

N O R D S T E R N



PORSCHE

November

2003

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

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

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Front Cover - Ron Lewis' beautiful award-winning 993 (red!) which he both Concours and Time Trials! Photo by Kim Crumb

Back Cover - This past August's club race at BIR. Some of the action exiting turn 10 onto the front straight. An attentive audience on the top of the tower watches some 'neck in neck' competition. Photo by Ron Faust.

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

Address changes

PLUS!

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

Call Jon Beatty at

952 934-6902

or email:

jon@minnetonkasoftware.com

Leave your name, address
and both home and work
phone numbers.

Your application/s will be
sent out right away!

Address Changes:

Name: _____

Old: _____

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!!!!**

“Did I say we were doing something new in Nord Stern?! If not, I will say it again, we are doing something new and different.”

Lots to look at in this issue but more importantly I want to point out an upcoming Nord Stern event. In any given year, the club has organized two dinner functions. One in the fall to hand out the years’ awards and trophies from various events and another during the holiday season. Over the last five years or so this holiday event has been a sit down dinner with a speaker of national/international reputation regaling the audience with their experiences in the racing world on both a serious and humorous note. Those dinners have been fun and entertaining—even for those significant others who may or may not share the ‘racing gene’ so prevalent among club members. But change is good and this year we have a change!

Check out page 13 of this issue for advance notification of our upcoming winter get-together. Right in the ‘dead’ of winter, we will have the opportunity to join fellow members at the Minnesota Zoo Imax Theater to see what sounds like a very fun movie, ‘Top Speed.’ And what a great place to see a movie exploring many facets of speed - and at about the time when all of us are experiencing a bit of the ole’ cabin fever! You have asked for some different programs and here one is! The Imax screen ought to provide us with a great ‘speed’ experience (and it’s legit!). Along with the movie, there will be food and beverage at the Cedar Room of Old Chicago which is located 3 miles from the Zoo itself on Cedar Ave. between 147th and Co. Rd. 42 in Apple Valley. Details and logistics are currently being finalized. So no one can complain that Nord Stern just does the same stuff every year! This will be different and much fun. The cost of the event is also being worked out and we promise it will be very reasonable. So get this on your calendar—the club is trying something new that looks to be very entertaining. See you all there!

Did I say we were doing something new in Nord Stern?! If not, I will say it again, we are doing something new and different. Check it out. And I especially want to point out the location. This is way south and a bit more east of where a lot of dinners have been scheduled in the past. Gee, our Rochester contingent should really like this! Although I do want to compliment them as several drove up for the October Awards dinner - yahoo! Always good to see those ‘southerners.’

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

Full year pre-pay = 5% discount

Color: All ads appear in black and white

All advertising materials can be camera ready (photostat or veloux, 100-line screen). This service available upon request.

Or can be submitted on disk - Mac preferred.

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Donnybrook	20, 21
FlatSix	33
GarageTek	10
Johnson Autosport	IBC
Leighton's Garage, Inc.	31
Maplewood Imports	11
Mortgage Marketing Associates	19
Nurburgring, Inc.	18
Sears Imported Autos	19
United Mortgage	27

Welcome . . . New Members

(and returning members!)

We hope to see you
at upcoming events!



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??!

Christopher Elmquist

St. Paul, MN
1981 911 SC

Joe and Carin Caffarelli

Independence, MN
1995 911 Cab

Bill and Holly Harralson

Minnetonka, MN
1999 Boxster

Cory Hoeglund and Scott Zimprich

Vadnais Heights, MN
2003 Boxster S

Shannon and Katherine Ivey

Rogers, MN
1974 911

Raymond and Shalene Kennedy

Woodbury, MN
1991 944 S2

Jeffrey and Valerie Softing

Fargo, ND
Red 1987 944

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!

*“The 2003 Awards
Dinner turned out to
be a great success.
At first I was a little
concerned we would
have a low turnout.
But in the end
(editor’s note: in true
Nord Stern fashion!),
we filled the
banquette hall at
Lord Fletchers.*

The 2003 Awards Dinner turned out to be a great success. At first I was a little concerned we would have a low turnout. But in the end (editor’s note: in true Nord Stern fashion!), we filled the banquette hall at Lord Fletchers. Out of the many trophies we presented to the Rally, Time Trials and Concours winners as well as the three new track record holders, Family of the Year and Worker of the year award, all but a few winners were present. Having so many recipients claim their own award for their victory made the evening a hit. I feel the turnout is in large part due to the efforts of **Chris Harbron**, **Christie Boeder** and **Ed Vazquez**. These people got together early in the year and put a plan in place to move up the date and find a great spot. I know the deer hunters in the crowd sure appreciated it.

A couple award winners I want everyone to know about is the Worker of the Year and the Family of the Year. Our worker award went to **Roger Johnson**. Roger is our Club Race Chair. He’s the guy who put together our well organized and highly successful race in Brainerd this summer. He is incredibly detailed as well as amazingly efficient. Roger will admit that his success does come from the help of many Club volunteers, but we know it takes a champion to keep everything “on track”.

Our Family of the year went to **Eleanor Renwick** and **Ron Macfarlane**. Eleanor is our Club Secretary and Ron is part of our Safety group. Together they have put in countless hours for the Club. As a multi Porsche family they are also very active in all of our different venues.

