

# N O R D S T E R N



**PORSCHE**

## *December* *2003*

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

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Front Cover - What a sight, two beautiful white Porsches side by side this past summer.  
Rochester Nord Stern members Bob Church's 356 and Ron Faust's 993. Photo by Ron Faust.

Back Cover - The Viau's 968 and the Anderst's 996 in the Tetons this past fall. Photo by Bob Viau

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

## Address changes

## PLUS!

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

## Call Jon Beatty at

**952 934-6902**

or email:

**jon@minnetonkasoftware.com**

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

Your application/s will be  
sent out right away!

## Address Changes:

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

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

\_\_\_\_\_

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

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## 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!!!!**

I purposely cut back on the number of pages in this issue in an effort to compile everything and get it to the printer quicker than I have been able to accomplish lately. And in true fashion the best intentions didn't help. Life has this tendency to interfere with the fun stuff in life. This issue is not coming out any earlier than the others. Being a one person 'shop' has some sincere disadvantages!

Take a look at our social event planned for this winter. In a departure from the past years' dressier holiday party with speaker, there is a totally different event planned. It will feature a social get-together followed by a special showing of the movie 'Top Speed' on the big screen at the Zoo's Imax Theater. See page 13 for details. It should be great fun! Get your reservations in as soon as possible to guarantee your tickets! The plan is to start at the Cedar Room at the Old Chicago for an hors d'oeuvre buffet, hop a bus to the zoo (3.2 miles) for the hour long film, back on the bus to the Cedar Room for a dessert buffet, coffee and more libations. Hope to see you there!

## Nord Stern Newsletter - Advertising Rates

Size	Frequency:		
Ad Size	x1-5	x6-11	x12
Full pg.	\$123	\$108	\$69
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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
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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		

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## Welcome . . . New Members

(and returning members!)

We hope to see you  
at upcoming events!



**Anne and Luis Arisso**  
Mendota Heights, MN  
1996 911 C4S

**Annette and Michael  
Danielson**  
Plymouth, MN  
1992 911 Turbo

**Kevin and David  
Hackler**  
Minneapolis, MN  
1995 911

**Valda and Keith Kaye**  
Medicine Lake, MN  
1971 911T

### 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.

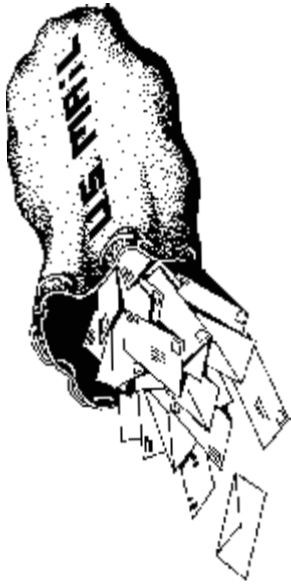
**Rally:** An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally.

**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 . . .*

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**A**nother most excellent Fall Color Tour! Chris and I had a great time. Thanks to all those whose efforts made this such an enjoyable event. We've already made our reservations for next year, including Saturday Dinner!

Took the northern route back to Fargo, and couldn't have asked for a better drive...bright sun...stunning fall colors...great roads...no troopers...what a bonus! We made great time...heh, heh.

—Riley Rogers and Chris Treat, Fargo

**W**e had a great time (as usual) this year (at the 2003 Fall North Shore Color Tour). I made a quick webpage with some of the pictures that I took. They're pretty large, so if you have a dialup connection, be patient. I didn't have a tripod when I went up to watch the sunrise at John's property, so it's kinda blurry, but you can see that getting up that early was well worth it. Here's the link: <http://home.comcast.net/~porschelvr>

Hope to see you next year (or sooner)!

—Jim Fease

**I**would like to offer a special thanks to **Kathy** and **Bill Berard** for opening their home to all of us tonight for this month's social. Also thanks to Roy Henneberger for arranging another fun friday evening for the club. Susan and I had a great time seeing everyone tonight!

— Keith Jones

# *Mother Nature Vs. Your Car*

## *no contest...*

---

**by Ken Kamstra**

*“Mother Nature is a tough old broad: she can take care of herself, thank you. In any showdown between you and her, you loose.”*

For decades, we car freaks have been accused, harangued and denounced. “*You and your damn cars are destroying our planet! Think of what you’re doing to Mother Nature for God’s sake!*” I do think of her. Mother Nature is a tough old broad: she can take care of herself, thank you. In any showdown between you and her, you loose. She and her forces have been attacking cars since the first one chugged down the street more than 100 years ago.

Leave your car exposed to her forces long enough and you will have nothing left but a rusting, rotting pile of junk. Take it from one who has lovingly nurtured his cars for decades, you can run from Mother Nature, but you can’t hid. The desecration begins even as you are joyously driving your new (or used) car home from the dealer. For every ounce of exhaust burbling from you car, Mother Nature counter attacks with tons of her own special crud.

Her multi-billion-bird air force awaits you. Each bird has a navigation system with “smart bomb” capability that puts our Air Force to shame. Their preferred target is a just-polished car. Bombs away as you drive—even better—as you step back to admire your glistening chariot.

Bird bombs are more than just an affront to your beloved car. Bird poop is composed of acids fully capable of eating through battleship armor. Its formulation is a manifestation of a basic rule of nature: “Everything in nature devours everything else in nature.” Neglect to immediately wash off the offending excreta and your car may forever show the scars. The etching through-polish-paint-and-steel begins even before the offensive fecal matter has dried.

Once while driving through remote areas of South Dakota I was forced to use my very best bourbon—kept in my trunk in case of snake bite—to dab away fresh bird gunk.

Birds eat bugs which has much to do with the corrosive power of bird poop. Direct suicide attacks by bugs multiplies their paint-etching potential. As a child, you may have asked “why did God make butts?” Now you know!

Sometimes rain will wash away some of the gunk. Mother Nature’s helping hand? Think again. Each innocent little drop of rain carries millions of microscopic-sized airborne car killers. Gritty, shitty, sticky stuff that is anything but kind to you car. Rain is Mother Nature’s way of saying, “I’m going to feast on your car.” As rain drops bead up on your car, they work as magnifiers of the sun’s rays. Guess what that does to the paint.

