

N O R D S T E R N



PORSCHE

October *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 7th 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.

NORD STERN STAFF

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
952 593-5544 or editor@nordstern.org

Bill Berard, Ad Mgr.
7100 Valley View Rd.
Edina, MN 55439
952 942-5314 (h) 952 921-4955 X1 (day)

Jill Daneu, Staff Writer/Photog	952 432-3486
Marsha Drake, Staff Writer/Photog	952 898-0408
Ron Faust, Staff Writer/Photog	507 282-3294
Scott Mayer, Photographer	952 937-5698
Teresa Vickery, Staff Writer/Photog	952 474-7126

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: <http://www.NordStern.org>

Front Cover - Roger Johnson, 2003 Nord Stern Club Race Chair, keeping tabs on the action at this year's annual race. It was a great weekend, well run, well attended and just plain a lot of fun! Photo by Ron Faust. Note Roger's very exclusive t-shirt!

President

Scott Anderst
8262 244th Street
Forest Lake, MN 55025

Home 651-462-0526
SAnderst@braille-scs.com

Vice-President

Ed Hazelwood
4431 Colfax Ave. S.
Minneapolis, MN 55409
612 237-9319
Hazelwoode@elert.com

Secretary

Eleanor Renwick
10415 Buckingham Dr.
Eden Prairie, MN 55347
952 944-7919
Eleanor.renwick@signatureflight.com

Treasurer

Susan Salata
4616 Fairway Hills Dr.
Eagan, MN 55123
651 454-6208
ssalata@tela.com

Advertising

Bill Berard
952 921-4955 X1
mmabill@aol.com

Ambassador to New Members

Chris Harbron
651 882-0475
Chris.Harbron@morganstanley.com

Autocross & Time Trial

Pat Kelly
612 860-4858 (cell)

BIR Relations

Roger Johnson 763 557-9578

Board of Directors

Jon Beatty 952 934-6902
Jim Holton 952 937-9530
Mark Skweres 651 454-6208

Concours

Mitchell Berry 952 882-2959
Jeremy Peterson 952 361-6434

Club Race Chairperson

Roger Johnson 763 557-9578

Dealer Relations

George Andeweg 651 483-2681
Brett Dahlgren 952 544-9591

Driver Education

Pam Viau
651 779-2344 (h)
651 777-6924 (w)
pkviau@mediaone.net

Driver Education Registrar

Todd & Janine Knettel
952 758-5394
Porsche@microwebinc.com

Driver Training

Lee Jacobsohn 612 922 8458
Dave Ingraham 612 799-0520

German Car Fest

Insurance Chair
Jim Breakey 763

Membership

Jon Beatty 952 934-6902
jon@minnetonkasoftware.com

Met Council

Bob Kosky 952 938-6887
4tun8@usfamily.net

Newsletter

Christie Boeder 952 593-5544
editor@nordstern.org

Shop Relations

Ed Hazelwood 612 237-9319
hazelwoode@elert.com

Rules

Ron Lewis, Chair 952 932-0505
Jim Seubert 612 788-2663
Scott Mayer 952 937-5698
Bruce Boeder 952 593-5544

Rally

Vilma & Luis Fraguada
952 496-2288

Social

Ed Vazquez 952 937-6990
edmn911@aol.com

Safety

Rick LaVerdiere, Chair 651 430-0005
Ron Macfarlane 612 944-7919

Tech Inspection

Roy Henneberger 952 454-7716

Timing and Scoring

Ed Tripet 952 471-0065

Zone 10 Rep

Joe Rothman
1682 Whispering Hollow Ct.
Wildwood, Mo. 63038
636 273-6909
Joe@goqms.com

Addresses available upon request for
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: _____

New: _____

Send to:

Jon Beatty

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

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

*"Do mark your
mental calendars!*

*There will be a
Holiday Dinner/Party
in mid-January 2004.*

*Details are being
worked on with the
format still in the
development stages!*

*But do keep this in
mind - watch your*

*Nord Stern or
ClubTalk for further
information and
details as they are*

finalized!"

Boy, do I have pictures here at home and here in this issue of *Nord Stern*. It's been a busy summer of activities and lots of cameras have captured the action - both on the track, off the track and at various locations in between. In fact, I will be featuring summer events in the November issue, too, because there are so many good photos.

Please note there will be more Club Race photos from Ron Faust of Rochester. In fact I had three wonderful candidates for this month's cover photo. It was a very difficult decision which one to feature because I had one for the Concours, one for the Kitchak event and frankly a couple from the Club Race. In the end I decided I had to go with Roger! It is a great shot and I felt it was important to give him a prominent spot in our follow-up coverage. Without Roger, this wonderful event just would not be developing into the premier Nord Stern that it has become. And that is not to take away from several other annual Nord Stern outings (and I particularly want to single out the annual Fall Color Tour which is another incredibly fun weekend with a slightly different focus - i.e. you are penalized for going fast if caught by those twirling red lights!). It's a great shot of Roger and really shows off one of the poster designs (although my personal favorite is the one about burning rubber to keep away the mosquitoes!) by Carmichael-Lynch Advertising. Watch for my other choices in the coming months.

I would truly recommend going online and viewing this issue - there is so much color in the photos that gets lost in our black and white production. Several members have commented about how much they enjoy viewing the issue online - we attempt to get it posted before the first of the month. So you can truly have 'all the news' way before it appears in your mailbox. While I love the webstuff, I am one of those who feel nothing can truly replace the actual printed issue. I like handling the paper, having it laying around readily viewable in a quick moment with nothing between my eyes and the actual ink. Somehow the computer display screen is just not the same thing! Yet I do love the color that is viewable. So the combo is great - view it online, read it in hand!

Get your registration in for our October Dinner/Awards—I am doing a slide show of the year which will be fun! Happy Halloween, too!

Nord Stern Newsletter - Advertising Rates

Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$123	\$108	\$69
1/2 pg.	77	69	46
1/4 pg.	46	40	29
1/8 pg.	N/A	31	18
Inside Covers	N/A	N/A	81
Back Cover	N/A	N/A	92

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
Art of Racing	29
Autobahn, Inc.	22
Auto Edge	5
Carousel Automobiles	32
Collision Center, Inc.	20
Complete Garage	21, 37
Courtney Truck Service	27
Donnybrooke	24, 29
FlatSix	36
GarageTek	36
Johnson Autosport	IBC
Leighton's Garage, Inc.	14
Maplewood Imports	32
Mortgage Marketing Associates	33
Nurburgring, Inc.	33
Peterson Pools & Spas	BC
Pinnacle Signs	5
Royal Tire	17
Sears Imported Autos	7
United Mortgage	31

Willkommen

Welcome . . . New Members

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

Joe and Carin Caffarelli
Independence, MN
911 Cab 1995

Christopher Elmquist
St. Paul, MN
911 SC 1981

Bill and Holly Harralson
Minnetonka MN
Boxster 1999

**Cory Hoeglund and Scott
Zimprich**
Vadnais Heights, MN
Boxster S 2003

Shannon and Katherine Ivey
Rogers, MN
911 1974

**Raymond III and Shalene
Kennedy**
Woodbury, MN
944 S2 1991

Jeffrey and Valerie Softing
Fargo, ND
944 Red 1987



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!).

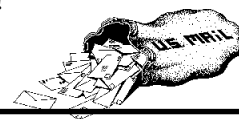
Time Trials: On course timed lap with controlled starts and exiting.

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!



Letters to the Editor . . .

Thanks to **Bill Berard, Pam Viau,**
and **Ed** & the timing crew for
putting on a great event (today) at St.
Cloud. Perfect weather, great course
layout - fast and slow sections to
challenge all the cars.

—Mark Kittock

Another nearly-perfect Blackhawk
DE and time trial has come and gone.
We had great weather, a new track
surface, incident-free driving, friendly
folks, a delicious trackside barbeque,
and more high-quality track time than
most drivers could use!

Thanks to all the Nord Sterners
who made the trip this year. A spe-
cial thanks to **Dale Nelson** and **Brett
Bailey**, our event timers. Not our
regular timers, they volunteered, took
a special training class on our timing
equipment, and did the actual timing

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Nord Stern Business Meeting Minutes

September 2, 2003

Respectfully Submitted, Eleanor Renwick, Secretary

“A financial review shows we’re still in the black from the Club Race. Ran out of wrist bands on Friday; this indicates doubled attendance over last year. Carmichael-Lynch Advertising has committed to helping again next year. An early start for planning made the event go smoothly. The race in 2004 is planned for the same weekend in August.”