The next time you get a chance to talk to Roger, Ron or Eleanor, be sure to congratulate them and thank them for all their hard work and support they offer to our Club. If you have any thoughts or desire to become a volunteer or possibly hold a Chair position, now is the best time to contact **Ed Hazelwood** and offer your time. As the New Year approaches we have our traditional changing of the guard. As Ed takes over as our new President, he will need to know who he can count on to jump in, help out, and have some fun.

Letters to the Editor . . .



“Two years ago while running an errand to check out stone to build a fireplace we drove by Maplewood Imports. They had a 1993 911 out front that looked interesting so I stopped. This stop delayed our stone inspection visit by one year and helped in the renaming of the 911 to “that dam car.” After this past weekend’s school and DE it is now “our car.””

Thanks to **Lee Jacobson**, who organizes the Friday Driver Training and **Jon Beatty** and **Pam Viau** who where Christy’s, my wife, instructors in June and September. Two years ago while running an errand to check out stone to build a fireplace we drove by Maplewood Imports. They had a 1993 911 out front that looked interesting so I stopped. This stop delayed our stone inspection visit by one year and helped in the renaming of the 911 to “that dam car.” After this past weekend’s school and DE it is now “our car.” Christy had a difficult time falling asleep Friday because she kept running the course in her mind. She is also looking forward to Road America. Do wheels and Big Reds make good 40th birthday presents? (editor’s note: ABSOLUTELY!)

Thanks again to the Nord Stern (two words) volunteers. (editor’s note: wow, you guys do read the newsletter!!!! Thanks!)

—Philip White

My wife, Becky, also drove this weekend (Last Fling Driver Training. She had a great time and once again, wonderful instruction. (**Jim Breakey**) About half of the students this weekend were women. She would like to encourage all other wives and girlfriends to give it a try. It is more fun than expected (as we already know), and with the great instructors, not nearly as intimidating as it looks.

In my world, wheels are jewelry, and tires are shoes. If the clutch or tranny goes, it will be assumed that it is her fault.

Thanks to all the instructors and organizers from both of us.

—Bret Bailey

As one of this year’s organizers of the 11th Fall Color Tour I would like to thank the following, for prize donations:

Jongbloed Racing Wheels—racing jacket

Maplewood Imports—3 Porsche jackets

Carousel Automobiles—Porsche polo and hat

Mike & Gayle Robinson—several items

Keith & Susan Jones—50 Porsche key chains

Nord Stern Porsche Club—\$200 in gift certificates

Brian and Wendy Oldendorf—Shirts

Nord Stern Club Race—2 Club Race T shirts & 2 sets of Club Race Posters

Blue Fin Bay—\$200 in gift certificates, 14 bottles of wine, 2 cheese/fruit trays, and use of the party room!

I would also like to thank **John** and **Suzanne Dixon** for organizing the Saturday activities and being the event masters. **Mike** and **Gayle Robinson** and **Al** and **Shari Meyer** for organizing the Friday night reception. And **Brian Oldendorf** for certificate design and production.

For the record we had 75 adults and 1 infant (Peter Mayer). The cars consisted of eight 996s, fifteen 911s, five Boxsters, six 944s, three 968s, along with a German and two Japanese cousins.

FYI: Next year we are on for Sept 24-26. you can make reservations now at 1-800 Blue Fin.

—Thanks again, Keith Jones

Another great fall color tour, ably organized by **John** and **Suzanne Dixon**, **Susan** and **Keith Jones**, and assists from **Jill** and **Fred Daneu** (happy birthday, Fred) among others. Thanks guys and gals, it is the people and not the cars that make this a great club.

It was a great time. There should be lots of pictures in the upcoming NS newsletter. Next year's tour is tentatively planned to go from Bluefin Bay, in Tofte, all the way to Thunder Bay in Canada (bring your passports)

—Bruce and Christie Boeder

On View at June's Fast Fling

photos by David Grant

Below, approaching the bridge after turn 9



Above, Teresa Vickery on the rumble strips!



Right: The Boeder-mobile up on the jacks . . .



Comin' into Los Angeles . . .

German Auto-Fest 2003

Text and Photos by Michael Jekot



A little background . . . Last year I reported on my first ever full blown all about the Porsche, Southern California experience, German AutoFest event. It was a full and rich experience that I shared with my brother Mark, Mr. Corvette, and the journey there from Minnesota. Okay, fast forward to one month after last year's event.

My brother and I agree that both Corinne and Jan might enjoy this event and make reservations at the hotel we stayed at just days after the 2002 event was over. Seriously! Then Mark with absolutely no prodding from me sells his vintage and original 1967 roadster Corvette and replaces it with a stunning 1982 911 SC coupe. Okay, maybe a little prodding. Ahhh, the power of the Porsche. Now move a little closer to this year's event. I've been asked to create the poster art for the event. You may have read here in the newsletter about the creation of this piece. As it turned out the event organizer printed and sold these again at this year's event. Lots of folks bought these and brought them over to my booth to have me sign them, big fun for me. After the poster art was completed I had to get serious about what I was going to offer the faithful while they shopped the very full offerings of the many vendors that were at the event. My goal was to make a little art, a few limited edition prints and some watercolors. Fast-forward two months before the event opens. Much of the art is packed and ready to ship and Corinne and I decide that driving, though a time honored Jekot family tradition, was going to be a bit too much time to take with available vacation days. Not to worry—

Mark and Jan will uphold this fine tradition by taking their new to them SC from Denver into Ventura! Then it all goes weird. The SC developed a broken head stud . . . some special malady that my 356 never heard of and on top of that Mark's career takes an about face as his employer decides less is more. Looks like we will be the only Jekots to attend this event. So . . . All the art ships and we meet it at the hall in Ventura's Seaside Park for the set up the Friday before the event starts. Set up is easy and later that afternoon we are all invited to another great BBQ on the beach hosted by Bob Campbell, the event organizer. It's true I go for the food! And since set up was such a snap I got the



Mike's Art Booth

opportunity to walk the hall and get a first hand look at what vendors showed up and what they brought. Bob told me later that there were more vendors exhibiting this year than last year.