I like to leave one of my collector cars in the driveway now and then. Let my neighbors eat their hearts out. Trees get back at me. They pelt my beautiful machine with resins and sap. And they harbor birds with bad bowel habits.

Then there is rust! Minnesota hastens nature's rusting process by dumping two tons of snow. "Minnesota car cancer" continues even if you store your car in the garage. Doubt that? Just turn off the lights and listen. You will hear the rust happening. You may even hear mice and other critters scurrying to munch on your upholstery.

Still think Mother Nature is the victim and not the aggressor? In any confrontation, I'll bet on Mom Nature to win. Still in all, her attacks only add to the challenge of being an Auto Erotic Dependency (AED) addict. Enjoy!

## ***Nord Stern Online*** ***by Jeff Boehm***

Rochester Nord Stern member **Jeff Boehm** submitted photos from this past summer's Afton Concours event to the PCA website and they have been posted! Be sure to visit the site:

**<http://www.pca.org/news/potm.html>**

to see photos from another great Nord Stern event. Thanks, Jeff, for taking the time and effort to send in photos. They certainly look wonderful online.

There are directions on how to send your photos to the PCA website webmaster for inclusion. The national website is really very 'handsome' and easy to navigate. If you have not taken the time to look it over, do so now!

# *The Moose Does Comes Home*

*Text and Photos by Jill Daneu*

*"We were relatively new to Nord Stern then and felt that it was a good opportunity to meet fellow members. On this tour, John and Suzanne Dixon and Christie and Bruce Boeder made Fred and I feel very welcome as we shared some good food, drinks, and conversation in the hot tub as well as back at the Dixon's unit."*

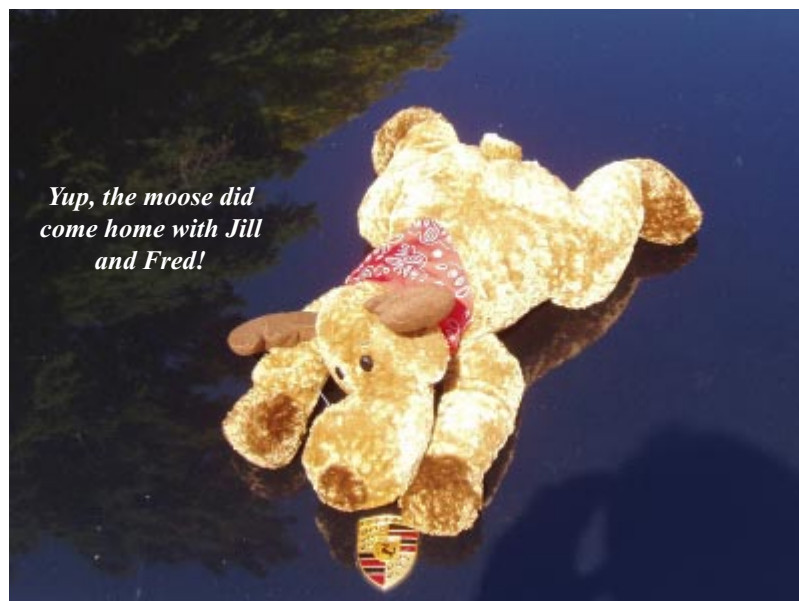
Wow . . . it's hard to believe that there were 75 participants in this year's Fall Color Tour! Thanks to eventmaster **John Dixon** (aka Mr. Northwoods) and his wife, **Suzanne**, for another great tour "up north." Thanks also to **Keith** and **Susan Jones** for riding shotgun with John and for acquiring those cool Porsche key fobs and door prizes! And kudos to **Gayle** and **Mike Robinson** and **Al** and **Shari Meyer** for a fantastic Friday night welcome reception.

While Fred and I took many photos (coming soon to a Nord Stern issue near you!), we were not as involved with this year's tour. However, after attending and assisting with eight previous Fall Color Tours, it was fun to just kick back and participate and take in all that the Fall Color Tour has to offer. Which is a lot, for those of you who have never attended this annual gathering as we celebrate one of the most gorgeous sections of our state!

For those relatively new to the Fall Color Tour, I thought I would share some past experiences as to why the Tour is so special. Nord Stern's second annual Fall Color Tour was the first Tour that Fred and I attended. We were relatively new to Nord Stern then and felt that it was a good opportunity to meet fellow members. On this tour, **John** and **Suzanne Dixon** and **Christie** and **Bruce Boeder** made Fred and I feel very welcome as we shared some good food, drinks, and conversation in the hot tub as well as back at the Dixon's unit (thank you Jill, for NOT sharing all the hot tub stories!). From that point on, Fred and I pledged to make other newcomers to the Fall Color Tour feel as comfortable as we had been made to feel on our first Tour weekend. The following year, **Darlene Miller** and I came up with the idea of the Friday Night Social so newcomers would have a chance to mingle before the Saturday morning events. Soon, John and I added a trivia contest as well as Nord Stern logo merchandise door prizes to the Tour, followed by generous gift certificates from both Nord Stern and BlueFin Bay.

Before long, the growing number of Fall Color Tour participants outgrew the Dixon's unit and the Friday Night Social was moved to a larger unit before ending up in the

party room. For two Tours, John was called away on business, but left his tour plans in the able hands of the **Hank and Phyllis Godfredson** and **Roy Henneberger**. During the past several Tours, Keith Jones and I tag-teamed on awarding prizes for trivia contest



*Yup, the moose did come home with Jill and Fred!*





winners and random drawings. Last year for the 10th Annual Fall Color Tour, it was especially fun to plan prizes and events around the #10. (OK, I got a little carried away with prizes centered around the #10, but it was sure a lot of fun!)

So, as the Fall Color Tour continues to evolve, feedback is essential. This year, several of you made good suggestions that included: activity choices on Saturday morning (hiking, scenic drives), perhaps planning a north woods rally, or checking out the local casino. The possibilities are endless. Come once, and you'll want to make this annual event as so many members do.

Stay tuned for the further adventures from 'Up North!'

P.S. For those who have asked, YES, I did "adopt" the stuffed moose with the red bandana from Naniboujou Lodge. He makes a fine addition to our moose collection. And BlueFin DID find my missing earring!

