

## *August* *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.

The editor reserves the right to edit all material. Articles and classifieds for publication in *Nord Stern* must be submitted by the 7<sup>th</sup> of each month prior to publication.

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

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

Want Ad insertions are free for Nord Stern members, \$10 for nonmembers and should be sent to the editor. Display advertising rates can be found on page 3. Contact the advertising manager for further details.

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Front Cover - Ahhh, if only the St. Cloud facility had some elevation change! Don't we wish, but thanks for Ron Faust for an artful shot of Pam Viau on course at this past Mother's Day Autocross. Particularly poor weather kept the crowds away, but kudos to Pam for setting up another great DE event for members! Photo by Ron Faust.

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Call Christie Boeder 952 593-5544.

## Address changes

### PLUS!

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Porsche Club of America"*

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Leave your name, address  
and both home and work  
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sent out right away!

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**Send to:**

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**Reminder: Annual Dues are:**

**\$20 for January to December**

***Check your mailing label  
for your expiration date!!!!***

*“Okay, now I have an item to beef about. I have noticed of late a lot of members have been referring to our club as Nordstern. The official name for our club is Nord Stern. Two words, not one!”*

Summer just has this sneaky way of stealing time without any apparent effort on my part. I feel this every year and this year is no different - it is the old lament of where has the time gone. The weather has been so beautiful that it has been very hard to sit down and get this issue done. So it is quite late and I truly can't blame it on anything other than my desire to savor these lovely days! Sitting down at the computer is about the last thing in the world I have wanted to do. Summer vacation has truly been summer vacation for me. Not that we haven't been busy what with club racing stuff, doing the July rally (very fun, watch for follow up on that one), working in the yard, sitting on the deck soaking up the sun to store for the rest of what passes for weather the rest of the year in this state, traveling with our daughter as she competes in her sport (of which she can't wait to add track driving as that 18th birthday draws ever so closer!), and on and on.

Okay, now I have an item to beef about. I have noticed of late a lot of members have been referring to our club as Nordstern. The official name for our club is **Nord Stern**. Two words, not one. While I don't mean to be picky I think we need to take a moment here and correct this whenever and where possible. The newsletter carries the same name as our club, *Nord Stern*, and I am sure everyone is very familiar with that (after all, you DO read the newsletter cover to cover each month, right!!!! Ha, ha, don't I wish). It's not a big thing but it does amaze me when I see long time members making this mistake. So start thinking, *Nord Stern, Nord Stern, Nord Stern!* I probably will bring this up again and perhaps it will help if I issue the correction on a regular basis? Who knows, habits are hard to break.

The only other comment I have concerns membership renewals. The issue has truly been thorny this year as we transitioned and dropped non-renewals. I want to remind everyone that their expiration year is printed on your mailing label each month. It's not hard to check and while I know we are all busy folks, it doesn't take but a moment to look. Remember you can do multiple renewals at any time (3 and 5 year and frankly, whatever combo you want!). Sending invoices is being discussed, but that's costly and needs a volunteer to do!

## 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
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Back Cover:	7" wide x 7" high

Color: All ads appear in black and white

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# *Willkommen*

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## *Welcome . . . New Members*

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

**Jack Benedict & Mary Vetter**  
Apple Valley, MN  
1990 911

**Michael Czech & Scott Aga**  
Lino Lakes, MN  
1983 944

**Robert & Charolette Eriksson**  
Ramsey, MN  
1970 914-6

**Russell & Luaina Hagen**  
Shorewood, MN  
2001 Boxster S and 4 other  
Porsches!

**Richard & Mary Ann Hascall**  
Eden Prairie, MN  
1988 944

**Kristopher & Liza Meacham**  
Lakeville, MN  
1987 944S

**Robert H. & Stephen Powless**  
Edina, MN  
1982 911SC

**Matt & Holly Sharp**  
St. Louis Park, MN  
2001 Boxster S



### **So, Just What Do We Do In Nord Stern??!**

A **brief** synopsis of activities and events offered by your club,  
Nord Stern, and/or PCA or, just enough info to pique your interest??!

**Autocross:** A driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

**Concours:** A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

**Driver Training:** A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

**Driver Education:** High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms) where drivers are grouped according to prior lap times. Instruction is available. Mounted fire extinguisher is required, performance enhancements are frequently made (but not required!).

**Time Trials:** On course timed lap with controlled starts and exiting.

**PCA Club Racing:** Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**Social:** Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

**Tech Session:** Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

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## *Letters to the Editor . . .*

**M**ay I offer a special thank you to **Pat** and **Peter Kitchak** for opening up your home, garage, and car collection to the Club today. Also thanks to **Doug Arndt** of **The Complete Garage** for co-sponsoring with Toad Hall Racing.

Tech Chair **Ed Hazelwood** has had several excellent Tech events this season, but in my opinion, this one tops them all!

It was great seeing everyone today,  
—Keith Jones

EDITOR'S NOTE: CHECK YOUR  
UPCOMING SEPTEMBER ISSUE FOR  
FOLLOWUP!

**A** big thanks to the **Kitchak's** and the **Arndt's** for a wonderful day viewing Peter's car collection and listening to his many race stories. What a collection of historic Porsche racing cars!!! (Oh, yes, and there was that Lola!) And thank you **Ed Hazelwood** for arranging the event.

—Nick Cirillo



# 2003 Parade Registry Award

*courtesy PCA*

*“... Awards, awards,  
awards!”*



At this year's PCA National Parade in Florida, a Special Recognition award was given for outstanding effort to the registrar of a PCA SIG (Special Interest Group) or Registry. Congratulations are due to **Michael Lancial** for his excellent work with the 911T registry.

For those not in the know, Michael is a Nord Stern member. Congratulations, Michael!

Additionally, Nord Stern awards included first in the annual Newsletter Contest, Class 4. Kim Crumb and wife, Betty, each took first place in their respective 928 Tech Quiz competitions. Rudy and Jayne Mueller participated in the Rally and place 85th in the Unequipped Class. Also noted was participation by Gary and Mary Milavetz in the Driving Events and are Nord Stern members out of Iowa City, Iowa. So while the crew attending this year's parade, was not large they certainly took advantage of a number of the various events offered at Parade!



Left, Jayne and Rudy Mueller obviously enjoying Florida with all its exotic flora and fauna (perhaps not the humidity, though!)