Opening day of the event was incredible. Lots of serious cars to see and lots of people looking at them. The focus of the first day was Boxsterfest. Every year German AutoFest selects a specific type of Porsche to focus on. Last year it was the Speedster and next year, 2004, it will be the early 911's or as I've begun to say, the early nines. This event brought lots of Boxsters out for a Peoples Choice award and parade with representation from the Southern California Boxster Group, the American Boxster Club and the 986 Club International. Boxster heaven to be sure. There was also the **Industry Show** which housed in two gigantic buildings all of the vendors, a **Concours d'Elegance** and a **Literature and Mobilia Show** where one could purchase



Silver 356

Boxsters on view



shirts. Corinne is now looking more seriously than ever at a Boxster as her daily driver and we had a blast at the event. How bad could it be; Ventura, Porsche people and more cars than last year? My recommendation is to go if you can, I spoke with two people from Nord Stern who just showed up in front of my booth; they loved it! Next year I want to caravan there with at least six cars. We can stop in Denver overnight at my brothers house, I'm sure he won't mind now that he has his new career back on track and brand new head bolts. Remember German AutoFest, September 12 – 13, 2004, The Early Nine's, Ventura. For a recap of this year's event go to; www.german-autofest.com

vintage toys, badges and a very large (large) color cutaway poster of a 356 printed by the factory for \$2500. When I turned around to see what Corinne thought of the idea . . . she was gone! Also a **For Sale Corral** and a huge **Swap Meet** that filled the parking lot in front of the halls with all kinds of stuff I must have. And to top it all off seminars by **Bruce Anderson** about the development of the 911 engines and a history lesson by author **Karl Ludvigsen** on our favorite topic. Mr. Ludvigsen was also there both days to autograph his latest editions that could be purchased on site.

As for the art, I did fine, sold some prints and a few watercolors and a huge amount of signed Art

Mini Cooper!





Speedster Trailer

*Right: Surf Sign - this is
California after all!*



2003 Annual Awards Recap

by Christie Boeder



This year's annual dinner and award presentation was planned for an earlier time in the year. Saturday evening, October 18th found a festive group of members enjoying either walleye or prime rib (now that was a BIG piece of meat!) at Lord Fletcher's out on Lake Minnetonka on a lovely fall evening. Can't beat the weather we have been having lately! Certainly was an evening for all our sports cars, too.

The turnout was great. A looping slide show of pictures from the year ran both before and after dinner with the promise that I will start at the beginning of next year collecting an even better pictorial commemoration of the year. President Scott Anderst kept the awards presentations to a record 20 minutes so we all had plenty of time to catch up with friends. It was a wonderful evening with members from near and far (we had several Rochester folks up, too!).

So if you were wondering about who won what, here's the list!

003 Rally

Place	Driver	Navigator
1st	Lon Tusler	Lorry Tusler
2nd	Vilmarie Fraguada	Lisa Overson
3rd	Mitchell Berry	Georgette Berry

2003 Concours

Place	Class	Winner
1st	Full Concours Air-Cooled Early	Tom Trutna
1st	Full Concours Air-Cooled Mid	Jim Tourtillotte
1st	Full Concours Air-Cooled Late	Ron Lewis
1st	Full Concours Water-Cooled Early	Mitchell Berry
1st	Top Only Concours Air-Cooled Early	Jeff Boehm
1st	Top Only Concours Water-Cooled Early	Jon Teezloff
1st	Race Concours	Peter Wilmes

2003 Time-Trail

Place	Class	Driver
1st	2W	Pam Viau
1st	4M	Chuck Ready
1st	7M	Greg Smith
1st	8M	David Schaal
2nd	8M	Harvey Robideau
1st	8W	Eleanor Renwick
1st	9M	Dale Nelson
2nd	9M	Bret Bailly
1st	10M	Ron Lewis
1st	P2	Bob Viau
1st	P3	Ed Hazelwood
1st	P5	Roy Henneberger

2003 Track Records

Class	Time	Driver/Car
P4	1:52.449	Bob Viau, Jr./1989 944 S2
9M	1:55.692	Mike Courtney/1985 911
P3	1:50.964	Ed Hazelwood/1986 944 T

and a 2003 Special Award!

Place	Class	Driver
1st	'Effort Class'	Glen Larson

Save the Date!

**Saturday Night,
February 7, 2004**

MOVIE AND MUNCHIES MUKLUK MADNESS

**'TOP SPEED' at the
Minnesota Zoo Imax Theater!**

The Cedar Room at Old Chicago
14998 Glazier , Apple Valley (147th & Cedar Ave.)
Watch *Nord Stern* for further details
Eventmaster: Ed Vazquez 952 934-5093

TOP SPEED: A Exploration of what goes into creating speed, and what drives certain people to go to extremes in pursuit of excellence. Film is produced by MacGillivray Freeman Films, the creator of *EVEREST*. The film features four extraordinary speed demons who are dedicated to testing the limits of machines and of the human body.