The Fall Color Tour Participants would like to thank the following for their generous donations:

**Jongbloed Racing Wheels** - racing jacket

**Maplewood Imports** - 3 Porsche jackets

*Above, the front lawn of the Naniboujou Lodge (our site for an excellent lunch and door prize drawing) hosts a fabulous array of Porsches. Saturday was overcast but the weather cooperated so all who wanted to could hike and of course shopping in Grand Marais was excellent!*

*Below, John Dixon, Eventmaster Extraordinaire, leads the troops! "And tomorrow, boys and girls, we go hiking!"*



**Carousel Automobiles** - Porsche polo and hat

**Nord Stern Porsche Club** - \$200 in gift certificates

**Nord Stern Club Race** - 2 club race T shirts/2 poster sets

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

# *In True Nord Stern Spirit . . .*

*by Roger Johnson*

*“ they went about getting all the approvals and we worked out all of the details. When asked how much money we wanted for them to use our cars I just responded that we were happy to help them out after all they had done for us.”*

**I**t's always nice when you get the opportunity to help someone out who has helped you out in the past. Return the favor, if you will. And as is so often the case, when you help someone else out, good things unexpectedly come to you. It is the Nord Stern spirit.

Dedicated readers of Nord Stern know that Carmichael-Lynch, PCNA's ad agency, helped us out with the creative work regarding the 2003 Club Race. They created the theme 'The Loonacy' and the very collectable posters we all enjoyed. The results of this were spectacular - race registrations were up almost 50%! We also had a huge turnout of spectators which helped us raise \$12,000 for Courage Center.

The end of May I received an email from C-L asking if we could help them find some 911s for a photo shoot they were planning for the 40th Anniversary of the 911 campaign. They wanted an early car, a middle era car, and a new car. I quickly responded that this would be no problem at all. I emailed Bob Fleming (a '65) and Dave Weisel (an '89 Silver Anniversary, ironically) asking if they were interested and quickly received favorable responses. For the new car, we would use my '02.

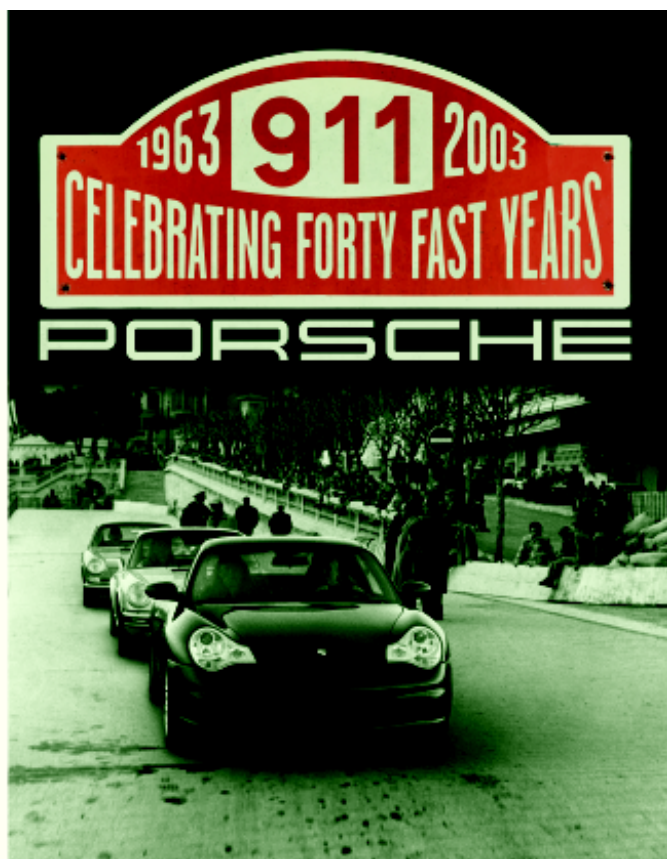
C-L had a short fuse on this project and they went about getting all the approvals and we worked out all of the details. When asked how much money we wanted for them to use our cars I just responded that we were happy to help them out after all they had done for us. We went back and forth and agreed on "something suitable for framing" thinking of something like a nice 8x10 print from the photo shoot.

The shoot was pretty typical of most outdoor photo shoots, standing around waiting

for the light to be at it's optimum. They had a photo from the Monte Carlo Rally around 1960 with three 356s lined up. The idea was to replace the 356s with the 911s. Right at dusk we shot the photos that were run in the July 2003 issue of Nord Stern. They also had us get in our cars and take a picture which I assumed was going to be the print they would send us.

In October, I arrived home to find a package in my door. In it was a framed poster. As I looked more closely, they used the picture with us in the cars! The poster is re-printed here. This will certainly be one of my more cherished pieces of Porsche memorabilia.

I've tried to convince my wife and kids that Bob, Dave, and I, are now famous models. Their response? *"That's nice. Ryan needs a ride to school and on your way out, take out the trash."*



# **Nord Stern 2004 Tech Session: Maintenance - How to Keep Your Car on the Street or Track**

**Saturday, January 10, 2004**

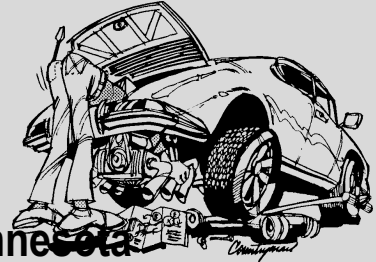
**Time: 10:00 - Noon**

**Location: Auto Edge**

**651.777.6924**

**900 Wildwood Rd. Mahtomedi, Minnesota**

**[www.auto-edge.com](http://www.auto-edge.com)**



Join us at Auto Edge as Owner Bob Viau takes us through the steps and procedures on how to maintain your and 'avoid disaster' as you push your track car to the limits! Plus learn about how you can be proactive with your 'daily driver' to keep yourself out of the 'fix as it fails' mode!

Questions, Contact: Eventmaster Andrew Busche at 612.824.3547

# *2004 Driver Education Schedule*

*by Phil White, 2004 DE Chair*

*“We run a very good event, staffed and attended by nice people (this is Nord Stern, after all!), excellent instructors and lots of track time— all for a fair price.”*

I am the 2004 Nord Stern Driver Education Chair. We have finalized the DE dates for 2004. So get out your calendars and mark these dates down. Nord Stern runs a great event (this is Nord Stern after all), staffed and attended by nice people, with excellent instructors and lots of track time—all for a fair price.