Photo by Rudy Mueller



Left, Rudy Mueller at the entrance to the Parade headquarters resort, Saddlebrooke. They drove down and enjoyed sightseeing along the way! How's retirement, Rudy?!!!! Above, Parade headquarters was obviously very scenic. Photos by Rudy Mueller



# *The Big 2-0, Porsche Parade 2003*

*Photos and text by Kim Crumb*

*“I’m . . . judging  
Class Preservation  
IV: 944/968/928’s  
over 10 years old . . .  
cars that are pre-  
served, not restored.  
Not a class for  
“garage or trailer  
queens,” as there is a  
Utilization Category,  
including how many  
miles are on the car  
and how far you  
drove to the Parade.  
There is even an  
instruction to the  
judges that there be  
‘no deductions to be  
made for  
signs of  
recent road  
use.’”*

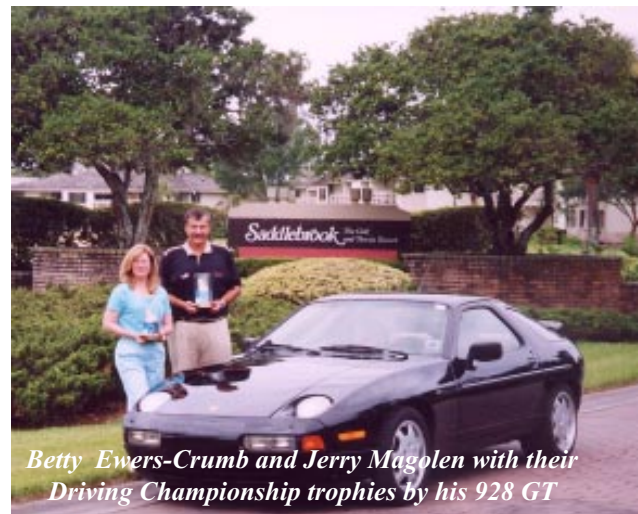
The silver bird, an NWA A-320, is headed SSE . . . towards Tampa. As the engines drone, I contemplate a personal milestone . . . my 20th consecutive national Porsche Parade. Something only a veritable handful of people on this planet can say . . . it’s my personal passion for performance! Hey, it’s Betty’s fourth in a row, it’s great to have someone to share your passions in life with!

We pick-up the rent-a-Grand Prix from National . . . what makes renting cars so cheap in Florida? \$129 for a whole week? Try that number anywhere else in the USA . . . NOT! The site is only 20 miles north of Tampa, so it’s a short ride . . . I kinda think of this car as our “air-conditioner on wheels,” it is June after all!

Saddlebrook Resort is HQ, and is world-famous, for both tennis and golf . . . as the home for Arnold Palmer’s school, for example. Hey, we’re staying across the street at the Holiday Inn Express! We register, pick-up our meal tickets, work assignments, goodie bag, the works! We figure out where the Concours Judge’s meeting will be (shortly). There is that special excitement in the air, for this one week each year . . . this is The Place to Be for All Things Porsche! In two decades I’ve made so many friends, it’s just great to see them all again.

Monday morning dawns . . . it’s raining, again. They’ve moved the Concours onto a parking lot . . . good idea! It’s 8:00 am, I’m walking through the site to meet my judging team. A participant comes out to greet me . . . his name is Robert Lewe. “I want to thank you for your CHOOSE TO WIN driving seminar at the Milwaukee Parade, it was very helpful for me in my track driving.” Some days we get reminded of some of the impact we’ve had in life. We have a short discussion, and I notice the rollbar in his car. Hey, I’m still looking for a ride for the Driving Event. He has a gorgeous silver ‘97 993 Twin Turbo. I ask if he’s doing the driving event: “Yes, it’s my first.” Hmmm . . . I wouldn’t want to be the cause of his losing, indeed I’d be for making that first Championship happen! So I say, “Could I drive your car, the final

day, in the highest-modified class . . . M5?” He asks to consult with his wife, Robin . . . perfectly understandable. My cell phone rings a half hour later . . . their answer is? “Yes.” Betty will be driving Jerry Magolan’s (Hurricane Region PCA President) ‘91 928 GT. So now neither of us will be left out of the action! I’d been making requests for a ride around the USA PCA community for several weeks, it’s been a cliffhanger . . . now it’s



*Betty Ewers-Crumb and Jerry Magolan with their Driving Championship trophies by his 928 GT*



*Betty and Kim Crumb  
with Jayne and Rudy Mueller*

*Continued on page 14*





*Out and About at this past June's German AutoFest . . .  
photos by Dick Beers*



*Out and About at this past June's German AutoFest . . .*

*photos by*



# *2003 German Carfest . . .*

*by Paul Bergquist, courtesy 'The Northern Star'*  
**Mercedes-Benz Club of America Newsletter**

*"This year's German Carfest (the ninth annual) appeared as if it might get rained on, however with the exception of a few light sprinkles earlier in the morning, all went well and crowds were better than expected for such a gloomy-looking day."*

This year's German Carfest (the ninth annual) appeared as if it might get rained on, however with the exception of a few light sprinkles earlier in the morning, all went well and crowds were better than expected for such a gloomy-looking day.

Juergen Holzer of Juergen's Dent Kraft started his demonstration on ding and dent removal without paint damage. He worked on club members cars from 10 am till about noon. Juergen is the true master of paintless dent removal! His wife Regina was also on hand to coordinate all the cars that Juergen worked on during the morning hours.

The good folks from the Collision Center, Inc. were on hand once again to answer any questions that various club members had on auto body repair needs. Collision Center, Inc. is one of the premier auto body centers in the Twin City area and specializes in fine automobile body repair. Juergen Holzer also works out of this location.

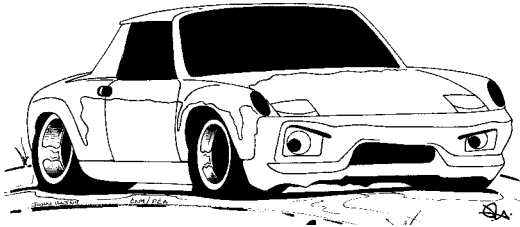
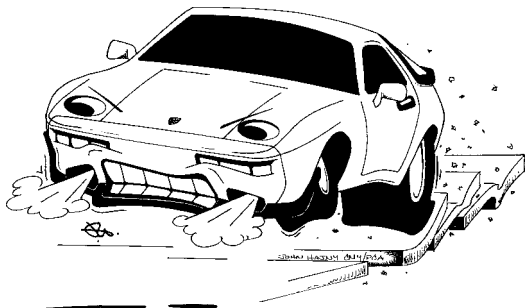
This year's event featured the live German music of the "Bavarian Musikmeister," a 27-man brass band who entertained us for free with their great German "Blabmusik." This was courtesy of the Rheinfest-on-the-Mississippi organization that we joined forces with for the first time last year in September during their annual festival. This band performance was a real boon to the Carfest, and we owe it to Tom Schock, who is both the Chairman of Rheinfest, one of our club members, and a player in the band (he plays the European Tenor Horn). We would like to give special thanks to Tom for recently joining our club and helping us right away in such a magnanimous way.

Jim Miller, the owner of Twin City Tire, arrived in his beautiful 40 foot diesel motorhome with matching color trailer and talked to us about the latest in tire technology. Note that Twin City Tire can get you just about any rim or tire you wish to have, even the large 20 inch size now being used on many cars and SUVs.

We would also like to thank the local Hastings Jaycess for providing our group with some great food. The aroma of freshly grilled brats could be enjoyed throughout Spring Lake Park!

We look forward to seeing you all again next year!






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

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# A Fast Fast Fling

by Steve Garske

*“... a couple of cars  
tried to create their  
own course, despite  
their drivers’ best  
intentions!”*

What a weekend! Weather was fantastic even if a little warm in the race suits! Fast Fling turned out to be just that, fast, as a number of people turned in some very quick times during Sunday’s timing event. However, the weekend didn’t start out the best as a couple of cars tried to create their own course, despite their drivers’ best intentions! Fortunately, only egos were hurt. But things seemed to settle down and this summer event proceeded smoothly and rather ‘uneventfully’ which is always a goal.