Marion Jones—World class sprinter.
A woman who can run.

Lucas Luhr—Factory Porsche race driver in the
American Lemans Series. OH YEAH !

Marla Streb—One of the top downhill mountain bikers
in the world. A woman who can bike !

Stephan Murkett—High performance car designer and
the man behind the Porsche Cayenne,
The world's fastest SUV.
Hosted by Tim Allen



Solving the problem of 'how to store sequential 356s!'
photo by David Grant (and yes, the serial numbers are consecutive)



Hmmm, an innovative use of space!
photo by David Grant

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.



*The 'Fast Line' in the 2002 Cart race in Vancouver, BC
Photo by David Grant*

Nord Stern Business Meeting Minutes

October 7, 2003

“Overall, this has been a very good year. The schools went well—many novices attended and were great to work with. . .”

The meeting was brought to order by Vice President, Ed Hazelwood at 7:00 p.m. Opening comments: major agenda items are planning 2004 calendar, a Holiday party, and the October Awards Banquet.

Membership: everything is moving forward with the online database; continue to update and coordinate information.

Newsletter: editor needs information to publish for the Holiday Party. Discussed pros and cons of two possible venues. See report from Social Chair.

Social: The Holiday Party will be January 17, 2004. Pricing is to be determined, and it will take place at the Minnesota Zoo, featuring an IMAX film. There is a possibility for a post-holiday party in February with a featured speaker, and inviting the BMW club to join us. More information on that will be available next month. There will be a new social chair for next year, but Ed Vasquez will remain as the track bartender.

Advertising: 2 ads cancelled, but 2 new businesses will take their place.

Shop Relations: there is a new volunteer for next year whose name will be submitted to the board for approval.

Registration: those who choose to take a timed run must be registered for the weekend event. Continue to check tech and helmet stickers and car numbers at each event. Family members must sign both the track waiver and club waiver. There should be one official standard form for registration. Car number decisions need to be made prior to April. If a member has not registered for 3 years prior to the current season, that number becomes available for use by another member. It is imperative that event information is sent to the editor for timely inclusion in the newsletter. Information should also be sent to *Pano* to make sure other clubs have our dates well in advance.



Met Council: request dates now for St. Cloud to avoid Mother's Day weekend. Also look into holding events at Elko and Dakota Tech. Explore opening the second St. Cloud event to other clubs. Need to look into increased pay for corner workers, who are crucial for club race.

Safety: the waiver in use is the PCA form. Overall, this has been a very good year. The schools went well—many novices attended and were great to work with. Incident reports are required to be filed and may be released to the club member involved only. Incident reports must be prepared if property damage or injury occurs; they are very generic forms. Safety recommended that a medical form be completed by each participant at

Continued on page 16

November Meeting Minutes

... continued from page 15

track events. The form should be on site at time of the event. It can be included with the registration form and physically in safety's hands on date of event. Safety recommended preparing general guidelines for fitting helmets based on their experience over the summer.

Ambassador: no report

Driver Ed: no report

Driver Training: no report

Timing/Scoring: no report

BIR Relations: no report

Rules: no report

Other:

Have many volunteers for positions next year and have multiple names for openings. Names have been reviewed by the President and will be submitted to the Board.

The next meeting will be November 4, 2003, 7:00 p.m. at Lindey's in Medicine Lake.

The meeting was adjourned at 8:15 p.m.

*—Respectfully submitted,
Eleanor Renwick, Secretary*



[http://www.roadandtrack.com/
article.asp?article_id=750§ion_id=9](http://www.roadandtrack.com/article.asp?article_id=750§ion_id=9)
Photos by Richard Baron and John Lamm

Photo submitted by Keith Jones: From this year's Goodwood Festival of Speed. Can't you just see it! As Keith says: "*And I wonder why we got beat up in high schools so often?*"

The Renegade 914 V6 Project

Text and Photos by Paul Bork, edited by Christie Boeder



Just for fun, Paul has given me permission to include highlights of the ‘little’ project he is documenting on his website: http://www.phoenixhobbies.com/html/project_914.html. While there will be much greater detail available on the website, in this series I will try to follow the ‘big picture.’ I cannot begin to imagine tackling these restoration projects and know there are many talented and dedicated restorers out there. And it is with much admiration that I start this series based on Paul’s work. Paul is a long time Nord Stern member. This first installment will highlight the Chassis.

The project started as a restoration/rebuild to a 914-6, I decided to build a 914-V6 after getting a Renegade Hybrids kit for a “song and a dance.” It started to take shape in the spring of ‘02 after sitting for almost 8 years. The ‘71 914 was basically a complete running car when I bought it but was very neglected by the previous owner(s) the project is now “Full Steam Ahead.”



Plans for the body included complete stripping to bare metal, steel factory GT flares, chassis stiffening kit and new sheet metal for repair of any rusted areas. The original ‘71

The Chassis

After removing all of the parts and getting it down to the bare tub it was ready to send to the strippers to get cleaned. The condition of the chassis was typical for a upper mid-western car, some rust in the expected areas but nothing that couldn’t be fixed.



doors will be replaced with doors from a ‘74 to get the better window regulators. The 914 dash will be replaced with a complete 911 dash and gauges and fitted to the 914 chassis.