For new or novice drivers the Friday schools (Driver Training) are a prerequisite for participation in the DE. That we have quite a few experienced drivers returning as students says a lot about our instructors. In 2003 we started a *“Taste of the Track”* program which is a ‘ride-along with an instructor’ for those who are contemplating starting to DE and need help getting addicted (ahhh, now the truth is out!). Think of the instructor as the “pusher” and then its all down hill from there (editor’s note: spoken as one who has been there and still is, a state many of us can relate to!)

Road America DE in Elkhart Lake, WI usually has lots of space, three run groups last year—too much track time for me. The Club Race in August is a gas and rumor is there will be a CUP car race this year. Hotels in Brainerd in the summer can be scarce so book early. There is plenty of room for camping and RVs at Brainerd Int’l Raceway (BIR), too.



- BIR Friday Driver Training schools are: April 23rd, June 11th and Sept 17th.
- BIR Sat & Sunday Driver Education are: April 24 & 25 (traditionally known as First Fling), June 12 & 13 (traditionally known as Fast Fling), Aug 6, 7 & 8 (Annual Club Race and DE), and Sept 18 & 19 (traditionally known as Last Fling).
- Road America Monday and Tuesday Driver Ed, experienced drivers only, is scheduled for: July 12 & 13.
- Black Hawk Farms; September 2 and 3
- Le Mans; kidding.

You can email me at [rs\\_america@comcast.net](mailto:rs_america@comcast.net). There will also be registration and tech materials at [www.nordstern.org](http://www.nordstern.org). It is never too early to plan, plot, scheme, organize and finalize your vehicle ‘upgrades’ for another great year of DE with Nord Stern. Mark your calendars now, and see you there!

# Mukluk Madness

**Saturday Night, February 7, 2004**

**Munchies and Movie**

**Socialize at: The Cedar Room at Old Chicago**

14998 Glazier, Apple Valley (147th & Cedar Ave.)

**Followed by: 'Top Speed' at the**

**Minnesota Zoo Imax Theater**

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, the man behind the Porsche Cayenne, The world's fastest SUV.

Hosted by Tim Allen

6:00 PM

Social Begins

Cash Bar

Make Your Check Payable to NOrd Stern  
and send your RSVP to:

Christie Boeder

11919 Hilloway Rd. W.

Minnetonka, MN 55305

Questions: 952.593.5544

Hors d'oeuvre Buffet:

Chicken Wings

Sausage Stuffed Mushrooms

Cheese and Fruit

Mini Calzones

7:30 PM proceed to Zoo

Show time: 7:50 PM

Return to The Cedar Room 9:15 PM

Dessert Buffet and Coffee

Cash Bar

Cost: Social and Movie

\$30 per person

Additionally:

Across the parking lot is a AmericInn

Nord Stern has reserved a block of rooms  
(standard room with 2 queen beds each) at  
\$77.31 plus tax.

Call 952 431-3800 and make your reservations  
now to take advantage of this low rate conveniently  
situated next to the Cedar Room at Old Chicago.



# *Out and About at Fall Color Tour . . .*



*Roy Henneberger and Gayle Robinson discuss the merits of white wine!*



*Fred & Nancy Shearer enjoy a Coke and a smile*



*Fred Daneu & Mike Robinson*



*Darlene Miller, Lisa Hong and Rob Welch*



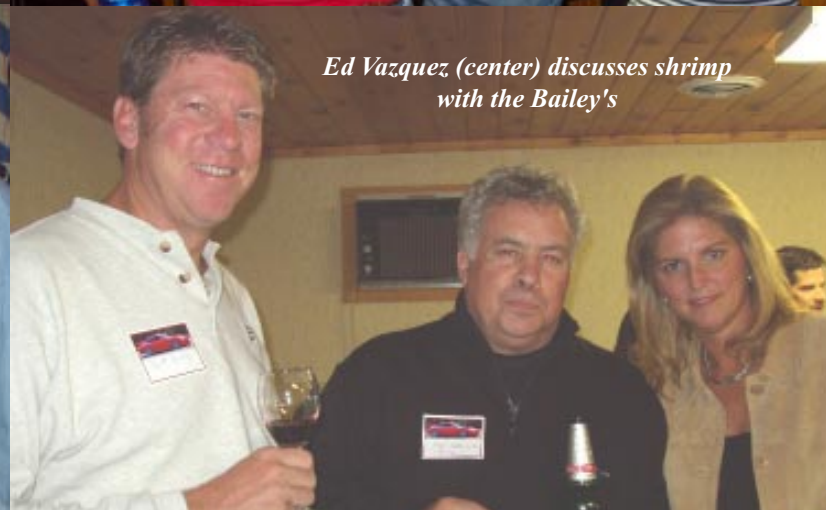
*Bob and Mary Lunde with Fred Daneu*



*Keith Jones says Check out all this food!*



*Dorie Fease chats with Betsy and Roland Viau*



*Ed Vazquez (center) discusses shrimp with the Bailey's*



# Friday Evening Social

*Al Mayer sneaks up on an unsuspecting member Riley Rogers from Fargo!*

*Bet my Porsche can outrun your Boxster*

*Frank Thayer (R) discusses the merits of beer*

*Rudy Mueller (R) shows Porsche shirt and matching beer holder*

*Mike Robinson discusses why he likes stripes*

*Judy Mueller and Susan Jones enjoy a 'Kodak' moment!*

*Fred Daneu chats with Ali Vazquez and Roy Henneberger*

*This lovely trio is all smiles*

# *2003-2004 Kalender*

---

## **December**

**2003**

- 2 **Nord Stern Business Meeting** - 1st Tuesday  
**Location:** *Lindley'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

Eventmaster: Roy Henneberger  
 RSVP 952 474-7716 or henneb@charter.net

- 23 **First Fling Driver Training**  
 Brainerd International Raceway  
 Eventmasters:
- 24,25 **First Fling Driver Education**  
 Brainerd International Raceway  
 Eventmasters: Lee Jacobsohn 612 922 8458  
 Dave Ingraham 612 799-0520

## **January**

**2004**

- 9 **Friday Night Social at 7:00 pm**  
**Location:** *Highland Grill (owned by club member Luke Shimp)*  
 771 Cleveland Ave. S. St. Paul 651-690-1173  
 Eventmaster: Roy Henneberger  
 RSVP 952 474-7716 or henneb@charter.net
- 10 **Tech Session at Auto Edge**  
 10:00 am to Noon  
 Maintenance - How to Keep Your Car on the  
 Street or Track! See page 11.