Thanks to all who participated. Special thanks go to **Ron Macfarlane** and **Rick LaVerdiere** for their always professional, safety monitoring, To **Todd** and **Janine Knettel** for making the trip to get registration rolling, **Ed Vasquez** for snacks and libations, Timing **Ed Tripet**, and to my co-eventmaster, **Phil White**. Personal thanks go to all of you who have put out and picked up cones through my years of association. Wow, there’s quite a few of them out there on course! I won’t be taking them for granted anymore!



*Left, Tom McGlynn instructing Mike Hoke’s son, Matt who just turned 18. I do believe that is a grin on Matt’s face!  
Photo above and right, by Mike Hoke.*



*Some of the action at this year's Fast Fling in June - from various vantage points! Photos by Mike Hoke*





## Parade

*... continued from page 7*

finally happened . . . it really came ‘down to the wire’ this time . . . and it does put a little extra spring back in my step.

Somehow the rain stops, almost on cue, for the judging. I’m judging Class Preservation IV: 944/968/928’s over 10 years old . . . cars that are preserved, not restored. Not a class for “garage or trailer queens,” as there is a Utilization Category, including how many miles are on the car and how far you drove to the Parade. There is even an instruction to the judges that there be ‘no deductions to be made for signs of recent road use.’ These Porsche’s are used, and yet lovingly cared for. The judging is finished, and the rain restarts on cue . . . slightly miraculous timing! I catch up with Betty at the Goodie Store, one of her work assignments.

Then it’s off to the Art Show reception . . . we have a quick glass of champagne with Florida Ferrari friend, Marc Sonnery,\* to “warm up.” The concours banquet that night is the biggest of the whole week, over a thousand people! New PCNA CEO Peter Schwarzenbauer addresses the

entrant and NOT a Class 5 (clubs with membership totals over 750) as it usually is! and it turns out Nord Stern had the second highest total of all entrants - thanks to all you members who submit articles, pictures and commentary as we couldn’t do it without all the region input which I can always use more of - shameless solicitation I will admit!)

Tuesday is Rally day . . . Betty and I sleep in late. We do the ice cream social, and then we go walk The Course, out at the Zephyr Hills airport. Then it’s back to HQ for me to present my “CHOOSE TO WIN, Beyond the Basics to a Winning Driver Performance” seminar. I have this theory that building drivers is important . . . as I like to say: build a faster car, be faster in that car; build a faster driver, be faster in every car! Enabling that success in other people is my intention, and I’m present to getting a thank you for doing that, at this week’s event! The wrap-up ‘Question and Answer’ session is lengthy and lively, one good measure of genuine audience engagement. Betty and I go out to a local restaurant, Remington’s early that evening. Wow, imagine a great sirloin steak dinner . . . \$15 for two! I want one in Minneapolis!

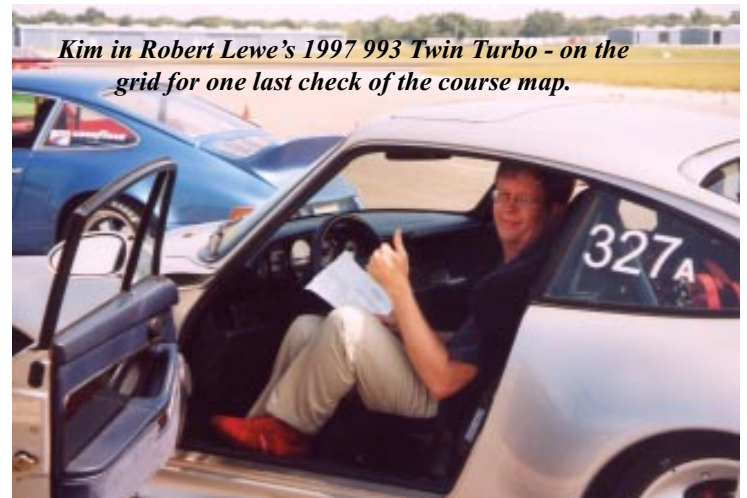


*996 Cab leaving the Parade Driving Event*



*Kim and car owner Robert Lewe both with their Driving Event trophies*

whole group. Nord Stern members **Rudy** and **Jayne Mueller** are there, too. The dewpoint is got to be in solid seventies, thank you for air-conditioning! Heck, I even get a Service Award for my 15 years . . . representing about a zillion hours advising members by phone, letter and e-mail . . . on the National Tech Committee. And ex-Nord Sterner’s **Mary** and **Bill Caldwell** win their class in the Concours. Der Auspuff takes the Heinmiller (Overall) Newsletter Award and Nord Stern is 1st in Class 4, congrats Christie! (editor’s note: what might be of interest to members is that the Heinmiller this year was won by another Class 4



*Kim in Robert Lewe’s 1997 993 Twin Turbo - on the grid for one last check of the course map.*



Early Wednesday morning we walk the course again. I'm starting to get the Visual Memory going . . . I know when I can see the course, in sequence, in my mind . . . I'm really ready. That's happening. Betty works the course that morning . . . I can sit in our GM "air conditioner on wheels" and still watch the action! That night is the Rally Banquet, another gala event. Parades are not necessarily, ahem, lo-cal. They've really upped the ante on Kid's Events, there's lots for them to do these days . . . the Parade has become much more family-friendly the last few years!

Thursday is Robert's day to compete in Class P21. Early again, we walk the course together, building a plan on where to place the car, what gear to be in, etc. He's a great "study." When it's over, he's smoked the class by a full seven seconds a lap! I don't think he was expecting to be Champion on his first try! Great to be a cause in the matter in making that happen. Back to HQ to present the 928 Technical Session. Tonight? Sorry Outback, it's Remington's again.

Friday, up early and out to the Driving Event site with that extra anticipation. First Betty and Jerry run in the "late"



*Betty getting her Parade Driving Trophy from Doug at Michelin.*

928 class . . . both putting up The Victory. They'd forecast rain . . . with a stock car on treaded tires and all-wheel drive and ABS . . . I'm prayin' for it! I'm sitting on the grid, looking at the course map one more time, you can hear a few snickers about this obvious street car . . . in a tough class for stripped-out, slick-tire(d,) all-out race machines. Me, I felt lucky just to be there! I run my heart out . . . hey, I'm three seconds/lap faster, than that Winning Lap time done by Robert yesterday. The rain doesn't come and it turns out that's not enough . . . I still beat all but one car. Running a stock class car in M5, ya think that was a bit of a "stretch?" Some people

apparently query Robert & Robin while I'm out on the course with their Turbo . . . Betty hears their answer "*We're honored to have Kim drive our car!*" Their generosity and sharing is the very essence of club spirit, I'm honored to drive it! And, as usual, I bring the car back, intact! Given



*"Mr. Bib" wowing the kids young and old!*

the effective 1000 pound weight "penalty," I'll settle for 2nd on the podium.

Afterwards they have the Cayenne Experience. When I think of this product, I recall (Porsche AG) CEO Wiedeking's precise words, when he took the helm of the company back in the mid-nineties, "*For others the sports car is a marketing strategy. For us it is survival. The customer will know the real one.*"\*\* What about the Cayenne? Is it the proverbial real one, or is it just a strategy? Find it in the driving? Betty and I first try an "S." I wasn't impressed

. . . the suspension was much too soft. So? I ask to drive one with the trick air suspension (standard on the Turbo, a \$3K option on the S.) It was MUCH better, quite a different experience, and a much more of a 'satisfying-to-drive' vehicle. They had racers Doc Bundy and Jeff Purner along as driving "coaches." The Turbo sure felt more like a Porsche, anyway. Is it worth ninety plus G's? Well, you'll have to decide that issue for yourself. Hey, if you're buyin' an "S," be sure to consider getting the air suspension.