As it can be seen (left), the sills, jacking points, and longitudinals will need to be replaced or worked on.

Continued on page 28

2003 Kalender

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: Bill and Kathy Berard's
7100 Valley View Rd. See page 14
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: Lindey's Steakhouse/Medicine
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

February

2004

- 7 **Winter Social: "Mukluk Madness"**
at the Minnesota Zoo Imax Theater
'Top Speed'
Join in the fun with a 'Munchie and Movie'
Eventmaster: Ed Vazquez 952 937-6990
edmn911@aol.com
Details TBA but get this first-ever event on
your calendar now! See page 13.

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 Driver**
Education
Eventmaster: Roger Johnson 763 557-9578

Out and About at Ventura, CA German CarFest

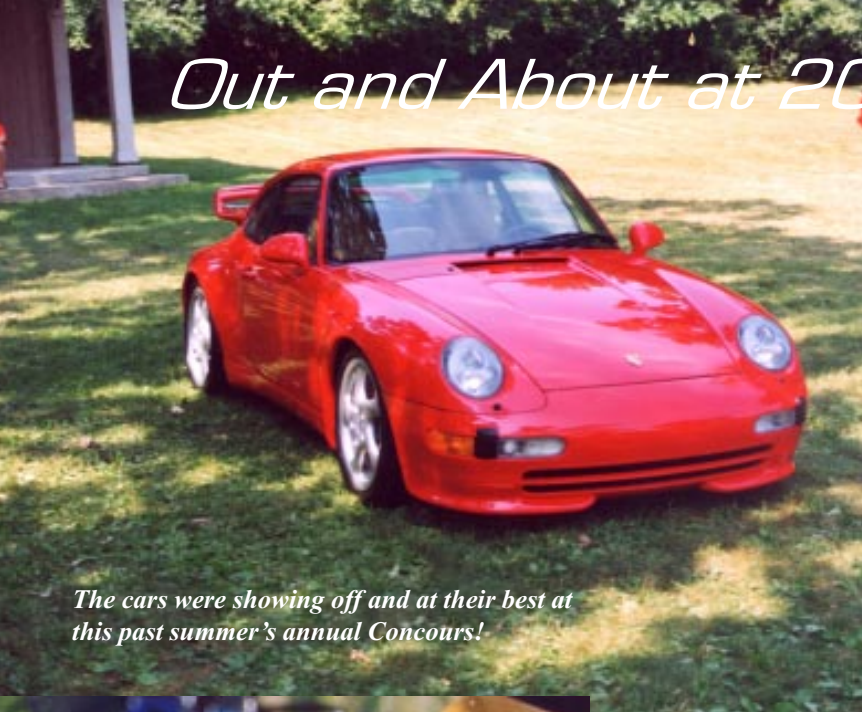
Left and Right, Photos by Mike Lancial





Out and About at 2003 Afton Concours

Photos by Kim Crumb



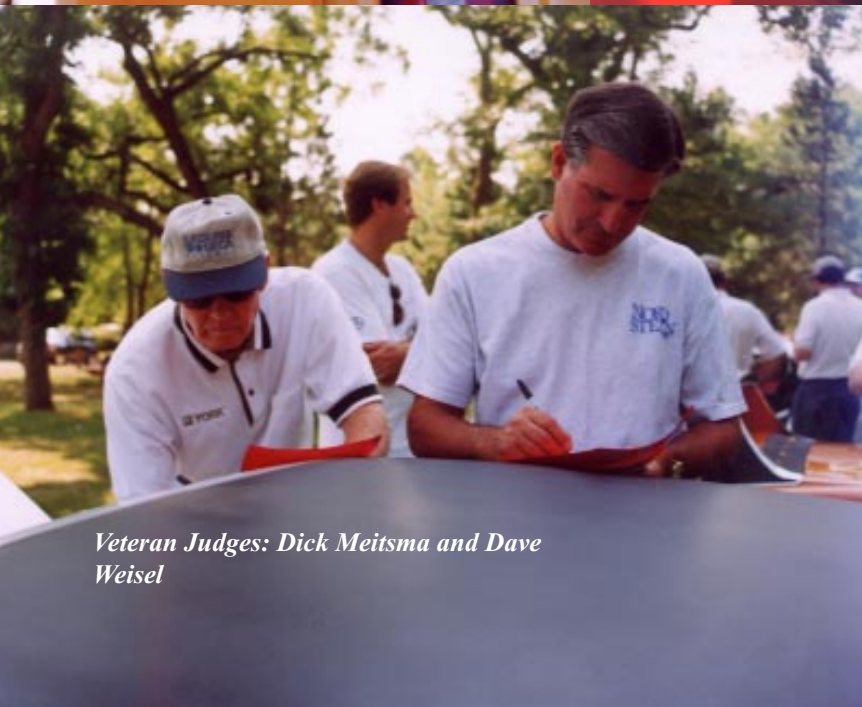
The cars were showing off and at their best at this past summer's annual Concours!