## **June**

**2004**

- 11 **'Fast Fling' Driver Training**  
 Brainerd International Raceway  
 Eventmasters: Lee Jacobsohn 612 922 8458  
 Dave Ingraham 612 799-0520
- 12,13 **First Fling Driver Education**  
 Brainerd International Raceway  
 Eventmasters: TBA
- 12 **Annual German CarFest**  
**Location:** *Rice Park in downtown St. Paul!*  
 Eventmaster: Paul Bergquist of the  
 Mercedes-Benz Club

## **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 See page 13.

## **July**

**2004**

- 12,13 **Nord Stern at Road America**  
 Elkhart Lake, WI  
 Eventmaster/s: TBA

## **March**

**2004**

- 12 **Friday Night Social at 7:00 pm**  
**Location:** *Lindley's Prime Steak House*  
**(owned by Steve and Lindey Lindemer, 2 generations of Nord Stern membership!)**  
 10715 S. Shore Dr. Medicine Lake  
 763 546-7891  
 Eventmaster: Roy Henneberger  
 RSVP 952 474-7716 or henneb@charter.net

## **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

## **April**

**2004**

- 9 **Friday Night Social at 7:00 pm**  
**Location:** *The Complete Garage*  
**(owned by Doug and Sue Arndt)**  
 Crossroads Center  
 1589 Hwy 7, Hopkins 952 939-0036

## **September**

**2004**

- 2,3 **Blackhawk Farms Raceway DE**  
 Eventmaster: Ron Lewis 952 932-0505
- 17 **'Last Fling' Driver Training**  
 Brainerd International Raceway  
 Eventmasters: Lee Jacobsohn 612 922 8458  
 Dave Ingraham 612 799-0520
- 18,19 **Last Fling Driver Education**  
 Brainerd International Raceway  
 Eventmasters: TBA





# *Reflections From Within the Pack . . .*

by Michael Ciphar

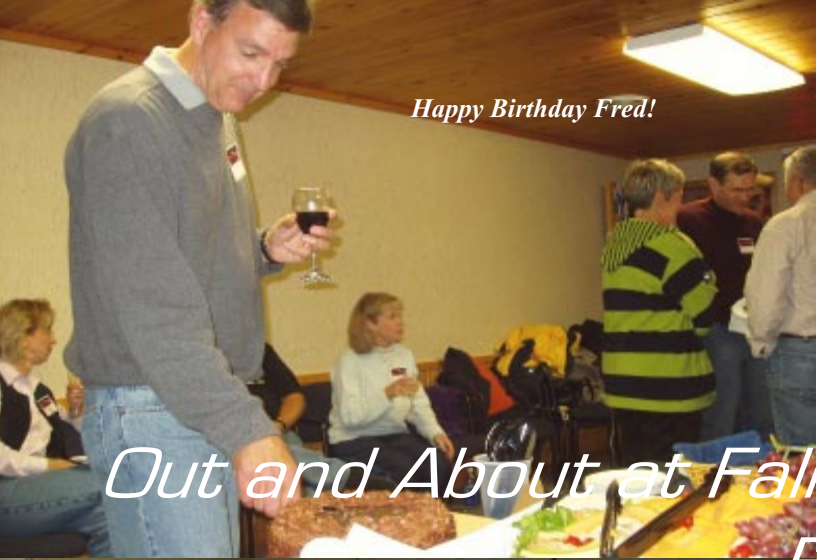
*"I was reminded of  
the wildebeest  
migration this past  
summer as I was  
driving my 911  
across not the  
plains of the  
Serengeti, but the  
plains of Southwest  
Illinois."*

From the vast Serengeti plains to the hills of Kenya's Masai Mara, over 1.4 million wildebeest migrate each May along 1,800 miles in search of edible grass. These animals are subjected to many perils along the way. Surviving raving rivers, poachers, lions and hyenas are just a few of the hazards. What they have going for them, of course, is their sheer number. If you were a wildebeest you could certainly take comfort in the knowledge that the odds were in your favor for survival – the odds are it'll be the other guy or gal who would be the one not to make it.

I was reminded of the wildebeest migration this past summer as I was driving my 911 across not the plains of the Serengeti, but the plains of Southwest Illinois. I was cruising along at about 70 m.p.h.—where the posted speed limit is 65 m.p.h.—when I noticed back in the distance a mass of cars coming up on me very quickly. There had to be close to a hundred of them, all kinds of mostly wildebeest-sized SUVs. After about half of them passed me going at least 85 m.p.h., I settled in right in the middle, rather like a little calf being protected by a group of moms. I fell into this migration and thought of the perils that may lie ahead. I was having some difficulty keeping up with them. It wasn't from a lack of power! The temperatures were in the 80s and my antiquated trombone style oil cooler was not up to the task. This despite my inclusion in the SC of a front air scoop to draw air on the trombone, a heat sink sleeve that I placed over the oil filter, plus the placement of 'Heet Sheets' to protect the valves from heat coming off the heat exchangers. After about 15 minutes, my oil temperature started to rise. I had to back off and let the rest of the herd continue on without me. This would have been foolish if I was, in fact, a wildebeest on a migration in Africa. Was there safety in numbers? Were the very respected hyenas or lions (state troopers!) gonna pick one of them off?

The beasts I ran with were obviously playing a numbers game and hoped someone else would be nabbed. Maybe the leaders in the front of the pack would warn them. I envisioned one of my newly found four wheeled brethren pulled over on the side of I-90 up ahead being eaten alive by flashing blue and red lights. Whereupon all of us would slow down as if to pay our respects. An hour later I surmised they all got through. On the Serengeti wildebeestsspeed up when one of their cousins are being chased down. On the Interstate, we would slow down so as not to provoke any other troopers who may be lurking.

I don't condone speeding, of course. Fast driving with our Porsches should only be attempted on a track at a sanctioned event, but if you are ever running across the plains of North America on a sunny dry day and come across a migration, you may want to try 'running with the herd!'