We're sitting at the Driving Event awards table . . . unique awards that are "Florida Sand Castles kinda Under Glass" (cylinders). Lots of 'em at our table . . . I remember walking the course, and coaching each of them, satisfying to support people in winning championships . . . for Betty it's her third Parade Driving award!

Up early on Saturday . . . we do the final competitive event, the Technical Quiz. Kinda think of it as the game of Porsche Trivial Pursuit, and you'd be real close. 80 General Questions, then 20 on your model



*Kim and Betty with their awards*

*Continued on page 16*

## Parade

*... continued from page 15*

(we did the 928) and then 20 Tie-Breakers . . . . Betty and I each put up our respective Class Wins. Afterwards we do the Worker Party . . . .with about a hundred door prizes!

It always ends too soon. At Saturday, and we're at the Victory Banquet. Betty and I get our Tech Quiz trophies . . . a nice finale to the week. Estonia Ruf is there, and spoke about their Boxster 3600 and their new video, replete with background soundtrack "Hey Big Spenders." Nope, I'm not kidding!

Jutta Aldenhoff, the Club Coordinator at Porsche AG, is also a speaker. Building on what was said last year: about being more inclusive inside PCA, she actually has a list of specific things they are expecting from the Porsche Club of America. Example? Like a designated person in each region generating Cayenne events. So now we have factory speakers at the last two Parade Victory Banquets making these kind of powerful public requests . . . you can hear Porsche AG's expectations of PCA ratcheting up. I hope our leadership is listening . . . or our status as the exclusively-recognized club with Porsche AG & PCNA might be endangered. Their support goes a long way to making PCA the premier purveyor of the Porsche lifestyle in the USA . . . that's what we have "at stake." You can check it out yourself . . . read the two speeches (reprinted in the appropriate '02 . . . and soon '03 Parade coverage in Panorama) if you want to take your own "measure." This final banquet was especially glorious . . . from Beef Wellington through Sacher Torte Roulade dipped in Chocolate Ganache!

Early Sunday, off to Tampa. We're on the Airbus home. A great week . . . meeting old friends, and making new ones. A special thanks to Robert and Robin Lewé, otherwise I probably wouldn't have had a ride for the Driving Event. Hardly seems right that could happen to a previous (12 time) Parade Champion? Betty and I plan for next year . . . when the Porsche Parade starts on the 4th of July in Dallas/Ft. Worth Texas. 21 for me? You betcha . . .

\*\* Requoted, AUTOWEEK, August 19, 2002 issue, page 23.



# Blackhawk Farms DE & Time Trial

## Thursday & Friday, August 28 & 29, 2003

*Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities. The track is newly resurfaced and features a paved paddock.*

**Since Harley-Davidson will be in Milwaukee, accommodations are scarce:  
A block of rooms have been set aside at the Ramada Inn in S. Beloit.  
Call 815 389-3481 and mention rate code: PCA**

■ **Eventmasters:** Ron Lewis 952 932-0505 and Randy Hallenbeck 262 538-0728

■ Nord Stern 2003 Autocross Championship Series event.

■ **Cost: One Day:** \$180 1st driver, \$150 2nd driver. Two Day: \$250 1st driver, \$220 2nd driver. **Late fee: \$40.**

■ **Registration:** Registration limited to 50 drivers to maximize track time. Registration must be postmarked by August 7th to avoid

late fee. No refunds for cancellation after 8/21/03.

■ **Requirements:** Snell 95 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.

■ **Tech Inspection:** Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package. For more information contact eventmasters.

***Rush this form along with your check payable to PCA/Milwaukee Region to:***

Randy Hallenbeck  
P.O. Box 445  
Merton, WI 53056

Driver \_\_\_\_\_ Phone # \_\_\_\_\_

Ability Level (check one) \_\_\_\_\_ Novice \_\_\_\_\_ Intermediate \_\_\_\_\_ Exper. \_\_\_\_\_

Second Driver \_\_\_\_\_ Phone # \_\_\_\_\_ Ability: N/ I / E (circle one)

Address \_\_\_\_\_

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

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

Are you an Instructor? Yes/No \_\_\_\_\_ Would you like an Instructor? Yes \_\_\_\_\_

NS Class (if known) \_\_\_\_\_ Car numbers, if known \_\_\_\_\_

Driver #1 Dates Attending \_\_\_\_\_ Entry Fee: \_\_\_\_\_

Driver #2 Dates Attending \_\_\_\_\_ Entry Fee: \_\_\_\_\_ Total: \_\_\_\_\_

*"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."*

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



# Nord Stern Annual Brainerd Club Race

**Friday, Saturday & Sunday  
August 8, 9 and 10**



## **Club Race to Celebrate Courage Center's 75<sup>th</sup> Birthday!**

Courage Center, a leading rehabilitation and resource center for children and adults with disabilities, will again be the beneficiary of our PCA Club Race. Opportunities abound to help raise money – bring your check book or credit card and be prepared to bid big and bid often!

Silent and Live auction of a wide variety of must-haves, ranging from goodies for your car to goodies for you, your home and your garage.

- ❖ Loonacy-logo'd items available for purchase:
- ❖ Jackets, sweatshirts and t-shirts

Complete sets of the Carmichael-Lynch designed Race Posters

Track laps over the noon hour – experience Brainerd International Raceway yourself

Silent and Live Auctions will be 6 pm Saturday, August 9, in the Carousel/Maplewood Hospitality Tent

Courage Center offers comprehensive, lifelong services to people of all ages with physical disabilities. Courage has transformed hundreds of thousands of lives, helping people regain their health and independence so they can live more productive and fulfilled lives. By providing a full range of services that include physical rehabilitation, mental health programming, vocational services, camping, recreation and community-based programs, Courage helps turn disabilities and abilities into possibilities.

For 75 years, Courage has been a pioneer in providing services and advocacy in the disability field. It developed the first camp for children with disabilities in the 1930s, led the nation in identifying architectural barriers in public buildings in the 1950s and 60s, created the Courage Center residential rehabilitation facility in the 1970s and helped found a new health care delivery model for people with disabilities in the 1990s. Courage has also been an innovative leader and partners with other organizations - such as Habitat for Humanity to build accessible housing – to meet individual needs. The organization was recently cited by *Twin Cities Business Monthly* as the second most respected nonprofit in the State of Minnesota, after the Mayo Clinic.

We need your support of Courage Center - bid on silent and live auction items, purchase that logo'd jacket or drive noon-time laps. Help Nord Stern make a difference in the lives of people with disabilities.