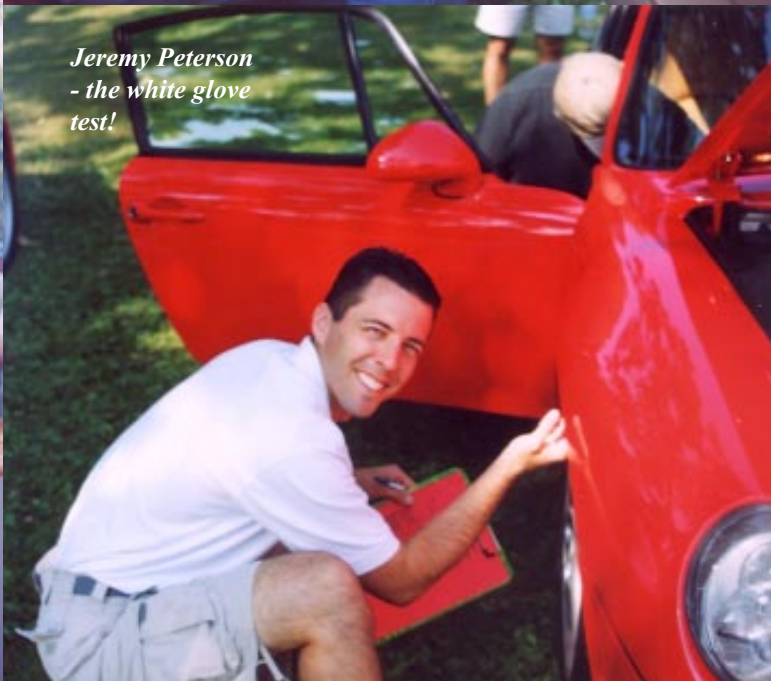
*L to R:
Georgette Berry,
Mitchel Berry*



*Mike Jekot hard
at work, judging*



*Veteran Judges: Dick Meitsma and Dave
Weisel*



*Jeremy Peterson
- the white glove
test!*



*Above, David Grant of Winnipeg's 917 in it's original color (RED!) before appearing in the film 'Last Crash' starring Burgess Meredith and Lee Majors.
Photo by David Grant*

Right, go online to www.nordstern.org and check out the red, white and blue car lineup in the online version of the newsletter! Photo by David Grant





*Out and About
with Nord Stern*



*at 2003 BIR
Club Race*

All Photos by Chris Harbron

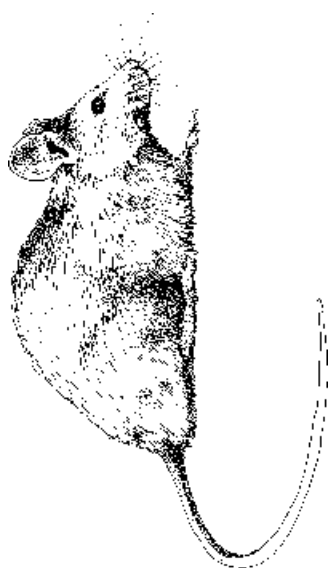
NOVEMBER 2003



Storing the Porsche . . .

A series of commentary posted last fall on ClubTalk

“Take steps to keep vermin out of the car! I’ve never had a problem but I’ve heard numerous stories of people finding mice nests and such in various nooks and crannies of their cars in the spring—along with destroyed wiring harnesses, upholstery, etc.”



Well, It looks like it might be time to put the Porsche away this week. If the weather turns nice I want to put it back onto the road so I don’t want to permanently store it. The car will be in an attached unheated garage so the temperature will be at about freezing. Any other tips cheerfully accepted.

One can go from simply parking the car to all kinds of preparation. It depends on how motivated and inclined to do them you are.

My feeling is that one should probably fill the tank with gasoline and then add a bottle of “Sta-bil” to keep the gasoline from deteriorating. A full tank will reduce condensation of water in the tank.

I also like to change the oil before storing it for the winter, so that accumulated acids, water and crud in the oil don’t sit and work on the metal over the winter.

I raise the air pressure a bit in my tires to reduce flat spotting. Others go to greater extremes, but I haven’t had a problem yet in 13 years of storing sports cars.

Take the battery out and store it someplace not cold (like a basement, but far away from any open flame in a gas water heater, furnace or dryer) to keep it from freezing and/or dying. Nothing like having to buy a battery in the spring to teach one this (I learned the hard way).

Take steps to keep vermin out of the car! I’ve never had a problem but I’ve heard numerous stories of people finding mice nests and such in various nooks and crannies of their cars in the spring—along with destroyed wiring harnesses, upholstery, etc. I’m no expert on what works, but I’ve generally put things like moth balls or scented dryer sheets or candles under and around my car, in the trunk and engine compartment, as well as setting out sticky mouse traps around my garage to catch them. Last winter I caught two mice and a vole. Mice can fit through a hole the size of a nickel or smaller, so don’t assume your garage is safe.

I’ve often (but not always) covered the car with a car cover for a little dirt and bump protection.

One can do a lot more than the above, but that’s the limits of what I do.

—Chris Johnson

I agree with Chris, If you feel inclined, a few more things you can do when you store: Park the car in neutral and leave the parking brake off (place a piece of angled 2 x 4 on front and back of one wheel) Place small blocks of styrofoam under the wiper arms to keep the wipers off your glass. Put a “container dry” canister in the car to absorb moisture To further frustrate the rodents, put a piece of steel wool in your exhaust pipe (don’t worry, if you forget to take it out, it blasts out of the tail pipe like a rocket when you start the car) Leave your windows open a crack If you are very energetic, rub a vinyl/rubber conditioner on all of your hoses and seals (they tend to dry out over the years)

I have a newer Porsche now, so I don’t remove the battery any more. (too many electrical gismos that get messed up). I use a Porsche battery maintainer that always

Continued on page 30



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Equal Opportunity Lender

914 Project

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After stripping the tub came back with all bright and shiny metal. I put it up on a roto-hoist and went about replacing and repairing the areas that needed attention. After stripping, a few new areas that needed work were discovered around the floor and trunk area.