*Happy Birthday Fred!*



*Studly guys Don Miller and Bruce Boeder*

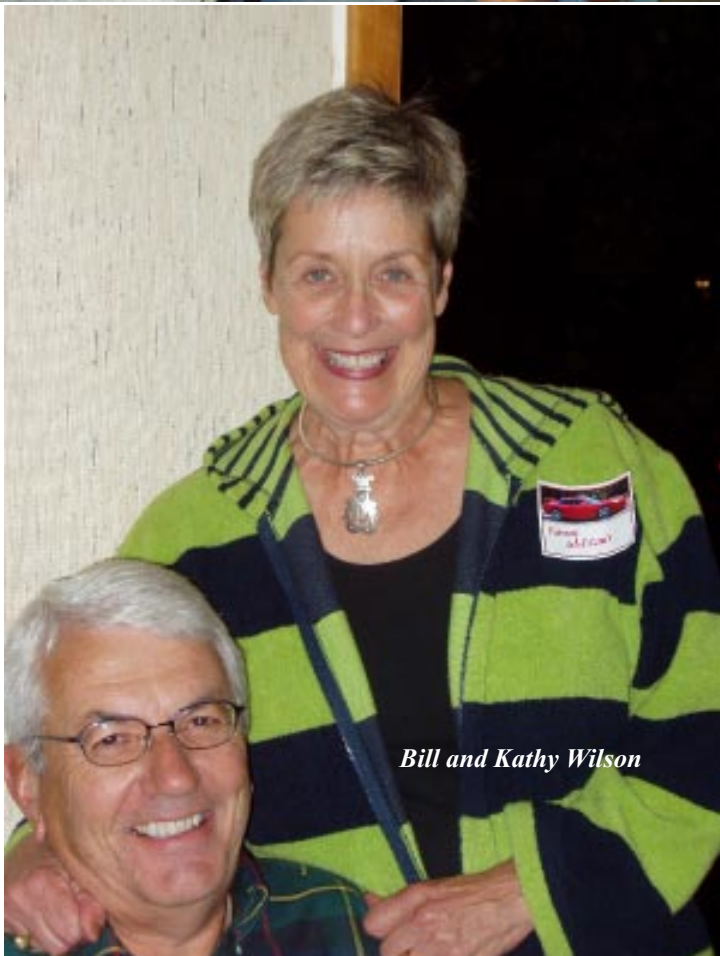
# *Out and About at Fall Color Tour . . . Friday Evening Social*



*Darlene Miller perhaps 'whispering sweet nothings?!' to Fred Daneu*



*Hmmm, Just how long IS the hike?!*



*Bill and Kathy Wilson*



*Keith Jones and Jayne Mueller*



*Jayne Mueller wears appropriate attire*

# November Nord Stern Business Meeting

Business Meeting Minutes Tuesday, November 4, 2003

The meeting was brought to order by President, Scott Anderst.

**Membership:** numbers remain stable. There have been a quite a few new members listed in the newsletter. Our ambassador should be contacting them. Mark Skweres and Jon Beatty will keep working on reconciliation of our lists with PCA lists.

**Ambassador to New Members:** No report

**Newsletter:** Our editor reported that she will be looking into ways to decrease the turn-around time for the newsletter in an effort to have a more timely product.

**Advertising:** also remains stable. Invoices are usually mailed the beginning of the month. Additional discussion will take place after the meeting to refine pricing details and incentives.

**Social:** post holiday party has a new format. The IMAX movie *Top Speed* will be shown at the Minnesota Zoo. Social activity and buffet is planned at Old Chicago Banquet Room (Cedar Ave. & Hwy 42) in Apple Valley. Discussion included looking for sponsors; casual attire; invite other clubs for the movie portion, and post movie social; and there will be a block of rooms reserved at the nearby AmericInn. An announcement is in the November issue of Nord Stern.

**Shop Relations & VP:** Andy Busche is the replacement and has some things lined up already. Look for a preview in the December Nord Stern.

**Met Council:** met with St. Cloud and have a May 3 or 4 date, which is not Mother's Day! A July date will be negotiated that does not coincide with Road America on the 12th-13th.

**Drivers Ed:** more changing ambulance company discussion as a result of invoices received for this year. Other companies will be contacted.

**Safety:** No report

**Drivers Training:** still looking for a parking lot to hold a school somewhere in the metro area.

**Timing/Scoring:** No report

**BIR Relations:** Club Race is scheduled, still negotiating final dates for other events; club race has sponsors committed; look for the new and additional feature race—a Cup Challenge—and more great things from Carmichael-Lynch. Letters to club racers from Roger Johnson were a nice touch.

**Rules:** no big changes to the rules for next year. Commented on the awards banquet, it was well attended and nicely done.

**Other Business:**

Reminder of Friday Night's Social at Bill & Kathy Berard's, November 14th.

Eleanor Renwick thanked everyone for the 'Family of the Year Award.' She and Ron were surprised and pleased to receive the honor.

**Registration:** a new form is ready, essentially combining the best of many that have been used in the past. It will be posted online and in the newsletter. Mark Skweres is working on online registration, including payment. More to come on this.

**New Business:** the BMW Club has expressed interest in DE participation with the Porsche Club; not only for sharing some events, but help with recruiting more BMW women. Discussion centered on issues and economics of combining the groups; explore possibilities further.