# Kalender

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## August

2003

- 8 Nord Stern Driver Training and/or Driver Education at BIR
- 9, 10 Nord Stern Driver Education & Club Race  
See pages 18 and 19 for details.
- 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](mailto:henneb@charter.net)
- 17 Annual Concours at Afton City Park  
Sponsored by Maplewood Imports and Carousel Automobiles  
Eventmasters: Mitch Berry 952 882-2959 and Jeremy Peterson 952 361-6434 See Pg. 27
- 23 Nord Stern Autocross at St. Cloud  
Eventmaster: Help needed. See page 35
- 28,29 Nord Stern at Blackhawk Farms  
Eventmaster: Ron Lewis 952 932-0505  
See Pg. 17

## 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](mailto: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](mailto:henneb@charter.net)
- 19 Nord Stern Driver Ed at BIR  
See Pg. 24
- 20,21 Nord Stern Driver Education—Last Fling At BIR  
See Pg. 25 (note new address for registrars!)
- 26-28 11th Annual Nord Stern Fall Color Tour—  
Blue Fin Bay  
Eventmaster: John Dixon 952 939-9071 or email at: [eyerack@tcq.net](mailto: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](mailto: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](mailto: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](mailto:SAnderst@braille-scs.com)
- 14 Nord Stern Friday Night Social  
*Location: TBA*  
*Time: 7 pm*  
Eventmaster: Roy Henneberger  
R.S.V.P. 952 454-7716 or [henneb@charter.net](mailto: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](mailto: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](mailto:henneb@charter.net)





# Porsche: Excellence Was Expected:

## The Comprehensive History of the Company, its Cars and its Racing Heritage

### by Karl Ludvigsen

Hardcover, 9 1/2 in. x 10 1/2 in.

Three volume set

Bentley Stock Number: GPEx

Price: \$239.95 with Pre-Publication Price: \$199.95  
(plus \$12.95 domestic shipping)

Volume 2

[View Table of Contents](#)

The 1970s and 1980s were years of intense innovation for the Porsche factory. In fact, 1970 was to see the tiny automaker fulfill a major goal: its first overall victory at LeMans. As the decade progressed, the company became a force in every arena of motorsports it entered, including Can Am, where Mark Donohue, George Follmer and the mighty Penske Racing 917s literally decimated the

<b>Models in Vol. 2:</b>	944 Competition
	917
911 2.4	Carrera RSR
914	934
914\6	935
356B	936
912E	924 Carrera
924	GTP
924 Turbo	TAG/McLaren
928	953 - Paris
911SC	Dakar
Carrera	956
930 Turbo	962

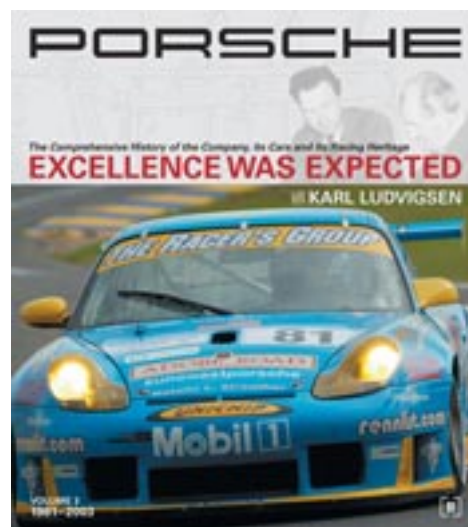
competition. Ludvigsen discusses in depth the development and campaigning of Porsche's thoroughbred racers from this seminal era.

Porsche had long known the benefits of placing an engine amidships for its racing cars. However, in the late 1960s, Porsche and Volkswagen collaborated on a mid-engined sports car for the road. The author describes the development of this vehicle as well as its fortunes in the market place and its ventures onto racing circuits. He even discusses the sole pair of potent 914-based sportscars powered by the company's eight-cylinder racing motor.

In the late 1970s, the company adopted front-mounted engines and water-cooling in a move that was expected to spell the end for the venerable 911. The 924 and the impressive V-8 928 were both extremely successful in the American market, their primary target.

Highlights in Volume 2: · The mid-engined 914 · 917 and the victory at LeMans · Return of the Carrera · Turbo 911s · The front-engined Porsches · Porsche builds a V-8 · Racing in Group C

Just as importantly, the Porsche engineers saw them as cars that could be more easily made to comply with ever-tightening Federal noise and emissions standards than the 911. That original 924 evolved into the 944, with its muscular flanks and its torquey inline-four. Well-received, the 944 satisfied and earned the respect of even the toughest journalists. Even alongside a 944 of ever increasing potency, the evergreen 911 refused to be displaced and continued to be developed and improved together with the newer front-engined cars. While detailing the company's models and its competition activities, Ludvigsen also explores the company's maturation process, the challenges facing the small automaker, and how it was to prepare for the future.







# Last Fling Driver Training

## Friday, September 19, 2003

at Brainerd International Raceway

■ **Eventmasters:** 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 event sin 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 session will be provided on Friday afternoon. Instructors may be available at the driver's 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 September 12th, 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: \_\_\_\_\_

# Last Fling Driver Education

## Saturday & Sunday, September 20 & 21, 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 September 13th. 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  
23170 Redwing Ave.  
Jordan, MN 55352

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 \_\_\_\_\_

# *Personal Experiences Highlight Porsche 911 40th Anniversary Web Site*

---

by PCNA

*“... features a complete Porsche 911 model history displaying photos, sounds and specifications for each generation of the 911, from the first car that made its debut ... to the latest 2004 models.”*

Atlanta, GA, July 1, 2003—In honor of the 40th Anniversary of the Porsche 911 this fall, Porsche Cars North America (PCNA) has launched a special commemorative web site titled 40 Fast Years. The site takes a look back at each generation of the Porsche 911 and features a section where enthusiasts can submit personal Porsche 911 stories. Those who submit or rate these stories are eligible for some exciting Porsche prizes.

The 40 Fast Years web site incorporates two sections. One features a complete Porsche 911 model history displaying photos, sounds and specifications for each generation of the 911, from the first car that made its debut at the 1963 Frankfurt International Auto Show to the latest 2004 models. Here enthusiasts can also test their Porsche 911 knowledge with an interactive game.

At the heart of the 40 Fast Years site is the story section where owners and enthusiasts can share their Porsche 911 experiences. Stories may be submitted with or without a photo, and everyone who submits a story will be eligible for the grand prize—an original Porsche 911 drawing by a member of the design team at Porsche Style in Weissach, Porsche's Research and Development Center. The winning story will also be published in a national automotive magazine. Those who consider themselves critics rather than authors have a chance to win one of five \$100 Porsche Selection gift certificates for authentic Porsche merchandise just for reading and rating their favorite stories.

Porsche enthusiasts wishing to access 40 years of Porsche 911 history and submit or rate a Porsche 911 story should visit <http://www.porsche.com/40fastyears>.

# *The Results are in for the 14th Annual AutoWeek Magazine Survey*

---

by PCNA

*“... The Porsche Cayenne and 911 were awarded Best SUV/ Off-Road Vehicle and Best Sports Car ...”*

ATLANTA, July 3, 2003—The Porsche Cayenne and 911 were awarded Best SUV/ Off-Road Vehicle and Best Sports Car, respectively, in AutoWeek Magazine's 14th Annual “America's Best” Survey. The survey by America's largest weekly car magazine was conducted entirely online, polling automotive consumers and enabling them to voice their opinion on their favorite cars, trucks and sport-utility vehicles.

The Cayenne beat last year's winner, the Land Rover Range Rover, as well as the BMW X5, the new Hummer H2 and the Volvo XC90.

The Porsche 911—which celebrates its 40th anniversary this year—emerged as the top pick of AutoWeek subscribers over Corvette, which had won Best Sports Car 13 years in a row.