The car did not come equipped with factory anti-sway bars so mounts and re-enforcements were added to the chassis
Next Month: Paint Work - starting to look like a car again!



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... Special In Downforce

Porsche Storage

... continued from page 26

keeps the battery at it's maximum without over charging. I think they are around \$60 at Carousel.

Most important, kiss it goodnight and promise to think of it often over the winter.

—Keith Jones

You'll get lots of good advice. Here's what I do (keep in mind this isn't really "storage", just long term parking); clean inside and out, clean oil, drive until it's at operating temperature, fill fuel tank (there's enough stabilizers in modern gasoline for the few months it will be parked), park it, put on battery maintainer, resist urge to start it until next spring. If you can't resist the urge, remember two things: 1) run it for at least 20-30 minutes and get it up to operating temperature, 2) there's salt on the road even if you can't see it, so continue to resist. BTW, if there is any evidence of rodents around, do plug the exhaust and intake and put an open box with some moth-ball in it in the engine compartment (don't sprinkle them around) it'll keep them from building nests in there.

—Jerry M

Those guys had good advice. I also do the "just parking it for a longer time" approach to storing my car.

I do fill the car with non-oxygenated fuel (available for a premium at a limited number of gas stations. editor's note: Nord Stern website has a pdf file listing area gas stations selling it) and add a can of sea-foam. I don't know if this helps but it is cheap insurance. Your car has a tight tolerance mechanical injection system and if it gets really bad fuel it can be severely damaged.

I change the oil in the fall, right before parking it. This IS important. I had my motor rebuilt last year and had a lot of deposits in the crankcase and oil tank and was informed by Auto-Edge that I should change my oil in the fall before parking it.

I don't take the battery out but I do put a charger on it. I used to take the battery out and put it on wood blocks in the basement and I had trouble with the batteries in the spring not working as well as they should. Batteries Plus in Bloomington replaced one of my one year old batteries for free after one of those winters. Here is a couple of web sites with battery FAQ's and one where I bought my battery maintainer.

<http://208.248.254.211/default.htm>

http://www.4unique.com/battery/battery_tutorial.htm

Also, it is important to drive a very crappy handling vehicle all winter. Something like a 4WD SUV so you fully appreciate your 911 in the spring. It's just like getting a new car every year!

—Todd

I've pretty much done exactly as Chris described, the only difference being I put the Sta-bil in the tank before topping it off. Then I drive around a few days or enough to burn a few gallons, then top it off again. That way you get the Sta-bil all the way through the fuel system and will keep the injectors from gumming up.

—Mark Kittock

EDITOR'S NOTE: THIS SERIES OF EMAILS APPEARED ON CLUBTALK LAST FALL AND I THOUGHT IT APPROPRIATE TO PUBLISH THE COMMENTS FOR THOSE OF YOU WHO ARE EITHER NEW TO NORD STERN OR NOT A MEMBER OF CLUBTALK (SEE WEBSITE ON HOW TO JOIN - IT'S EASY AND FUN) ON A TOPIC ALWAYS OF INTEREST!

Happy Thanksgiving



*Lots of action at this year's Putnam Club Race.
Photo by Ed Hazelwood*



914 Handling Affected By Strut Wear A Technical Question Answered

Reprinted from Upfixin der Porsche, Volume 11

“Upon entering a sweeping left-hand curve, the car turns in and takes a nice set, but at the point when one would want to get on the gas to accelerate through the corner, it strongly turns in yet a few more degrees.”

***M**y 1972 914, despite new ball joint, new turbo tie-rod ends, new tires and a four-wheel alignment, exhibits a strange quirk in its handling. Upon entering a sweeping left-hand curve, the car turns in and takes a nice set, but at the point when one would want to get on the gas to accelerate through the corner, it strongly turns in yet a few more degrees. The first time this occurred, it felt like the car had a mind of its own and was about to spin, even though there was no additional steering input. As the car progresses through the sweeper and tracks out, there is an equal opposite reaction to the right. This steering force is felt in the steering wheel and at the tire patches even though no driver input has occurred. A very scary sensation! Right-handed sweepers do not provoke the turn-in tendency. I have also talked with a 914/6 owner who experienced a similar problem. What could possibly be the cause?*

Allan Caldwell: This question was received from Ray Jang of Ohio Valley Region and there were no immediate, obvious answers. It seemed most likely to be some problem with the front end of the car, which was lowered and had steering rack spacers and was using 195/50x17 tires. After several months researching the problem, Ray finally found and communicated the following answer which we had not previously seen documented and which may be of interest to other 914 and early 911 owners:

While using the 914 in daily driving duties, the left-hand gyrations became more frequent. Finally, the car felt too quirky to use anymore; on long sweepers, it would cycle several times left-right! Upon inspection, it seemed that the new right-hand ball joint was bad or working loose or had been improperly installed, or the A-arm was damaged or flexing. A visit to a local suspension specialist finally revealed the culprit.

The lower strut housing where the ball joint is secured had ovalized with the pinch bolt and the circular segment that secures the ball joint becoming deformed. This wear allowed the ball joint and the associated wheel/tire to cock back and forth sideways when a side thrust was placed on that right front wheel. Replacement of the entire strut assembly corrected the mysterious “extra turn-in” tendency. Now, with the rotors, pads and front wheel bearings, the 914 handles just the way I had originally hoped it would many months ago.