The meeting was brought to order by President Scott Anderst.

Membership: No outstanding issues or problems. Continue comparison with monthly PCA report.

Newsletter: No report.

Advertising: Invoices have been mailed – they include the 10% increase; prepaid advertising will only increase by 5%.

Shop Relations & VP: Interested persons who wish to hold these positions next year should please contact Ed Hazelwood.

Met Council: no report

Driver Education: The new chair will be Phil White. The Eventmaster for Last Fling will be Roy Henneberger; he will name the co-eventmaster later. Better dates are needed for St. Cloud next year to boost attendance. Explore another venue such as a training day at Dakota Tech. It was requested that the Insurance Chair be listed in the inside cover of Nord Stern along with other officers.

Safety: “Ma” Patrick, from the infield restaurant, has been in the hospital diagnosed with cancer. If you know her, let her know you are thinking of her. The Taste of the Track program was very popular with those who knew of it. It would work well if we make it better known next year and have one person in charge of it separate from Safety. Have designated instructors give demos and have the participant wear a different wristband from regular participants. If you drive a passenger in your vehicle on the track, you must be an instructor. This will need close monitoring. The program can be posted in Nord Stern with advertised guidelines in line with insurance requirements.

Driver Training: Novice and intermediate schools are planned at Last Fling, plus advanced lapping in the afternoon. We may share with another group to help cover track expenses because of small turnout on Friday. It is the goal of the chief instructor to create 2-4 new instructors per year—the criteria to be published in Nord Stern. Could replace the slalom exercise with some other autocross activity. Instructor re-certification program should include DE participation or club racing within the past two years. May need to talk with the chief instructor about maintaining status. An evaluation form for students to be included in registration materials.

BIR Relations & Club Race: Some shirts and posters left over are for sale. A financial review shows we’re still in the black from the Club Race. Ran out of wrist bands on Friday; this indicates doubled attendance over last year. Carmichael-Lynch Advertising has committed to helping again next year. An early start for planning made the event go smoothly. The race in 2004 is planned for the same weekend in August. Next year look at ambulance service out of St. Cloud. Tickets are available for the day trip to Indy for the F1 race from Donnybrook.

Rules: successful event was held at Blackhawk Farms the previous weekend; good weather, no incidents, we made some money. The procedure for modifying the time trial and autocross rules was published per the board’s request, in the June issue of

Nord Stern. Requests for changes from members were requested in writing by July 15. There were no responses. Therefore, no substantive changes are anticipated for 2004.

Social: the Awards Banquet is being organized by Bruce and Christie Boeder. For Holiday party planning: an IMAX film opens up new venues. Speaker and location should be booked as soon as possible.

Other Business: Some key committees are working toward online registration for all events and member registration. Social events could be included and online payment is being explored. Coordination of committees and maintenance of all paperwork is a big goal, and can effectively reduce discrepancies of paid membership. The cost of this service may be reflected in dues or registration fees. Registration can be closed 2-4 days before each event and a late fee charged (and collected) for registration at the track.

Rally: It pays to check the route out one more time the night before, so there are no surprise road closures (as there were this year!). Not everyone who registered showed up so we lost some money on it.

Closing: we are seeking a volunteer for registrar next year. Think about volunteering for other open positions, too.

Officer elections should take place in December. A nominating committee will present a list of candidates to be published in *Nord Stern*.

The next meeting will be October 7th, held by VP Ed Hazelwood.

*“Before you stretches
a formidable array
of pumps: the
familiar corn-based
Ethanol, Flaxanol,
Wheatanol,
Cottonanol, Peanut
Premium and even
Beetanol in the bright
burgundy pump. And
more. But you’ve
learned to adapt and
today you know just
which pump you’ll
choose. Wheatanol,
the wheat-based
stuff.”*

It’s 2010. You skillfully maneuver up to the gas pumps. Gone are the days when it was either regular, mid grade or premium. Before you stretches a formidable array of pumps: the familiar corn-based Ethanol, Flaxanol, Wheatanol, Cottonanol, Peanut Premium and even Beetanol in the bright burgundy pump. And more. But you’ve learned to adapt and today you know just which pump you’ll choose. Wheatanol, the wheat-based stuff.

You like their ads: *“Wheat—it’s not just for breakfast anymore.”*

Who could have predicted - back in ‘03 when there was only Ethanol - that your gas tank would become the epicenter of a battle for world energy dominance. Terrorists still threaten us but now they bomb renewable energy breweries and set crops ablaze.

President Clinton (Hillary) assures us that she will negotiate a peaceful solution to the terrorist threat “without going to war.” First Gentleman, Bill, busies himself breaking in new interns and raking in the millions on the speaking circuit. Vice President Ralph Nader - whose Green party helped swing the Hillary presidency - wants nothing to do with the energy wars. He just wants all cars outlawed, period.

Government edit has mandated several engine modifications allowing the combustion of ever increasing levels of crop-based fuel. No matter what the horsepower, your car feels sluggish. Actually it is. Maintenance manuals now call for regular crop residue clean outs. Sometimes, when your ‘collector car’ sits too long unused, you notice the odor of rotting vegetables.

Anyone with land space for “fuel crops” is awash in cash. “Windmill farms” are disappearing. The home “victory gardens” of WWII are now flat-adorned “fuel gardens.” County governing bodies have succeeded in closing some of the more remote back roads in order to plant more fuel crops.

A particularly devastating development for car nuts.

Critics of the fuel crops craze try to point out that even if the whole of America were planted in energy crops it would only provide a few days supply. They also plead that the energy produced by fuel crop additives is pretty much nullified by the energy consumed in brewing the stuff. They complain about the high gas costs to pay for the stuff.

These critics are shouted down as unpatriotic. “Shills for ‘big oil!’”

Is all this just the crazed rantings of a Carmudgeon? Just a bad dream? Actually, it’s more like a nightmare; especially the part about Hillary. But it could happen.

Once, you could choose a separate pump if you wanted Ethanol in your tank. Then it became law. Then - just this summer - our Senate voted to **double** the Ethanol in each gallon.

Ethanol is after all a dream issue for politicians. No backlash like abortion, Medicare and the like. Ethanol is win/win. Who could be against growing our own gas and sticking it to the Arab oil producers. What kind of heartless oaf would deny the jobs created in the Ethanol “breweries.” Add cleaner exhaust and you have politicians fighting to outdo each other embracing each new ounce of Ethanol. As this is written, one

Continued on page 31

2003 Nord Stern Annual Awards Dinner

*Please Join Us for a Festive Evening of Awards and Commentary
highlighting the 2003 Nord Stern Year!
DE Awards, Rally Awards, Concours Recognition*

*Featuring the 'Year in Review' with pictures highlighting the
many, many activities of 2003*

*Saturday, October 18, 2003
Lord Fletcher's on Lake Minnetonka*



Cost: \$35 per person

6:00 p.m. Social Hour/Cash Bar
Assorted hors d'oeuvres

7:30 p.m. Dinner
All Meals include salad,
fresh bread basket, coffee/tea

9:00 p.m. Program

Dinner Choices:

Lord Fletcher's Traditional Walleye
topped with toasted almonds and scampi butter,
served with roasted garlic mashed potatoes
and vegetables

Slow Roasted Prime Rib
Served with roasted garlic mashed potatoes,
seasonal vegetables, lemon tarragon sauce

Name: _____ Choice of: Walleye or Prime Rib

Name: _____ Choice of: Walleye or Prime Rib

Email or Phone #: _____

Number attending _____ X \$35 per person = Total due _____

Make your check payable to Nord Stern and send to:

The Boeders
11919 Hilloway Rd. W.
Minnetonka, MN 55305

Deadline to RSVP is October 12, 2003



Under the 'Big Tent'

The Stars had 4 wheels!

by Bruce Boeder

“Peter styles his team as “Toad Hall Racing” after the character in the “Wind in the Willows,” and even Mr. Toad was present (although he seemed a bit stiff when anyone attempted to strike up a conversation with him).

Threatening skies didn't deter Nord Stern members from enjoying a truly marvelous day in Late June at the home of **Pat** and **Peter Kitchak**. Located on the shores of Lake Minnetonka in Tonka Bay, the Kitchak home was a temporary home for many of the cars in Peter's collection. Late in the winter Peter and Pat had graciously agreed to host a small, informal gathering for Nord Stern. This small, informal gathering grew, as the months went on, until by the time of the actual Saturday morning, the quiet neighborhood woke to the sounds of a number of Porsche racing engines.