Respectfully Submitted,  
Eleanor Renwick/Secretary



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# *Out and About at Fall Color Tour . . .*



*The car lineups were pretty impressive! Pick a car any car*



*Saturday morning hike headquarters - great coffee, greatly appreciated on an overcast day*



*North Shore scenery!*



*Saturday morning hiking!*



*Peter can cook, too  
Photo by Ron Faus*

*Our lunch destination was the historic Naniboujou Lodge - truly a magnificent building with great food!*





*Susanne Dixon, Bruce Boeder, Ellen Weisel, John Dixon, Christie Boeder and Dave Weisel having a great time at dinner!*



*Jill and Fred Daneu on the afternoon hike*



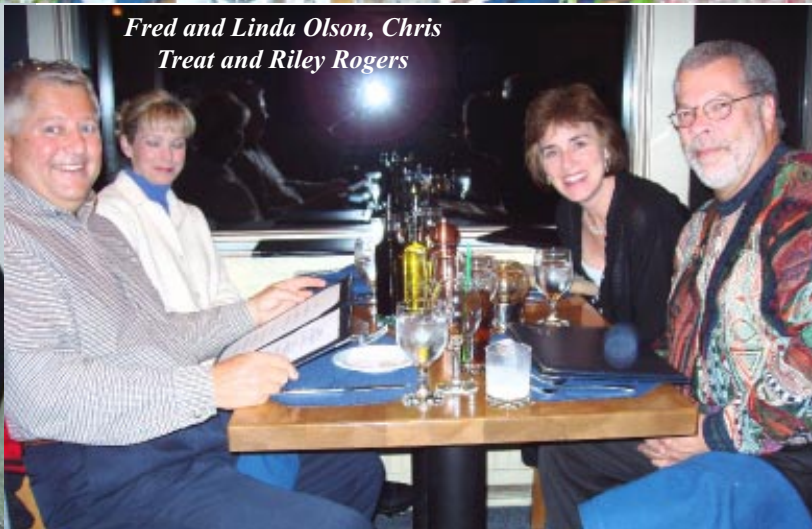
*Mueller's and the Thole's at dinner Saturday evening*



*Betsy and Roland Viau, Rob Welch and Lisa Hong*



*Dinner timewith Keith and Susan Jones, left*



*Fred and Linda Olson, Chris Treat and Riley Rogers*



*The Wilson's and the Fease's*



*Roy Henneberger and Wendy and Brian Oldendorf's*

# *Tips About Concours Judging*

*by Demetrios Mirassis, Metro New York Region (from PORSCHE POST)*

Editor's Note: Even though we are well on our way into the depths of winter which means for most of us being deprived of a daily dose of our Porsches, this article was of interest and perhaps it's enthusiasm for the 'sport' of Concours will carry over to next spring and summer when we can get back to playing and working with our cars!

Spring is nearly upon us. Porsches are coming out of their cocoons. Metro members are preparing them for the various events coming up: Autocross, Track, Rally and, of course, Concours. Here is where I come in. If you read on, you will come to many concours tips geared toward novice participants. But I must give credit where it is due. Metro's Concours Guru, Charles Mekeel, and I sat down for brunch on a recent Sunday with Henry Hoeh to discuss some ideas about the sport. Thanks to you both, guys.

## **What do Judges look for?**

- \* Before judging begins, every car is "perfect." Judges look for imperfections and deduct points.

- \* Preparation: Cleanliness, absence of scratches, dings and dents. A stone chip that was touched up will fare better than one on which no effort to repair had been extended. Stuff happens, but you can't ignore those chips. The judges won't overlook them.

- \* PCA judging is "Hands On." Expect to have your car's engine probed, its seat cushions parted, and the storage compartment checked for dirt and debris.

## **What should, or should not, be in the car?**

- \* Whatever came with the car from the factory should be in the car. This includes owner's manual, spare tire, tool kit, jack and air compressor (if factory supplied).

- \* Take out anything not supplied by the factory: After-market mats, maps, tissues, loose change, radar detectors, CDs, cellular telephones, etc.

## **Most common mistakes**

- \* Lack of knowledge about what will be judged.
- \* Not emptying the glove compartment.
- \* Attempting to prepare and clean the car the day before an event. You are supposed to be competing in a show, not trying to sell the car to a neighbor.

- \* Too many novices focus 90% of their efforts on polishing and waxing, and the other 10% on whatever there's time left to work on.

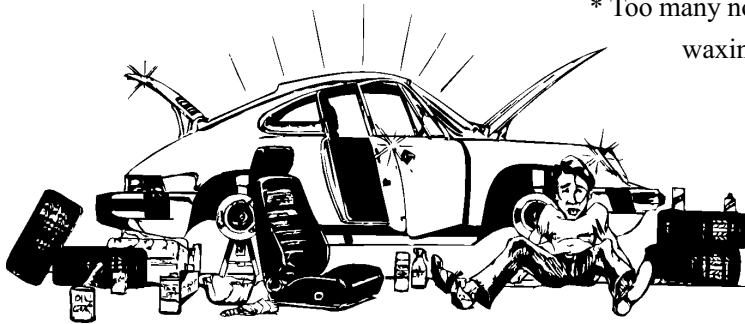
- \* Spending too much time on the shiny areas and not enough in obscure places (e.g., pedal cluster).

- \* Applying too much dressing to seats and tires (a huge pet peeve of mine). If a judge runs a hand across the dashboard and it comes up

greasy, oily, or messy, expect points to be deducted.

## **Human Nature and Judging**

- \* Properly trained judges tend to go to the same places on each car. Know your car, but more importantly, know your judges. Follow them around your car. Watch them at work. The judge will know you are focused and care about what's going on, not off







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looking at everyone else's car. You can learn much by watching a judge walk around your Porsche. But do not distract the judges, which might imply an attempt at deception.

\* First impressions count. Make sure your car is shiny as the judges walk up to it. This is the only time the shine will have a subconscious effect since only the exterior judge will look at it carefully and even then, really will be looking past the shine into the paint itself. When the doors are opened, does the interior smell like leather or will an aroma reminiscent of Kentucky Fried Chicken overwhelm the interior judge? This judge will appreciate it if you open the windows a bit to let the car air out. Judges do not like to be uncomfortable. After all, they are volunteers and not being paid to do this job.

\* Judges are human. They occasionally make errors, so check your score sheets when returned.

\* Be smart enough to avoid antagonizing the judges. Some of the same crew may judge at the next event you enter. Try to remember that this is a competition but still needs to remain on a friendly level. Many of the people against whom you compete are your friends.