“We at PCNA value the opinions and preferences of AutoWeek readers and are honored to receive these awards,” said Peter Schwarzenbauer, president and CEO of Porsche Cars North America. “Particularly gratifying is the high praise of the Cayenne, since it has only been on the market since March 15.”



*You are cordially Invited to Attend Nord Stern's Annual:*

**Afton Concours d'Elegance**  
—Sponsored by Maplewood Imports  
and Carousel Automobiles—

**Sunday, August 17, 2003**  
**Afton City Park**

*Suggested Entry Donation: \$5, to benefit Cancer Kids Fund (please note!)*

*Park Opens at 8:00 a.m.*

Judging begins at 10:00 a.m.

Stay to enjoy the afternoon

Directions: East on I-94, south on MN 95 into the hamlet of Afton. The park is in the center of town on your right.

Eventmasters: Jeremy Peterson 952 361-6434  
& Mitch Berry 952 882-2959



Classes are:

Air cooled

Early 4 & 6 cyl 356 (all), 914 (all), 911(65-73)

Mid 4 & 6 cyl 912 (76), 911 (74-89)

Late 6 cyl 911 (90-98)

Water cooled

Early 924 (all), 944 (all), 968 (all), 928 (all)

Late 996 (all), & Boxster (all) - *special note on Boxsters: in full category, engine will not be judged and no points will be given.*

Race class





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

Carousel Porsche and Maplewood Imports are pleased to announce an im-proved 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.

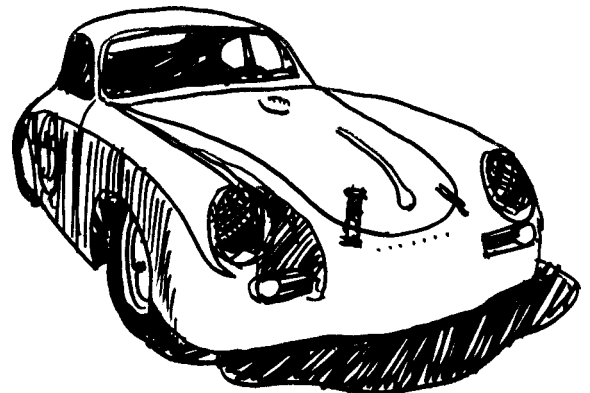
**Discount Cards** will be punched by dealer parts staff in \$50 purchase increments at time of purchase. A card will be considered FULL when purchases total \$1000 in a calendar year. These FULL cards may be redeemed for a \$50 purchase credit and the completed FULL card will be entered in a year-end 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









# Racer Lingo Explained Part One . . .

## Bump Steer

By Steve Grosekemper

*“ . . . spend enough time at the various PCA events you will eventually hear a multitude of new words that may not be in your daily vocabulary. These are words used by racers and bench racers alike. They are best described as racer lingo, or “Porschese.” ”*

If you spend enough time at the various PCA events you will eventually hear a multitude of new words that may not be in your daily vocabulary. These are words used by racers and bench racers alike. They are best described as racer lingo, or “Porschese.” You may hear words like apex, heel and toe, corner balance and bump steer. It is my goal to explain this sometimes foreign tongue and convert it into plain English.

Bump steer is one of the few terms which is actually what it says, (unlike heel toe). If you hit a bump, the car steers to one side. On early Porsches such as 356's the tie rod ends were of two very different lengths. (See figure #1). They were installed in the car at an angle. When the car hit a bump and lowered, the short tie rod would straighten more than the long one. This would increase the amount of toe the car would see on the short tie



Figure #1

rod side, causing the car to steer to the right when it hit a bump.

Later on, when the 911 was introduced this problem was addressed by using rack and pinion steering with equal length tie rods. In these cars the tie rods were parallel with the ground and caused very little toe change as the car went through bumps. (See figure #2).

As time went on people discovered that if you lowered a 911 it would handle much better. However this caused yet another problem. The tie rods were now at such an angle that a bump in the road would cause excessive toe change.



Figure #2

(See figure #3). While this problem would not cause the car to pull to one side or another it did create a very darty feeling. The cure for this problem was to install spacers between the steering rack and the front suspension member to raise the steering rack. This levels out the angled tie rods causing less toe change. This is what is done when someone is said to ‘set the bump steer.’

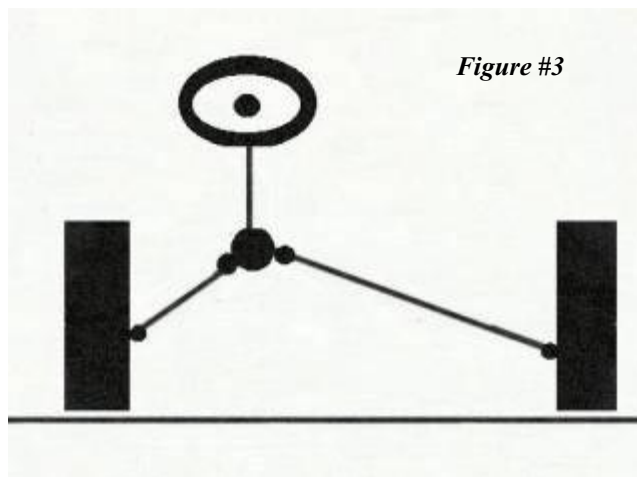


Figure #3





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cell 612 599-2877  
[rpiper@urmmortgage.com](mailto:rpiper@urmmortgage.com)  
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Equal Opportunity Lender

# Racer Lingo Explained Part Two . . .

## "Heel and Toe"

By Steve Grosekemper

*"If the name was an accurate representation of how this technique was performed it would be called 'big toe - right side of foot,' which is nowhere near as cool as 'heel and toe.'"*

Last month we opened with a discussion about the language that is used by Porsche techies. It is a little known language referred to as porshese. It usually can be heard at driving events and tech sessions. However, it has recently infiltrated the ranks of everything from Concours to tours and rallies.

The term we will discuss this month is "Heel and Toe." This is a term which describes a technique of applying pressure to the brake pedal and the gas pedal at the same time. The reason for using this technique would be to increase engine RPM for a downshift while braking before a corner. Since this is done while downshifting, and since humans have only two feet, this means that two pedals must be actuated by one foot. If the name was an accurate representation of how this technique was performed it would be called "big toe - right side of foot," which is nowhere near as cool as "heel and toe."

The way it is performed varies slightly from car to car, but the theory is all the same. The first step is to apply pressure to the brake pedal with the ball of your right foot just below the big toe. While maintaining even brake pressure, roll your foot to the right, pivoting on your heel. Let your twisting foot apply pressure to the gas pedal while depressing the clutch and downshifting. (brake, clutch, throttle, shift, then throttle again) Sound easy? Let me just say that three different pedal inputs using only two feet can be a significant challenge if you want to do it smoothly. (See figure 1)

Older Porsche models (non-power brake) are the easiest on which to perform heel and toe. This is due to the fact that the brake pedal is usually more even with the gas pedal under hard braking. On later model cars, the brake pedal is higher than the accelerator under braking, making a pedal adjustment necessary to more easily perform this valuable task.

Adjustment procedures are as follows:

1977-97 911's - Below the pedal board is a two foot long metal rod which connects the brake pedal to the master cylinder. There are 15mm locknuts on each end of this rod to facilitate shortening of the rod for proper heel and toe adjustment.