Peter had arranged to have the Morspeed transporter make a small detour (small?) from a vintage race at MidOhio to Minnesota, on its way home to Texas. Accordingly, Peter's 1968 911 lightweight, '69 911R, 1973/93 RSR, 911 SCRS, and Lola T70 (when did the Porsche factory make that car?) graced the tent which magically appeared across from the Kitchak home. Peter rolled out his 1973 “Mary Stuart” RSR (my personal favorite), as well as his '73 RS lightweight, to join the other race cars. And, another Morspeed customer's car, a 1974 911 IROC was also on display.

The Morspeed transporter was a tour delight of its own, with various memorabilia from Peter's racing career. Peter styles his team as “Toad Hall Racing” after the character in the “Wind in the Willows”, and even Mr. Toad was present (although he seemed a bit stiff when anyone attempted to strike up a conversation with him).

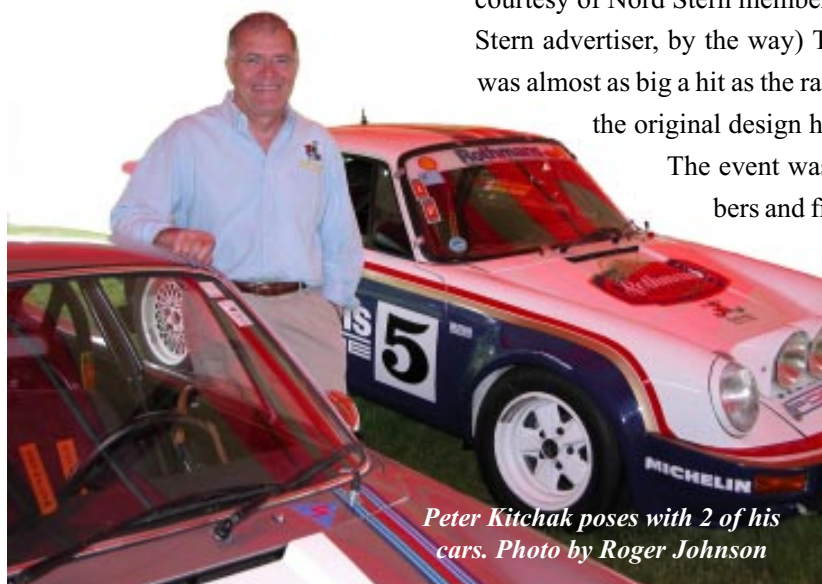
The event was also a showcase for Pat and Peter's newly refurbished garage, courtesy of Nord Stern members Susan and Doug Arndt, and their company (an Nord Stern advertiser, by the way) The Complete Garage. The garage and all of its extras was almost as big a hit as the race cars. Doubling was a party room was probably not in the original design however it was the perfect setting.

The event was a wonderful time for the very large turnout of members and friends to informally meet, view the wonderful Porsches, eat and drink. The weather was lovely and the distant rain didn't actually arrive until just as the last guests left. Timing is everything! Thanks again to Pat and Peter for being such gracious hosts and opening their home and lives to Nord Stern. It truly was a rare opportunity to view together so many beautiful and significant race cars in an equally beautiful setting!

Far left: Photos by Dick Beers and Roger Johnson



*Peter can cook, too!
Photo by Ron Faust*



Peter Kitchak poses with 2 of his cars. Photo by Roger Johnson

Ed and Ali Vazquez with Roy Henneberger



Doug Arndt of The Complete Garage with Ray Newman



Nancy Smith, Cindy and Jim Holton (who are recent Duluth transplants)



I love this car!

Now this is how to display a car - floor and all!



Peter's fabulous garage!



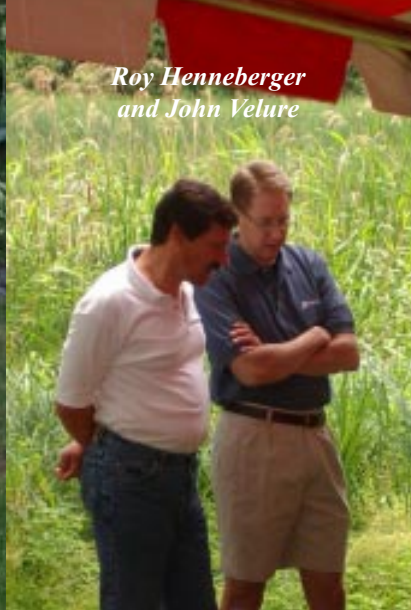
Wheels of a different sort!

Left, Bobby Piper enjoys the refreshments!





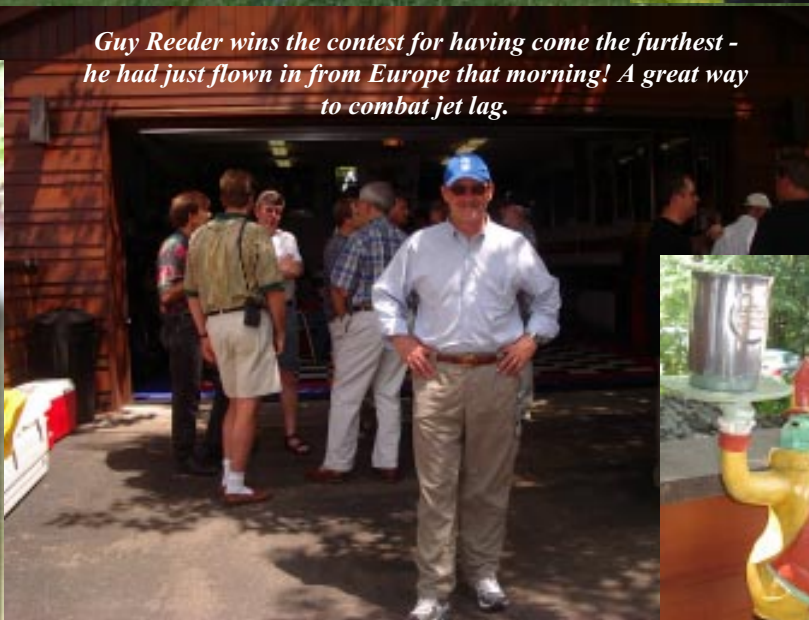
The boys were having a great time acorn gathering!



Roy Henneberger and John Velure



Shari Meyer's own personalized wheels of choice!



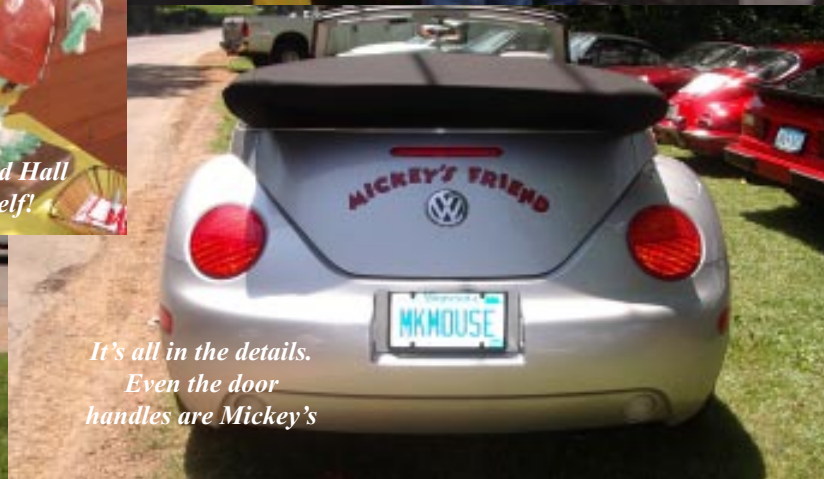
Guy Reeder wins the contest for having come the furthest - he had just flown in from Europe that morning! A great way to combat jet lag.



Mr. Toad Hall himself!



Bill and Kathy Berard with Bill's other toy



It's all in the details. Even the door handles are Mickey's



Mini Coopers are so cute!



Peter was prepared



Autocrosses, Time Trials, and Rules

by Ron Lewis, Rules Chair

*“Guess what? Not
even our most
vocal time trial and
autocross series
critics (you know
who you are!)
responded.”*

As I’m sure you all remember from reading your June Nord Stern, July 15, 2003 was the deadline for providing your hard-working rules committee with your thoughts, ideas, and suggestions for improving our autocross and time trial series.

Guess what? Not even our most vocal time trial and autocross series critics (you know who you are!) responded.

As a result, according the policy promulgated by your well-intentioned board of directors, the autocross and time trial rules will remain essentially unchanged for 2004.