This problem was essentially solved when Porsche changed the method of securing the strut to the ball joint in 1972 for the 911 and 1973 for the 914. The original method of securing the ball joint was to have a split in the struts themselves and then secure the ball joint by tightening up the pinch bolt which would tighten up this slit. With the change, the bottom of the strut was made solid, without the slit (see illustration). A double wedge bolt goes into the strut, fitting into a slot in the ball joint. Tightening the nut on the double wedge bolt pulls the wedge into the slot in the ball joint, securing the

ball joint in the strut. This is a much more secure arrangement than the old pinch bolt and it is much harder to get the hole in the strut out of round without the slit in the strut.

This problem also illustrates the importance of careful inspection of all suspension components when upgrading the early 1970s cars with later tires and other components.

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

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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 intsolutions@chibardun.net

911 Transmission Interchangeability A Technical Question Answered

Reprinted from Upfixin der Porsche, Volume 9

*“I think all I have
to do is change
the flywheel to a
901 Cup style.”*

My question involves mating a 2.7-liter engine with a 901 transmission. I think all I have to do is change the flywheel to a 901 Cup style. Also, is the reverse true if I were to use an early 2.0-liter aluminum case engine and mate it with a 915 transmission where I would use a late 915-style flywheel? Does the flywheel follow the transaxle?

Bruce Anderson: Your assessment of the mating of the engines and transmission is mostly accurate, with one exception. There was a version of the 901 transmission used in 1970 and 1971 that worked with the later pull type clutch which would have used the 915-style flywheel. Yes, the flywheel does follow the transaxle and that even works with the 1970-71 transmission. It gets sticky in 1978 when they changed the flywheel bolt pattern so that you can't put a 901 Cup style flywheel on these engines. This makes SC and Carrera engines hard to put into early 911s and 914/6s.

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

UPDATE!!! 911 TRANSMISSION INTERCHANGEABILITY

“... It gets sticky in 1978 when they changed the flywheel bolt pattern so that you can't put a 901 Cup style flywheel on these engines. This makes SC and Carrera engines hard to put into early 911s and 914/6s.”

Update on this - Kennedy Engineered Products makes an early-style flywheel with late-model bolt pattern that can be used with an uprated 228mm Kevlar clutch. Several of my 914.6 conversion and engine-swap friends have used this package. Easy bolt-up swap and the bigger Kevlar clutch can handle the additional power.

—Courtesy PCA-Editors List

911 2.7 Carrera Conversion A Technical Question Answered

Reprinted from Upfixin der Porsche, Volume 9

Iam building a 1977 2.7 911S engine up to 1973 Carrera RS specifications. I have a set of cams and the mechanical fuel injection from a 1970 911S engine. My questions mostly concern adapting the mechanical fuel injection to the bigger motor which has the Carrera RS pistons and cylinders. Must I have the space cam in the pump changed? Do the 35mm ports need to be opened up to 36mm? If I am having the mechanical fuel injection stack rebuilt, should the bore be opened up more, along with intake port, to say 38-40 mm for better power? Should the valve train be reset to RS specs and timing? Will there be any clearance problems if the deck is milled one millimeter? Will the

Continued on page 36

Carrera Conversion

... continued from page 35

1970 911S distributor work or do I need a 1973 911 RS model? I plan to run headers and a sport muffler; do I need to plan anything to allow for this? The car will be mostly used at PCA track events and an occasional autocross.

Bruce Anderson: Yes, you will have to change the space cam in your injection pump to the one used in the 2.7 RS spec engine. I recommend that you contact Pacific Fuel Injection (1323 Rollins Rd., Burlingame, CA 94010, 415/342-5536) and have them do the work for you.

Unless you are performing the work yourself, I think I might be tempted to leave the ports at their present 35mm size. You will not see that much gain from 35 to 36mm and it will probably cost quite a bit to have someone modify your ports.

The mechanical fuel injection manifolds should match your engine's ports in size. You do not want the manifolds to have a larger bore than the ports in cylinder heads. This advice may contradict my advice in the previous paragraph, but you may have to increase the port a little to match the size of your intake manifolds.

The valve springs should be set to the spec recommended for the Carrera 2.7 engine, which is 35.5+/-0.3 mm for the intake valves and 34.5+/-0.3 mm for the exhaust valves. The same is true of the camshafts at 5.00-5.40mm intake valve lift at Overlap TC with 0.1 mm valve clearance. These are the same specs used for the 911S engines.

If you put everything together stock there should be no clearance problems in this engine because this is standard configuration. It is always a good idea, however, to check clearances. If you do modify deck clearance, you will probably have to deepen the valve pockets and you may have to make an angle cut on the piston to more nearly match the piston to the head shape. You will also be at the extreme of the tensioner's reach and may have a problem when you put miles on the engine and the chains wear.

The advance curve of your 1970 911S distributor would be fine, but unfortunately Porsche changed the hole size in the crankcase to a larger diameter for the 2.7 crankcases. The best solution would be to purchase a distributor for the 2.7 Carrera RS engine.

You say you plan to run headers and a sport muffler. What headers? You should have no problems with this combination; if you change your exhaust system, you will probably have to adjust the pump mixture. For instance, if you take off the sport muffler for track events and replace it with megaphones, you will need to richen up the mixture.

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