924-944-968-928 - These cars have a push rod between the brake pedal and the brake booster. A simple shortening of this rod will get the desired pedal height. After the desired pedal height change is achieved the brake light switch needs to be repositioned or the brake lights will stay on all of the time.

If the height is good, but the gap between the brake and gas pedals is still to great, the right side of the gas pedal can be shimmed up to bring it closer to the brake pedal. These two adjustments will get 90% of all Porsches' properly set up for heel and toe.

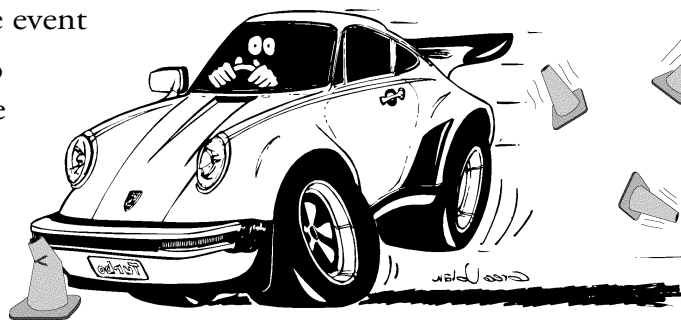
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# St. Cloud Autocross

## Sunday, August 23, 2003

- **Eventmaster:** TBA
- **Cost:** \$35
- **Requirements:** Snell 95 or newer helmet,
- **Registration:** 9:00 a.m. at the event
- **Directions:** West on I-94 to St. Cloud, facility is on the north side of the highway just opposite the St. Cloud Prison.



## Miscellaneous - Lustige Sachen

*courtesy Die Porsche Plauderei, St. Louis Region*

*“The 53-year-old man gave the helmet to a priest two days after he stole it from the manufacturer.”*

**A**utoweek magazine reports that a German race fan obsessed with Ferrari’s Michael Schumacher has been fined for stealing the racer’s **\$49,000+** helmet. The 53-year-old man gave the helmet to a priest two days after he stole it from the manufacturer. The German courts ordered the man to pay about \$1,800 to a charity and gave the thief a suspended jail sentence.

The helmet had been sent back to the manufacturer to check the helmet’s safety integrity after Schumacher crashed during car testing.

The thief did not keep Schumacher from getting behind the wheel due to a lack of a helmet - he owns **EIGHT** helmets!

**H**ot Cars for HOT hands!

The ten Top Cars in Demand for Discerning Car Thieves:

- |   |                                   |
|---|-----------------------------------|
| 1 Chevrolet Corvette (1966-82)          | 7 Chevrolet Chevelle (1966-73)    |
| 2 Ford Mustang (1964-68)                | 8 Chevrolet Monte Carlo (1970-78) |
| 3 Chevrolet Impala (1958-67)            | 9 Cadillac DeVille (1955-65)      |
| 4 Chevrolet Camaro (1968-69)            | Chevrolet pickups (1950-71)       |
| 5 Harley-Davidson motorcycles (1941-74) | Mercedes-Benz 450 (1975-79)       |
| 6 Chevrolet Nova (1963-72)              | 10 Ford Thunderbird (1955-63)     |
|   | Lincoln Continental (1964-77)     |

# Heel and Toe

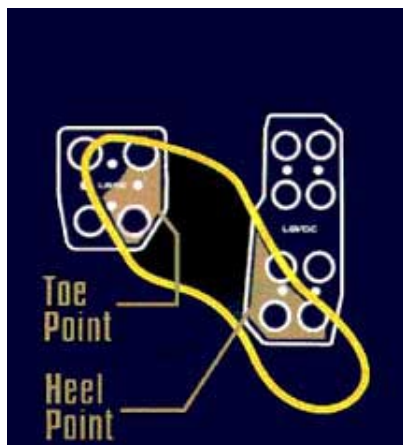
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After the pedals are set up, the next step is to tune the drivers ability. This technique takes lots of practice and is only an advantage when it is done smoothly and without having to think. Fortunately, this is one racing technique that can be safely practiced in every day driving.

Now you are ready for your first lesson . . . How To: "Heel Toe"

**Step #1:** The downshift begins with a full throttle acceleration towards a corner.

**Step #2:** Lift the right foot from the gas pedal and press the brake pedal.



**Step #3/4:** Just before the braking is done, the left foot depresses the clutch pedal. The right hand begins the downshift. The right foot is still applying, but easing up on the brake pressure as the car approaches the turn-in, then the foot rotates so the heel is above the corner of the gas pedal.

As the shift passes through neutral, the right heel gives a quick push of the gas pedal to rev the engine quickly (the ball of the foot is still on the brake easing up even more).



**Step #5:** The left foot releases the clutch, the right foot rotates off the gas. Done correctly the RPMs generated by the throttle blip above matches the RPMs needed, and as the clutch is released the engine engages smoothly with the current wheel speed. There should be no forward or braking lurch when the clutch is let go.



**Step #6:** The right foot completes the braking with a smooth release.



**Step #7:** The right foot moves over to the gas pedal to assume the normal position at first only to maintain the pressure needed to sustain the vehicle speed through the first part of the corner. Then pressure is gradually applied to accelerate out of the turn.







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

### 2002 GT3 Cup

Purchased new from Porsche Motorsport (PMNA). Completely stock with all PMNA updates. NEVER in accident of any kind or offtrack—ABSOLUTELY PRISTINE CONDITION. DEs and four club races only. Never run to redline—shifted at 7,000 rpm. All maintenance and operation fully documented. Some spares negotiable. \$104,000 (car has been meticulously maintained and am looking for a like-minded 'next' owner!) Patrick Kelly at 612.860.4858 or email: pkelly@activision.com

### 1980 911 SC

Coupe, gold/brown leather; 135,000 on chassis, approx. 6,000 on 3.2, completely rebuilt (\$11,000 worth) mechanic was Paul Ross from Indianapolis and Indy car/Porsche mechanic) SSI's with 1974 muffler, professionally lowered and corner balanced, Newer Bilstein sport shocks (4), factory Carrera tail, Turbatrol oil cooler, no oil leaks, Transmission rebuilt 5 years ago (Nurburgring), factory short shift, speedometer change over to 150 mph readout, K & N air filter, 5-point harness with harness bar, camera mount, cover, factory Fuchs, (not sure). Body is good condition, no bumps, a few blemishes, air dam has a couple of

small dents. AC not hooked up. Runs great. Asking \$12.5K for more information, call Tom @651-690-2929 or Dave @320-252-7719.

### 1988 Porsche 928S

Red with tan interior. Automatic transmission, beautiful Arizona car. Has all the options. Just turned 60,000 miles. \$15,000. Call Tim Hanratty at 612 718-2221.