For those of you who have enjoyed the fun, excitement and challenge of our 2003 series, plan on joining us next year for an even better series. For those of you who did not participate for whatever excuse—oops! I mean reason—, think about being part of the series for 2004. The rationale for so doing is well articulated in two recent Nord Stern articles. See “On Winning” and “On the Merits of Time Trialing” in the March and April issues, respectively. If you can’t find your carefully-filed copies, they’re readily available on our website.

Seriously, if any of you do have suggestions for improving our autocross and time trial series, the rules committee (Bruce Boeder, Scott Mayer, Jim Seubert and yours truly) would be happy to consider them (for 2005). Let us know.

Afton Concours Results 2003

by Mitchel Berry, all photos by Jeff Bluem

Topside

Aircooled Early

- | | |
|---------------|-------|
| 1) Jeff Boehm | 140.5 |
| 2) Mike Jekot | 138.5 |
| 3) Bob Church | 133 |

Aircooled Late

- | | |
|-----------------|-----|
| 1) Lewis Arisso | 147 |
|-----------------|-----|

Watercooled

- | | |
|--------------------|-------|
| 1) Jon Tetzloff | 148 |
| 2) Susanne Devorak | 147.5 |

Full

Aircooled Early

- | | |
|----------------|-------|
| 1) Tom Trutna | 284.5 |
| 2) Paul Coufal | 266.5 |
| 3) Lon Tusler | 266 |

Aircooled Mid

- | | |
|---------------------|-------|
| 1) Jim Tourtillotte | 298 |
| 2) Dave Weisel | 273.5 |

Aircooled Late

- | | |
|-------------------|-------|
| 1) Ron Lewis | 298.5 |
| 2) Andrew Trotter | 282.5 |

Watercooled

- | | |
|-------------------|-------|
| 1) Mitchell Berry | 298.5 |
|-------------------|-------|

Race

- | | |
|-----------------|-------|
| 1) Pete Wilmes | 194 |
| 2) Ed Hazelwood | 169.5 |

This year, both Maplewood Imports, and Carousel Automobiles each donated \$100 to the Childrens Cancer Fund. Their support of Nord Stern's charitable efforts is greatly appreciated!

Thanks also go to George Andeweg for all his help. Plus a sincere thank you to all who showed their cars. And last, but of course not least, a very special thanks to all who helped!



Out and About at 2003 Afton Concours

photos by Jeff Bluem



*“... because of
inclusion of the
stereo amplifier and a
second battery
(located in the rear
spare tire well) that
my car will not have a
spare. Do you know
if Porsche is going
to offer a retrofit kit,
to remove the second
battery and allow
for placing a
spacesaver spare in
the rear well?*

Cayenne Engine

Question: I would like more exhaust note . . . can I replace the cats with a fewer cell cat and achieve this or does it require an entire exhaust change.

Answer: I would leave the cats alone and change out the exhaust behind the cats. If you take off the rear mufflers right behind the cats, the car sounds nasty. They easily slip off for any kind of update to go on. I don't know of any aftermarket exhaust yet, but I am sure you could get most muffler shops to put a custom exhaust on it for you. Peter Smith - PCA WebSite - 8/23/2003

Cayenne Wheels and Tires

Question: Do you know how wide of a tire that can be fit onto a Cayenne?? I have the current all season tire and would like to get some summer performance tires for it. Also is the diameter of the tire required to stay within 4% of the actual stock tires or can I increase or decrease the tire diameter to whatever size I wish as long as the front and rear are the same diameter?

Answer: The biggest tires we have sold on our cars is a 295/30/22. The rev factor is close with that size. You can check out the revs per mile on Ttirerac.com to see how close you can get with a different tire. As long as they are close, you won't have any problems with the Cayenne. But make sure that they are the same size front and rear. Peter Smith - PCA WebSite - 8/17/2003

Cayenne Wheels and Tires, Cayenne Spare Tire

Question: I am about to take delivery this week on a 2003 Cayenne S. My car was built in February 2003 and my dealer is telling me that because of inclusion of the stereo amplifier and a second battery (located in the rear spare tire well) that my car will not have a spare. Do you know if Porsche is going to offer a retrofit kit, to remove the second battery and allow for placing a spacesaver spare in the rear well? Secondly, I have asked my dealer whether I can add the spare tire carrier to the rear and carry a full size spare. His Answer: thus far has been that they would have to modify the body panels in order to use the rear spare tire carrier. I don't think he has actually asked Porsche if this is the case. I have tried contacting Porsche but I have not heard anything from them on either of these Questions. The dealer has told me that they plan to include fix a flat in the car, instead of a spare. I can't imagine that our beloved German engineers at Porsche would think that Americans are so ignorant as to trade a sound system for a fundamental safety and convenience feature, such as a spare. I would appreciate any information that you might provide. Reg

Answer: I have been told that Porsche is to remove the spare battery and install a spare in the future, when I don't know. I would doubt that it will be a retrofit kit to install in the future. Porsche will have a kit to attach a spare tire to the back of the car, the rear bumper will have to be replaced and painted to match. I have been told it will be about 2500.00. Don't hold me to that price, all I have been told has not been official. Factory install spare tire is 1800.00 for the 18 inch and 2050.00 for the 19 inch tires. Peter Smith - PCA WebSite - 3/10/2003

Cayenne Electrical, Trailer Brakes

Question: It seems there is not much information readily available on the setup for the use of trailer brakes for the Cayenne. The local dealer does not have much info and thinks (but not sure) that the Cayenne needs to be programmed to activate the trailer brakes instead of using an aftermarket brake controller. If a brake controller is required, is there already wiring in place and where is it located/accessed?

Answer: Installing Trailer Brakes:

QTY: PARTS: 2 000979228 1 1J0972782 1 Brake Controller of your choice

Get the first two items from a Volkswagen Dealer; Porsche does not carry the connectors or wires. You can get the controller from your local trailer store or online from ETRAILER.COM.

First, remove under tray panel under dash on driver side. Find 20 torx in center of panel and remove it. Drop panel down and look for a 4 prong square connector on left side of dash, hanging off of main harness. Might be wrapped with grey foam. Install the ends of the wires 0009799228 in the 4 slots in the connector, part number 1J0972782.

CONNECTOR IN CAR: WIRE COLOR: TERMINAL 1: BROWN TERMINAL 2: RED Check fuse box right F19, make sure it has a 30 AMP fuse in it.

TERMINAL 3: BLACK/ RED TERMINAL 4: BLUE
WIRING TO CONTROLLER:

TERMINAL 1: GROUND TERMINAL 2: B+ POWER ALL THE TIME TERMINAL 3: STOP LIGHT TERMINAL 4: TRAILER BRAKE

Use a solid state controller such as the Drawtite Activator I, II, or III. The activator series is full solid-state that can be put in any position in the car. Activator III has a separate smaller controller that can be put under the dash with a dash mounted unit to control the system. Peter Smith - PCA WebSite - 7/12/2003

Question: I am interested in purchasing a Cayenne for general use plus towing 6-8 times per year. I saw a Turbo at a local auto show that had the trailer hitch option. It had an electrical connection next to the hitch receiver. Is this only for the trailer lights or is it also a connection point for electrical trailer brakes? If not, what will be involved in making electrical brake connections? On the BMW X5, this is a major item, requiring 7-8 hours for a good technician who has done it before. I gather this is because of the

electronic bus technology they use. I apologize for asking such a detailed Question: so early in the life of the Cayenne, but I am hoping you will have a Porsche contact that may be able to help. Thanks!

Answer: It also has a connection for the trailer brakes and it has left and right combo brake and signal lights like on most trailers. Should work perfectly for any standard trailer You will need to contact your Porsche dealer to get the adapter to use the standard tow receptical for the US. The one on the cars now is for European connections. Peter Smith - PCA WebSite - 3/10/2003

Cayenne Accessories, Trailering

Question: I just bought a Cayenne Turbo, and will be pulling my open trailer with a Cup car on top. I've just noticed that the optional factory trailering receiver (that my dealer is installing) is smaller than the one I had on my MB Gelaendewagen, and smaller than what is on my friend's GMC Yukon XL. What do you suggest? Should we consider a custom or aftermarket receiver, or try to replace the hitch with a smaller one to mate up with the Cayenne factory one?

Also, do the optional 22" wheels & tires work OK and handle the load for trailering, and if so, do I need the tire monitor system for this? Thanks in advance

Answer: I would suggest to get a different receiver to go into the hitch so that you have a ball that fits into your trailer. As long as it is close to the same length as the old receiver, you won't have any tongue weight issues.