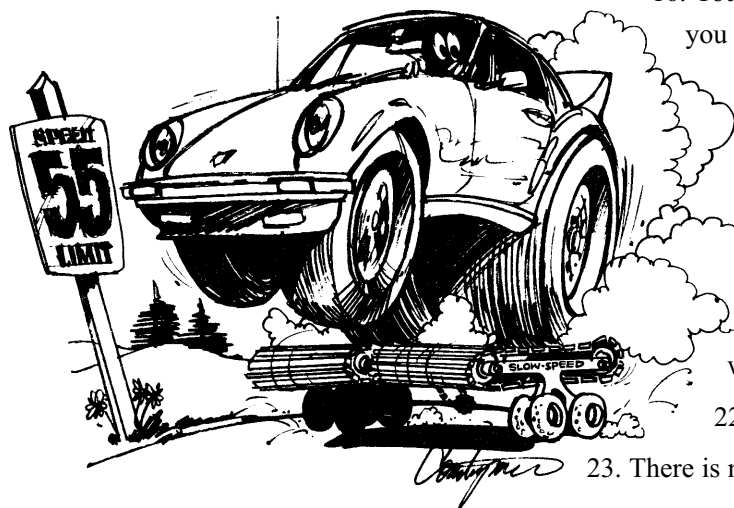
\* Finally, be patient. At the end of the day, everyone is tired, anxious to get the award ceremony over and go home. Determining the winners does take time, but don't try to hurry the scorers. Let them work in peace. The sooner they can arrange the order of finish and give out trophies, the better. And always remember to keep the shiny side up.





You know you have too much horsepower when . . .

1. The emissions test guy starts laughing as soon as you pull onto the rollers.
2. You can't drive your car in the rain.
3. Your wife is afraid to drive your car.
4. You are afraid to drive your car.
5. You spend more on tires than on food.
6. You spend more on car insurance than on house payments.
7. You look in a state police car and see a picture of your car taped to the dash.
8. You throw your underwear in the garbage rather than the hamper.
9. You have to go to the track to buy gas.
10. Your mechanic names the new wing of his shop after you.
11. Jacques Villeneuve and Michael Schumacher wave you by.
12. You can make the Kessel Run in less than 12 parsecs.
13. You're tempted to wear your fire suit just to drive to the office.
14. Red signal lights shift to green as you're approaching then shift back to red as you're receding.
15. You arrive somewhere before you left.
16. You get pulled over for doing 155 in a 35 but the cops will let you go if "they can look under the hood."
17. You remove the \$2000 stereo system to save 6 lb. of weight.
18. You are not allowed to run in the Silver State Challenge.
19. You get an anonymous phone call asking if you are interested in being in the Cannonball Run.
20. Your face looks like you are riding a NASA centrifuge when you drive the car.
22. You need parachute braking.
23. There is no possible way to "sneak out" of your neighborhood at 6 am.
24. Your pets scramble for their hiding spots as soon as the garage door is opened.
25. Family photos throughout the house are replaced with life-sized posters of your car.
26. Fuel is delivered to your home: in 55 gallon drums.
27. You carry earplugs in your car.
28. You find out that side mirrors don't hold up at speeds exceeding 145 mph.



... continued from page 32

- Reinstall the muffler one last time and take the car for a test drive. The exhaust will rumble at idle and howl with your foot planted, but it will not be loud and will pass the strictest driving event noise restrictions.

#### **Late Muffler modification**

The late muffler modification is the same as the earlier version with one exception. After the hole is cut into the end of the muffler you will find a pipe that makes a U-turn.

- Reach inside the muffler and remove the wrapping from the pipe. A pair of long needle nose pliers work well for this job.

- Take a cutting torch and remove the U-turn pipe from the end chamber.

- Remove all debris from the end chamber. If pieces are left in the end chamber an annoying rattle may result.

- For an additional exhaust “growl” make two 1.5-inch holes in the chamber wall on each side of the two existing pipes. These

are the pipes that used to have a U-turn pipe attached to them. The cutting torch works best for this.

Attach the tail pipe as described above and get ready for your test drive.

Don’t be surprised when people turn their heads, smile and say; “*Now that’s what a Porsche is supposed to sound like.*”



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### G-class 1979 911SC

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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 1993 Wheels and Tires

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### 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

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### 1982 928

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# *911 Twin Pipe Muffler Conversion*

**By Steve Grosekemper**

*“Many aftermarket units are excessively loud and possess an annoying resonance. Then there is that excessive price tag . . . “Hey that muffler could buy me a new set of tires!”*

One of the best things about a 911 is the sound; it is what draws many people to the model in the first place. Anything that can improve that sound can only add to the personality of the car.

This is no recent revelation on my part; companies have been selling aftermarket exhaust systems for 911s since their beginning. The problem with making a better exhaust system for your 911 is that the factory did such a good job in the first place.

Many aftermarket units are excessively loud and possess an annoying resonance. Then there is that excessive price tag . . . *“Hey that muffler could buy me a new set of tires!”*

The solution I came to is simple—just modify the stock muffler. There are two basic types of mufflers for ‘65-89 911s. The first type is the dual inlet, single outlet type. (‘65-74 911) The second type is the single inlet, single outlet type found on ‘78-89 911s. ‘75-77 911s will use different versions of these two types of mufflers depending on what emission control systems the cars were originally equipped with.

Now most people are familiar with the dual outlet mufflers made famous by the ‘73 Carrera RS. (Two pipes straight out the back about ten inches apart) They are great systems with great flow and sound, but they are very loud!

We are going to do something a little different. Those mufflers have several baffles cut out and only use the center silencing chamber, the exhaust then exits out the back.

We will not do any baffle cutting on the early type muffler, and minimum cutting on the late muffler. The great thing about this conversion is that we will not be cutting into the body of the muffler at all. Our surgery will be arthroscopic, all done through the hole made for the second tail pipe.

The one down side with this conversion is that the rear valance needs to be modified. We are going to install our second pipe on the right side of the car in the exact opposite position as the left side. So it is best to take care of the valance first. This is not a difficult proposition, but best left to a body shop for those not familiar with the process.

## **Early muffler modification**

- Remove the muffler and make a 2.25-inch hole in the exact center of the right side of the muffler. A hole saw works best for this. You will notice three pipes inside. By installing a right side exit we are reducing backpressure and allowing the exhaust to exit without going through all the silencing chambers.

- Re-install the muffler back in place.

- Spot-weld your new right side tail pipe in place. Be sure to center it so it is symmetrical with the other side. Porsche sells a replacement tail pipe for 911 mufflers, which works great for this application. The great thing about using the Porsche part is that it is the exact same size as the left side and the chrome tip will fit perfectly. The part number is 901.111.287.00 and costs about \$30.

- Now remove the muffler and neatly complete the weld.

*Continued on page 29*