### Helmet Intercom

NADY PMC-2 includes power unit with adjustable volume control and 2 headsets. Best way to communicate in the car at speed. Normally sells for \$60-80 new. Only \$25! Ron Lewis 952 932 0505. Email: NicolaiL@aol.com

### Michelin Pilot Sport Cup Tires

Clear winner of Pano track tire tests. 225/40-18 and 265/35-18 with 4/32 of original 6/32 tread remaining. About \$300 each new from Tire Rack. \$100 each. Ron Lewis 952 932 0505. Email: NicolaiL@aol.com

### '83 944

Metallic beige exterior (special factory color), leather Sport interior, New Goodyear F1 tires, Fuchs Alloys, Sports Steering Wheel, F/20 factory handling package, factory alarm, headlight washer, Alpine stereo/6 speakers, new timing belt and engine mounts, never driven in winter, car cover/bra, 99M miles, excellent condition. \$4,500. Contact Greg @ 952-944-6500 or email at: wkosmas@pclient.ml.com

### 1975 Porsche 914

1.8 liter, Berber Yellow with matching cloth insert seats, 75,xxx miles, Pedrini wheels with newer 195-70-15 tires, Appearance Group, Center console with gauges, Bilstein shocks, Front and rear sway bars, 120 watt Blaupunkt stereo, Bursch muffler, New clutch at 65,000 miles, Stored winters, exceptionally clean, unmodified. Other: Porsche floor mats, Car cover, Bras, Tools and manuals, Misc. maintenance items (plugs, points, filters, etc.), collec-

tion of magazines with 914 technical information, \$7500 OBO. Kelly Strebig 651-457-1404.

### Parts

Many 944 items left over from the 944 and 951. Seats from both, all are tan, \$125 for driver's side, \$110 for passenger. Stable Energies Harness Bar \$45, Porsche crest front and rear tan/beige floor mats very good condition, out of the Turbo for \$45 all 4. Jensen Amp with great large door Infinity speakers \$175. Cat converter and pipe from 951 \$225. Set of 4 Blizzak snow tires, almost like new. All are 205/55 by 16, \$200. Ed Hazelwood (612) 237-9319 or email at: hazelwoode@elert.com

### 1977 911S

Mustard, Excellent Condition, Stored all winters, 101,000 miles (rebuilt engine @ 77,008 miles). \$13,500 Contact Dennis Jabs (612) 333-2612 (w).

### FUCHS for Sale or Trade

Two '16x6. 16x7 Fuchs in great shape. Will Sell or trade for 17" Cup Wheels for my C2. Cup Wheels must be in good shape. Ed Vazquez, 952 937 6990, or Edmn911@aol.com.

### 1979 911 SC

\$17,500. With only 81,000 miles, original gold metallic/two tone leather, front and rear spoilers, moon roof, custom Etuole two piece chrome and gold wheels with Porsche crest center caps, 79 SC vanity plates, always stored in winter, this car defies age. Set up for club racing, car has been lowered, with racing suspension, 22 mm sway bars, Pirotech/4 point racing harness, brake cooling kit, B&B twin 4" performance exhaust system, K&N air filter, fire extinguisher and BF Goodrich ZR high performance tires. Leather bras for front end, side mirrors and fog lights, car cover. Original set of black fuchs Porsche rims set on Pirelli P7 high performance tires (2 extra tires) - \$500. Call 612 373-9839 for showing.

# Racer Lingo Explained Part Three . . .

## "Corner Balance"

By Steve Grosekemper, San Diego PCA

Over the last 2 months we have discussed the language used by Porsche techies. It is a little known language referred to as porshese. It is usually heard at driving events and tech sessions. However, it has recently infiltrated the ranks of everything from concours to tours and rallies. I hope as a result of this series of articles you are able to jump into the conversation and impress the crowd with your new found knowledge of the language.

The term we will discuss this month is "Corner Balance." This is a term which describes the distribution of weight in a car. In its simplest form, corner balance is best illustrated by a 100 pound box being carried by 4 equally sized men. Each man caring 25% (or 25 pounds) of the total load. This would be an equally distributed, or balanced load. If one of the 4 men, lets call him Lew, steps on a stack of bricks his corner (the LR corner or C) of the box will rise. The opposite corner of the box (the RF corner or B) will lower due to the increased load imposed by Lew. The two guys at the remaining corners (A and D) are now taking a free ride and the poor guy at the right front corner (B) is stuck carrying 50% of the load instead of his previous 25%. (See example in figure #1)

Now fortunately, none of our cars are being held up by a clumsy guy named Lew. They are however, held up by springs of one sort or another. In virtually all Porsches these springs are externally adjustable in height on at least one end of the car. When the height is lowered on a particular corner the weight is transferred to the wheels opposite of it and its diagonal corner.

As time goes on, there are many factors that can affect the height and corresponding corner balance of your Porsche. Springs can sag or fail, or there can be a misadjustment of new components. Whenever new springs and/or torsion bars are installed, the corner balance should always be

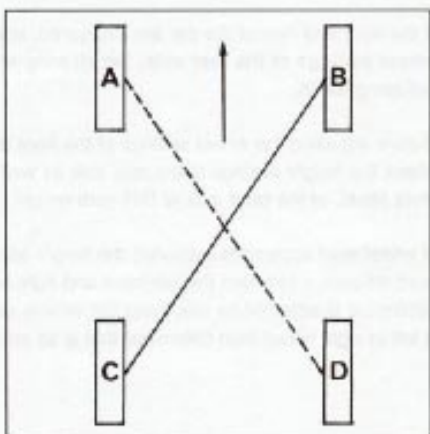
### Example

Rear left spring preload C is increased.

This causes the wheel load :

- to be increased at LH rear C and RH front B

- to be reduced at RH rear D and LH front A

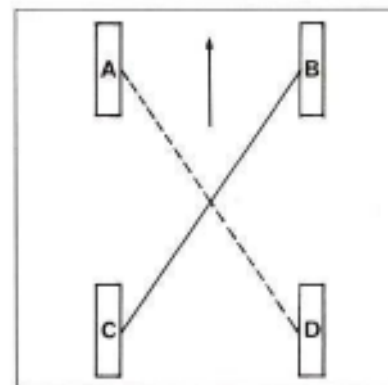


The left-to-right wheel load difference at the front and rear axles should be as small as possible (below 20 kgs, if possible).

Figure #1

checked.

The benefit of having the corner balance of your car correct is not always all about high speed cornering performance. If your car is setup like the car in example #2 , the left front tire is carrying 200 pounds or 33% more weight than right front tire. This extra weight will cause extra tire wear as well as an



B- 400 lbs.  
C- 400 lbs.  
Diagonal Weights  
800 lbs.

A- 600 lbs.  
D- 600 lbs.  
1200 lbs.

Figure #2

Continued on page 40

## Corner Balance

... continued from page 39

unexplained pull in the steering. Unexplained because the camber and caster may be even and you will still have a pull.

Another indication of incorrect corner balance is a car that corners differently from side to side. The car may be set up like the car in figure #2. In this case the car may feel very good in a right turn as the extra stiff spring (LF or A) holds the car flat against the cornering forces. In a left turn however, the weak spring (RF or B) will let the cornering forces push that corner down creating excessive body roll.

To check and then set the corner balance, the car is put on a set of scales that are mounted to a perfectly flat surface. The anti-sway bars are then disconnected to avoid interference. After checking the readings, the individual corner heights are adjusted to give equal diagonal weights while maintaining a level ride height. In the real world, corner weights are not as even as we might think. Porsche states that diagonal weights of their production cars should

be within 44 pounds of each other. If you can get the car within 20 pounds or less, you are in an ideal range. A real world corner balance sheet from a finely set up 911 with driver weight included might look something like figure #3 below .

As a rule if your car has not had a corner balance, the chances are about 50%

that it is not within the 44lb.- 20 kilogram rule. Some cars that I have checked have been as much as 150 lbs. off on the diagonal weights. Even if only a 30-40 pound adjustment has to be made, an immediate improvement in the cars handling will be felt. Good Luck.

**Figure #3**