The largest tires that Porsche sells is the 20 inch rims and tires. If you change them out with 22's, I would make sure the load rating will work with the trailer attached.



Nice Lines! Photo by Dick Beers from the Kitchak/Complete Garage Event

2003 Kalender

October 2003

- 7 **Nord Stern Business Meeting - 1st Tuesday**
Location: Lindey's Steakhouse/Medicine Lake
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**
Lord Fletcher's on Lake Minnetonka
Social Hour: 6:00 pm
Dinner: 7:15 pm
Program: 9:00 pm
Mark your calendar now to join as we celebrate
the year with a multimedia presentation!
Eventmasters: The Boeders 952 593-5544
See page 9

November 2003

- 4 **Nord Stern Business Meeting - 1st Tuesday**
Location: Lindey's Steakhouse/Medicine Lake
Time: 6:30 pm
Eventmaster: Scott Anderst 651 462-0526 or
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

December 2003

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

January 2004

- TBA **Annual Holiday Get-Together**
Details to be announced

June 2004

- 12 **Annual German CarFest**
Location: Rice Park in downtown St. Paul!
Eventmaster: Paul Bergquist/BMW Club

August 2004

- 6 **Nord Stern "Test and Tune" DE**
- 7,8 **Nord Stern BIR Club Race and Drive
Education**
Eventmaster: Roger Johnson 763 557-9578

Friday Night Social Special!

Friday, November 14, 2003

7:00 PM

Hosted by Kathy and Bill Berard
7100 Valley View Road – Edina, MN



Please R.S.V.P. to Kathy at 952-921-4955 ext. 4

Or kcrossbera@aol.com by 11/11/03

Bring an Appetizer to share!

Parking on lower level drive or across the street on Mark Terrace Dr.

St. Cloud Autocross Results

Courtesy Ed Tripet

Car#	CLASS	Place in Class	DRIVER	CAR	PEN	TOTAL
993	P2	1	Bill Berard	96 993 Turbo	0	1:29.826
31	P3	1	Ed Hazelwood	951	0	1:32.652
9	10M	1	Ron Lewis	993	0	1:33.539
193	9M	1	Jeff Lawrence	84 911	0	1:34.698
164	P3	2	Bob Viau	87 924S	0	1:34.897
114	10M	2	Luis Fraguada	95 993	0	1:35.274
90	P2	2	Pat Kelly	02 996 Cup	0	1:35.634
244	8M	1	David Schaal	83 911SC	0	1:35.879
82	9M	1	Bret Bailey	86 911	0	1:36.191
70	9M	2	Dale Nelson	86 911	0	1:36.370
666	10M	3	Dick Beers	97 911C4	0	1:37.739
999	P1	1	Mike Paradis	300ZX	0	1:41.211
850	4M	1	Andrew Bosche	87 944T	0	1:41.525
64	P5	1	Pam Viau	87 924S	0	1:41.763
79	4M	2	Chuck Ready	93 968	0	1:44.636
15	OPEN		Mark Kittock	96 328i	0	1:44.901
267	4M	3	Jeff Johnson	90 944 S2	0	1:45.264
56	P5	2	Roy Henneberger	89 944	0	1:46.257
189	2M	1	John Meier	85 944	0	1:47.037
47	10M	4	Ron Faust	01 Boxster S	0	1:48.400
892	7M	1	Greg Smith	76 911 S	0	1:48.906
911	10M	5	Ed Vazquez	91 996 C2	0	1:49.016
777	2M	2	Jim Tourtillotte	88 924S	0	2:05.880
24	P3	3	David Steen	911 TS2	0	2:08.945

Fastest Time of the Day:

993	P2	1	Bill Berard	96 993 Turbo	0	1:29.826
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2003 Blackhawk Farms Results

Courtesy Ed Tripet

1	10M	9	Ron Lewis	NS	993 1997	1:22:581***	2:55:429	1:22:581	
1	OPE	21	Tom Struve	M	944T '89	1:22:937***	1:35:128	1:26:591	1:22:937
1	9M	70	Dale Nelson	NS	86 911	1:23:669***	1:28:942	1:24:158	1:23:669
2	9M	82	Bret Bailey	NS	86 911	1:24:473***	1:37:793	1:24:473	1:24:476
2	OPE	316	Dan Matre	M	911 '86	1:28:590***	1:44:256	1:30:365	1:28:590
3	OPE	25	Jim Montoure	M	911 '94	1:30:444***	1:38:421	1:32:035	1:30:444
1	P5	56	Roy Henneburger	NS	944	1:30:626***	1:35:396	1:30:626	
4	OPE	6	Grant Gallinger	M	911 '85	1:32:504***	1:40:340	1:33:264	1:32:504
5	OPE	1	Tom Dickenson	M	911 '84	1:33:031***	1:40:896	1:33:031	1:33:508
6	OPE	17	Trevor Davies	M	911	1:33:902***	1:44:209	1:33:902	1:33:971
1	8W	166	Eleanor Renwick	NS	911 SC	1:33:912***	1:42:432	1:33:912	1:34:563
7	OPE	802	Steve Pinkerton	M	Boxster	1:34:060***	1:42:846	1:34:943	1:34:060
8	OPE	10	Bob Fewel	M	911 '03	1:34:714***	1:34:714	1:36:423	1:38:408
9	OPE	865	Glen Larsen	NS	928S	1:35:850***	1:37:297	1:56:936	1:44:801 1:35:850
10	OPE	29	Jeff Serra	M	911 Cab	1:36:561***	1:53:725	1:39:342	1:36:561
11	OPE	23	Steve Grande	M	Boxster	1:36:781***	1:36:781		
12	OPE	3	Steve Roach	M	996	1:37:907***	1:55:479	1:37:907	1:39:353
13	OPE	16	Scott Carroll	M	Boxster S	1:39:077***	2:00:654	1:41:383	1:39:077

***** Fastest Time**

Fastest Time of the Day:

1	10M	9	Ron Lewis	NS	993 1997	1:22:581***	2:55:429	1:22:581	
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Hmmm, I think the smile says it all! Cal Townsend after his first club race at this past Labor Day's PCA Club Race event. Photo by Ray Newman (alternate caption: Things do go Better With Coke!)



It Was a Weekend of Wonders

by Roger Johnson

“... this was easily the largest event in recent Nord Stern history and second only to the 1976 Brainerd Porsche Parade for attendees. We saw roughly double the number of people come through the gate than came through last year.”

Nord Stern's Loonacy Club Race is behind us. Whew! What an event it was! We started this effort with three goals in mind:

- *Put on a great event for our membership. Racers, DE drivers, Spectators, and Sponsors.*
- *Put on an event of national prominence to attract participation from other Regions for this and future events.*
- *Raise some money for the Courage Center.*

We did well in all three areas. From a spectator standpoint, this was easily the largest event in recent Nord Stern history and second only to the 1976 Brainerd Porsche Parade for attendees. We saw roughly double the number of people come through the gate than came through last year. We had just about the perfect number of participants, with both DE sessions full and a record number of racers registered. Maplewood Imports and Carousel did well selling merchandise in the tent. The increased promotion and catchy theme was successful in attracting more out-of-region participants. Racers came from 11 different PCA Regions and we saw much more participation from the Milwaukee and Chicago Regions - which we had targeted. Lastly, we were able to raise over \$12,000 for Courage Center.

We have to give a huge thank you to our friends at Carmichael-Lynch. C-L is the ad agency for Porsche Cars North America and enthusiastically embraced helping us out. They created the concept of “The Loonacy” and then did all the creative work. The posters and ads were a huge hit. We spread them around the country at events ranging from Watkins Glen to Texas World to Las Vegas. Quite a number of the C-L staff were at the event and had a great time. Preliminary conversations indicate they are on board for next year. (A new set of posters, perhaps?)

Our sponsors stepped up to the plate early on and provided financial support as well as connections to others who helped with the event. As event chairman I can tell you that it makes the event much easier to organize if you have great support early on. Please take some time to thank the folks at **AutoEdge**, **Carousel**, **Maplewood Imports**, and **Mortgage Marketing Associates**, when you get a chance. Better yet, thank them with your checkbook and give them your business! **Jongbloed Wheels** and **Donnybrooke Motorsports** sponsored the evening activities.

There were dozens who helped out in countless ways and you know who you are so give yourself a pat on the back and accept my sincerest thanks. I specifically want to thank a few folks for their Herculean efforts. They are:

Mark Skweres and **Todd Knettel**, Race and DE registration

Rick LaVerdiere and **Ron McFarlane**, Safety

Christie Boeder, **Sue Salata**, **Eleanor Renwick**, Information & Sales desk in the tent

Bobby Piper, Courage Center activities

Sue Salata, Club Treasurer, handles hundreds of checks (in and out)

Again, these are only a few of the army who helped out and the event could not happen without. Mark your calendars for next year. The dates are August 6, 7, and 8, 2004. See you there!



*Who needs a motel room when
you can travel in one of these!
All photos on this page and to right are by
Roger Johnson*



*Jan and Ron Draper watch the
bidding during the Live Auction*



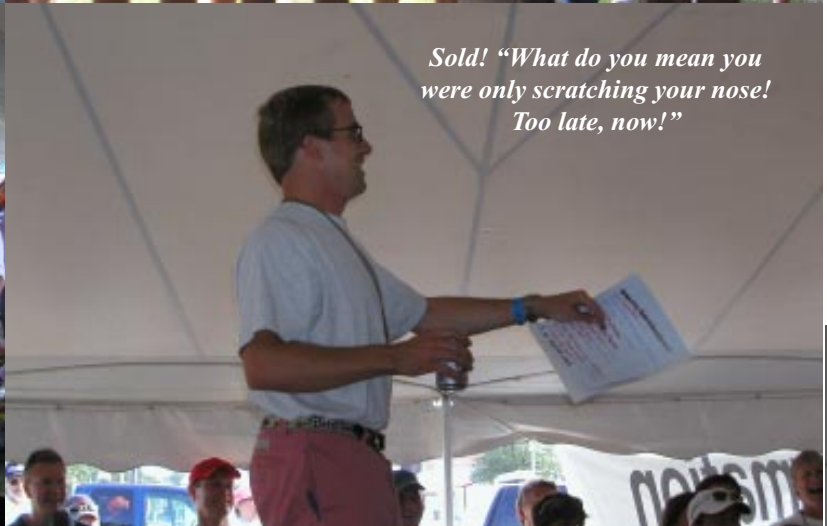
*Auctioneer Extraordinaire, Bobby Piper, gets the crowd into a
furious bidding war on this fabulous donation by Fred Senn and
Fallon Advertising - who wouldn't want this shield!*



*Teresa Vickery, Rick Polk, Pat Kelly, Joe Rothman and other
thoroughly enjoying the bidding action under the tent!*



*The crowd was lively and the bidding at this year's auction 'under
the big top' about as much fun as the action on the track!*



*Sold! "What do you mean you
were only scratching your nose!
Too late, now!"*



*Carousel Automobiles/Maplewood Imports were major sponsors
of this year's club race and had a fine display of merchandise and
new cars for us to enjoy*



*The little P car was auctioned, too, and the bidding
was pretty intense!*

Far Left and Below: Out and About at BIR Club Race - Under the Big Top!

photos by roger Johnson



The tent proved to be a great meeting area for lots of socializing by one and all



Gorgeous new Porsches were available to check out, including the Cayenne

Subject: Water or Coke or lending new meaning to the term: It's the Real Thing . . .

Courtesy Lawrence Yost

“The active ingredient in Coke is phosphoric acid. Its pH is 2.8. It will dissolve a nail in about 4 days. Phosphoric acid also leaches calcium from bones and is a major contributor to the rising increase in osteoporosis.”

I used a can of coke to clean the engine on my 924s (amazing) I then cleaned the engine of the 928—this is scary gang. (editor’s note: and I LIKE Coke, yikes!)

Subject: Water or Coke

1. 75% of Americans are chronically dehydrated.
2. In 37% of Americans, the thirst mechanism is so weak that it is often mistaken for hunger.
3. Even MILD dehydration will slow down one’s metabolism as much as 3%.
4. One glass of water will shut down midnight hunger pangs for almost 100% of the dieters studied in a University of Washington study.
5. Lack of water, the #1 trigger of daytime fatigue.
6. Preliminary research indicates that 8-10 glasses of water a day could significantly ease back and joint pain for up to 80% of sufferers.
7. A mere 2% drop in body water can trigger fuzzy short-term memory, trouble with basic math, and difficulty focusing on the computer screen or on a printed page.
8. Drinking 5 glasses of water daily decreases the risk of colon cancer by 45%, plus it can slash the risk of breast cancer by 79%, and one is 50% less likely to develop bladder cancer.

And now for the properties of COKE:

1. In many states (in the USA) the highway patrol carries two gallons of coke in the truck to remove blood from the highway after a car accident.
2. You can put a T-bone steak in a bowl of Coke and it will be gone in two days.
3. To clean a toilet: Pour a can of Coca-Cola into the toilet bowl and let the "real thing" sit for one hour, then flush clean. The citric acid in Coke removes stains from vitreous China.
4. To remove rust spots from chrome car bumpers: Rub the bumper with a rumpled-up piece of Reynolds Wrap aluminum foil dipped in Coca-Cola.
5. To clean corrosion from car battery terminals: Pour a can of Coca-Cola over the terminals to bubble away the corrosion.
6. To loosen a rusted bolt: Applying a cloth soaked in Coca-Cola to the rusted bolt for several minutes.

7. To bake a moist ham: Empty a can of Coca-Cola into the baking pan, wrap the ham in aluminum foil, and bake. Thirty minutes before the ham is finished, remove the foil, allowing the drippings to mix with the Coke for a sumptuous brown gravy.

8. To remove grease from clothes: Empty a can of coke into a load of greasy clothes, add detergent, and run through a regular cycle. The Coca-Cola will help loosen grease stains.

9. It will also clean road haze from your windshield.

For Your Info:

1. The active ingredient in Coke is phosphoric acid. Its pH is 2.8. It will dissolve a nail in about 4 days. Phosphoric acid also leaches calcium from bones and is a major contributor to the rising increase in osteoporosis.

2. To carry Coca-Cola Coca-Cola syrup (the concentrate) the commercial truck must use the Hazardous material place cards reserved for Highly corrosive materials.

3. The distributors of Coke have been using it to clean the engines of their trucks for about 20 years!

Now the question is, would you like a coke or a glass of water?

911 CARRERA SUNROOF, A Technical Question Answered

Courtesy PCA-Editors

“911 sunroof cables or drives have been known to sheer off at the cast guides.”

Question: “My 1987 911 Carrera has a non-working sunroof. I can hear the cables operate but there is no movement of the insert. Any thoughts?”

John Paterek: 911 sunroof cables or drives have been known to sheer off at the cast guides. The roof remains in the locked position. You must remove the sunroof liner insert and trip the drives with a small screwdriver or unbolt them from the insert. The factory has superseded all drives to Carrera 2 type (964.564.143.00 and 964.564.144.100). They have a felt covering on the cable to reduce the noise and fit a larger diameter sunroof track. On pre-1990 911s, the guide must be hand filed to the smaller diameter of the old track. If not, the drives will lock in the guide. Pre-1984 911s will fail due to plastic trip mechanisms. Try to find new-old-stock (NOS) 1984 style cables or file as suggested by the Porsche dealer.

—Reprinted from Upfixin der Porsche, Volume II

Porsche Panorama’s 11-volume technical anthology can be purchased from the PCA Executive Office at 703/451-9000 or at www.pca.org.

911 OIL PRESSURE, A Technical Question Answered

Courtesy PCA-Editors List

“Porsche says in their owner’s manual that at idling speeds with the engine oil hot, it is normal for the warning light to light up without risking the operating safety of the engine.”

Question: “What do you consider to be an acceptable oil pressure for an early 911? I show a cold idle pressure of 20 psi and 55 psi at 4000 rpm. With the engine hot I show 5 psi at idle and 50-52 at 4000 rpm.”

Bruce Anderson: It is very common for the early 911s to have low oil pressure at idle when the engine is warm. Many of the 911s have had oil pressure warning lights which are set for less than ten psi. Porsche says in their owner’s manual that at idling speeds with the engine oil hot, it is normal for the warning light to light up without risking the operating safety of the engine. It still had this note in the Carrera 2/4 owner’s manual.

Where you really need to check your car’s oil pressure is not at idle, but when the engine is warm (oil temperature 80:C=176:F) and running at 5000 rpm. For the Carrera, the oil pressure should be above 4.0 atmospheres (59 psi), but should not exceed 7.0 atmospheres (103 psi). Some of the earlier cars recommended 5.5-atmosphere pressure at 5000 rpm, so somewhere between 4.0 atmospheres and 5.5 atmospheres would be expected oil pressure using this test. Our rule of thumb check for a 911 warmed to operating temperature is 10 pounds to 1 bar of oil pressure for every 1000 rpm engine



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speed. Using my rule of thumb, you are still OK. You don't really make the 4.0 Porsche spec, but just barely miss it.

—Reprinted from Upfixin der Porsche, Volume 11

Porsche Panorama's 11-volume technical anthology can be purchased from the PCA Executive Office at 703/451-9000 or at www.pca.org.

Letters to the Editor

... continued from page 4

for an enthusiastic half the field that participated in the time trial.

If you haven't done Blackhawk, you're missing a treat! Join us next year!

—Ron Lewis, Blackhawk eventmaster

Carmudgeon Chronicles

... continued from page 8

senator (from Minnesota) is fighting to add Ethanol to our zillion-gallon underground emergency oil reserves. Only a cynic would think there's vote-seeking involved.

How long can it be, then, before 'in fairness to all farmers' our congress opens the funding floodgates to all fuel crops. It's your gas tank. Think about it.



Scenes from 2003 BIR Club Race

photos by Roger Johnson



993 MODIFICATIONS, A Technical Question Answered

Courtesy PCA-Editor's List

"... the 964 RS used a light flywheel and clutch and seemed to work fine and last a long time. I have noticed that this is not an option on the 993 RS model, but I don't know why. For a track car it would seem to be essential to get rid of the dual mass boat anchor which weighs in at almost 30 pounds and replace it with a conventional flywheel that weighs half of that or less."

Question: "I'm going to put my 1995 993 down soon for installation of some track-related goodies: clubsport engine and transmission mounts, steel synchros and sliders and a short ring and pinion. The car is street licensed but is used exclusively for track events. I have installed a Cup suspension and done the other obvious things and I still have a few questions. My mechanic is trying to talk me into a lightened clutch and flywheel. Will this be drivable on the street? Will I need a new chip to handle the clutch deceleration problem? Will I have the idle problems that I keep hearing about?"

"Does anyone make a good cheater cam-ahem, let me rephrase that-good sport cam for the 993? I know that the factory once had a sport kit that included a mild street cam, mechanical rockers, and a few other bits at an absurd price. Given the fact that the car has to be emissions legal (although not the tougher California standard), what are my options?"

"An outfit called Crane Electronics makes a little purple box that allows you to reprogram your Motronics (no need for a chip) for the track-you simply dial in the parameters, advance the spark five degrees, pump in some 103 octane fuel and off you go. When the event is over, you switch back to your normal settings. Have you heard of this gizmo? Any chance that it works as advertised?"

Any other thoughts for making more power while keep the car semi-streetable?

Bruce Anderson: I am confused by all the problems that people say they are having with the lightweight flywheel and clutch; the 964 RS used a light flywheel and clutch and seemed to work fine and last a long time. I have noticed that this is not an option on the 993 RS model, but I don't know why. For a track car it would seem to be essential to get rid of the dual mass boat anchor which weighs in at almost 30 pounds and replace it with a conventional flywheel that weighs half of that or less. A heavy flywheel may be good for transmission rattles but it not a good thing for acceleration.

The original 1989 C4 had a conventional flywheel and they did not have this dying problem that we are seeing now when we install a light flywheel, so I don't really know what is causing the problem. I have heard all sorts of excuses from the timing marks being in the wrong place to the chip not being designed for the light flywheel, but I honestly don't know what the problem is. I have driven 964s (911 Carrera 2s) with light flywheels which did not have this problem.

Porsche does have a motor kit for the 993 that uses 102mm pistons and cylinders and converts the engine to a 3.8 liter. The kit changes to heads with larger valves, changes the cams, the rockers and the DME engine management box. This is an expensive conversion, but 300 hp (actually 299 PS) is claimed.

There is a 993 sport cam available but I have not talked to anyone who has had one that thought they really did anything. Jerry Woods has some cams that work great, but

Continued on page 37

933 Modifications

... continued from page 31

it is doubtful that they will pass the emissions test (Jerry Woods Enterprises, 491 McGlincey Lane #1, Campbell, CA 95008, 408/369-9607).

I think that the box you are talking about is what was once called the Interceptor. The Interceptor is a programmable engine control computer system that a company called EFI Systems designed based on the data chip decoding system they had designed for their dyno. What the Interceptor does is just what the name implies; it reads the signals coming out of the OEM computer, modifies the signals and sends them on to the engine. The Interceptor is a computer processor that measures what is coming out of the factory computer and outputs exactly the same picture plus or minus percentage changes. The percentages are based on rpm, load and so forth. The interceptor has a whole set of tables that overlay what the factory computer is doing. The Ford Interceptor was the first one that EFI Systems designed because at the time they had done so much work with the Ford system with their performance

chips that they felt they understood the Ford system and market best.

When EFI Systems finished their first Interceptor in 1989, Crane Cams heard about it and wanted it. So EFI Systems signed a licensing agreement with Crane. The Interceptor is transparent to the original computer and they map around the emission cycle so they can get a full California Emissions Executive Order and are emissions legal. They have passed all of the tests for the Mustang so that they were legal in all 50 states and the EPA and were offered for the entire Ford engine family. To pass these tests, they must be able to go to the extremes of their adjustability range and prove that they can be as clean as (within ten percent) the original factory program.

EFI built and tested a GM version over four years ago, but Crane Cams were concerned about marketability and never put it on the market under their name. EFI Systems has bought back the rights to manufacture and sell the Interceptor built to work with Bosch Motronic engine man-

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Stan Bonneson (left) and Phil Hancock agreed that the day was somehow a little more complete having driven their 356's to the Club Race event at Brainerd. Lon and Lori Tussler brought their 356 C as well but it had to make it's way home - not on its own steam! There's a story there and hopefully Lon and Lori will share their 'fun' at this year's BIR Club Race. Photo by Mike Jekot

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7th of the month prior to publication date: Send ads to:

Christie Boeder - NORD STERN
11919 Hilloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or email ad to:
editor@nordstern.org

Zu Verkaufen

1975 911 S Silver Anniversary
Limited Edition #525 of 750. Very clean, 58,000 miles. Repainted to original color. Silver and Black tweed interior. Condition excellent. \$13,000. Rod Elsing 507 376-5979.

2002 20' Featherlite Enclosed Trailer
V-nose front with drive out ramp. Finished interior & E-track. Upgraded Good Year tires. Perfect condition. Very low miles. \$10,000.00 Contact Wynn @ 952-472-7570.

Bolt in roll bar
Fits non-sunroof 964/993. Black powder coating and harness guide loops. Manufactured by Dougherty Automotive Services. www.das-sport.com/update/data/964bar.html Bought new in Feb '02 for \$1,175 yours for \$700. Phil White 651 484-3254.

G-class 1979 911SC
Club racer, 3 podiums in 2003. Fastest G car at Sebring, 2:43 at Rd America, every legal mod., fresh everything (engine, trans. w/ltd slip, brakes, Konis, starter, alternator) matching alum. Ultra Shield seats, 2 sets 17" Fikse forged wheels, custom cage, Permatune ignition w/adj. rev limiter, Wevo shift coupler, quick-release Sparco wheel, Big

Charlie bars, hollow torsion bars, Lexan windshld, light wt bumpers, silver w/red interior, much more, turn-key competitive car, fully sorted, Auto Edge maint., \$32,000 (fraction of my investment), can e-mail spec sheet and photos. Chip Smith, 952-942-6686 or e-mail at: chip13@mn.rr.com

Set of factory 993 Wheels and Tires
17" 205/50/ZR17 and 255/40/ZR17 Pirelli P Zero's, rear's 80%, front 95% Rims are in mint condition. \$950, Theo Goudsmit 763 540-0034. E mail goudsmit@comcast.net

1991 911 C2
Guard's red, blk int. 19,000 miles, 5spd. Showroom new, also have 1992 updates with wheels and aero mirrors, all orig. \$27,000 B.O. Mike Lynch 763 717-0344.

1985.5 944
Guards red with off white interior. 120 K miles. Auto. trans. Runs and drives great. Very nice dash. Phone dials. Above average 944 came from California last year. Clean carfax. \$4,150. Contact Rod at 507 236-1862 or email: kittleson_4@hotmail.com

1982 928
Guard's red/tan leather interior. 55,000 miles. Auto trans. Phone dials. Runs and drives great. \$6,250 Contact Rod at 507-236-1862 or email to: kittleson_4@hotmail.com

ULTRASHIELD PRO SEAT
This seat is constructed of .125 sheet aluminum, comes with a black cloth cover. Seat is 16" wide model, 10 degree layback. Purchased this spring for my auto-x 914, I have come to realize the rib protectors, while great for BIR type road courses, just get in the way of the fast shifting/steering needed in auto-x. Seat has been used maybe 6 events or so. Cost new was \$179, asking \$125. I live in Rice Lake, WI, and would be willing to meet 1/2 way to deliver, to Stillwater or

maybe Maplewood areas. Read more about this great seat at: www.ultrashieldrace.com. Call me at home with questions, 715 234-5105 or parsondn@chibardun.net.

1986 928S
Five speed, 32V, silver-gray metallic exterior, burgundy Connolly leather interior, 930 sport steering wheel, heated sport seats, sunroof, Porsche CD-2 stereo, dual a/c, European H-4 headlights, polished alloys, Bridgestone SO-3 tires, Mobil 1, complete records, @82,000 miles, all services current, Southern car. No winters. Excellent condition. \$14,900. Dean (404) 229-7419 or (608) 637-6789 or email at: phoenixatl@aol.com.

Stuff
Sears Air Compressor Horizontal Tank, Freshly rebuilt with ring kit (seals, Cylinder, and rings) Model #919.165310, 5.5 hp, 30 gal. tank, 8.6 cfm at 40 psi, 6.4 cfm at 90 psi, 130 psi max. \$175.00

Century PowerMate MIG Wire Feed Welder, 70 amp, with Gas Adapter kit (regulator and hoses), and helmet, Model 117-34, 2 heat ranges, Variable wire feed (speed) control, Lots of extras (wire, tips, wire rollers, etc.) \$175.00 Or \$300.00 for both. Paul Bork, 952 446-1330 (evenings 5-8 pm) or email at: paul@phoenixhobbies.com

Buying a Used Porsche

By Steve Grosekember, Windblown Witness/San Diego Region PCA

“The best place to start is PCA. There are so many people owning so many different models, you are bound to find an expert on just about any model. Your local bookstore and the Internet are also excellent sources.”

Buying a Porsche, for most people, is a huge event in their life. Most people have to save for, and then extensively research, their vehicle of choice. Whether a 356 or 996 you will be able to find more information than you can possibly digest.

The best place to start is PCA. There are so many people owning so many different models, you are bound to find an expert on just about any model. Your local bookstore and the Internet are also excellent sources.

As with many other things, opinions can differ greatly depending on experience. If you ask 10 Porsche owners the same question you are bound to get at least 7 different answers. So use your fact filter and take the law of averages into account. If 7 out of 10 people tell you 911s wear the rear tires out much faster than the fronts, you can probably believe it, but it still doesn't make it gospel.

The first step is to decide what model or model line you are looking for and how much money you would like to spend. (This usually tends to go up as the search continues). After deciding on a model and year range, the search narrows to quirks in the car's personality. (Some people might call these problem areas).

While some people may argue that Porsches are perfect the way they come, that is not exactly the situation in all cases.

As any new owner (or perspective owner) will soon learn, there are idiosyncrasies with every model. Knowing these along with the service history of the vehicle will help you become acquainted with your prospective purchase. The most important lesson here is to know what you are getting into!

If the service history shows the same notes over and over again, it is a good indication that the car is not getting the kind of attention that you are looking for in a used car. If you see a pattern of “car needs new widgets at the next service” and the widget gets replaced at the next service; that is the kind of car you are looking for.

You wouldn't marry someone who couldn't account for their last ten years; don't start a relationship with a car that can't account for that same kind of time frame.

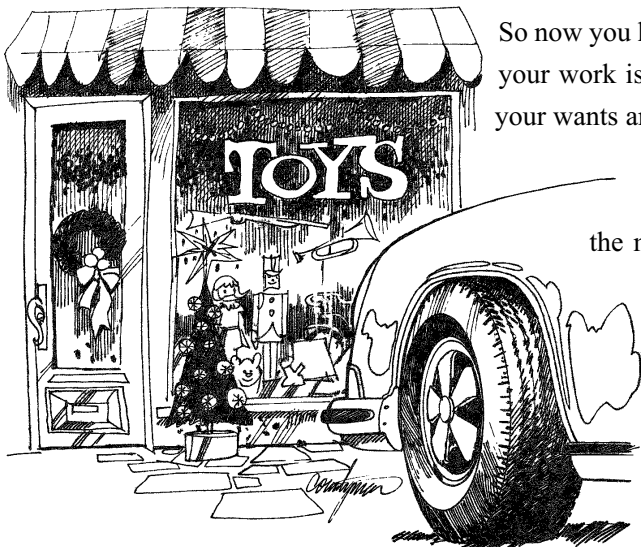
Check it out!

So now you have done all of your research, and picked out the car of your dreams, your work is done, right? Not even close. After you have found the best car for your wants and needs is it time it have it checked out.

The inspection can be the most important step of the entire process. This is where you find out if it is really meant to be. Rarely will the mechanic inspecting the car say yes or no concerning the purchase. You should be given a list of things the car needs now, and will need in the future. With this information you will be able to make an intelligent decision.

Where to go for the Inspection.

The best choice for the inspecting shop is the one you will be using for normal servicing, if you indeed purchase the car. If you have an



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Buying

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inspection done at shop A and shop B finds a huge problem one month later, you are going to have a battle on your hands!

When a car gets inspected, the person paying for the inspection owns the information. It does not matter who owns the car. Some people like to split the cost and share the information, and some like to use the information as a bargaining chip. This is, however, something that should be discussed before the appointment is made.

Cosmetic vs. Mechanical

There are many schools of thought on this debate. Since this is my column, you get my personal school of thought. Lets say you have two identical cars that each need \$2000 worth of repair. Car A needs a clutch and car B needs the fender straightened and painted. Three years from now no one will be able to tell that the clutch was replaced. A reworked and repainted fender will probably be noticeable. In some cases, with certain colors, it may be painfully obvious.

Age vs. Mileage

Everyone dreams of the low mileage, perfect car sitting in a hermetically sealed bag. In reality, not only doesn't it exist, but it isn't what you want either. Low mileage cars are for car show junkies. If you are one of those, that's great, have fun polishing it. If you plan on driving the car, you want a car that has been driven regularly.

If you buy a car that has been sitting for ten years, you can expect some teething problems. How would you like running a marathon after having been in a coma for ten years?

I don't even want to run a marathon now!

Care and Feeding

After you have successfully completed the search and acquisition of your new Porsche don't be discouraged at the fix-it list. Choose an item or two (or three!) at each oil service and within a very short time you will be driving the perfect Porsche for you . . . whether a 356, a 996 or something in between.

933 Modifications

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agement systems and has continued to develop the concept. Because of their previous association with Crane, however, they have renamed the device and now call it Programmable Management System (PMS).

The PMS is a state-of-the-art engine control computer with a detachable data transfer terminal. The PMS reads the stock fuel injection and spark timing signals from the Bosch Motronic computer and changes them by an amount that you specify, allowing different fuel and timing adjustments to be made for idle, part throttle and wide-open throttle conditions. The PMS, in effect, makes aftermarket performance chips obsolete. Chips are made for the average car and the PMS allows you to adjust the fuel and timing for your specific car. Fuel adjustments are made in two percent steps and timing adjustments in one degree increments. Because of the large storage capacity of the PMS you can save three completely different performance programs. Each of these three programs can be instantly activated even while driving.

Through the data transfer terminal you can monitor the Motronic's fuel and timing commands and sensor signals in real time, letting you know exactly what your engine is doing. You can leave the data transfer terminal connected all the time, or you may remove it after programming your PMS unit.

There are specialized functions which allow you to maximize the performance of a turbocharger, a supercharger, or nitrous oxide. The PMS can even control the boost on cars equipped with electronic boost control. As an option they also offer their InterACQ PC software which will allow you to do data logging and capture and log performance data. You can buy the PMS directly from EFI Systems or from Supercharging of Knoxville..

Porsche has done a really good job themselves with the new 993. Probably the best thing that you could do would be to sell your 1995 993 and buy one of the 1996 or 1997 993s with the VarioRam induction system. The specific output of the current 993 engine exceeds the specific power output of the 1973 Carrera RS. I am not sure that there is anything that will be that easy to do to the 993 to gain power. I'm sure that some improvements can be made to the exhaust, but you need to approach this carefully. I don't think that there is anything on the market yet that really works. A lot more development work and testing needs to be done in this area.

—Reprinted from *Upfixin der Porsche*, Volume 11

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