

N O R D S T E R N



PORSCHE

January 2004

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

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Front Cover - Notice the 'Inspection Area' sign, it's an original from the early days of Donnybrooke. Ron says its where he shot his photo of Paul Newman- commenting that Club Racers have nicer paint and sticker jobs on their cars than the pros now. Just because they don't make 917s and GT1s anymore, doesn't mean racecars can't be pretty!

Back Cover - The tails have it (open or shut!). Both photos by Ron Faust at this past year's club race in August.

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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 Mtka. Blvd. Suite 300

Minnetonka, Mn. 55345

Reminder: Annual Dues are:

\$20 for January to December

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

*“If you **never, ever** read anything in Nord Stern . . . take a moment and read the article featuring Zach Johnson of the Courage Center on page 9 of this issue.”*

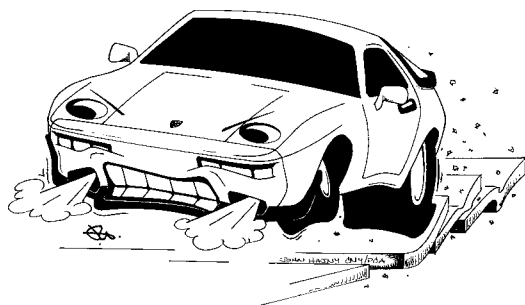
Here it is another new year (but of course I am writing this as the ‘old’ one is drawing to a close) and again I am astounded at the passage of time. Where does it go! Of course I see the wrinkles and gray hair and . . . all the those depressing signs that time truly is passing. With that said, there is much to be grateful and thankful for in our lives just as I am sure there is in yours. All the Boeders certainly wish each and everyone of you a very happy holiday and the best in the new year (and this will include daughter Kirsten who finally, after all these years, will get to take Driver Training!).

If you never, ever read anything in *Nord Stern*—if you are one of those who probably do the ‘quick’ turning of pages glancing at photos, headlines and perhaps allowing your brain to settle on one thing of interest—you absolutely have to take a moment and read the article featuring Zach Johnson of the Courage Center on page 9 of this issue. And Roger Johnson’s introduction on the facing page. This is one truly amazing kid and hearing his story, his outlook on life and philosophy is truly uplifting! And there is a connection with Porsche stuff so don’t skip by assuming there is nothing of interest there. You will not regret taking the time to read it.

And now for a little club member newsy stuff. Just received an email from Nick Summers (he of the ‘stolen race car’ caper—heavily modified screaming yellow 914—with the happy ending that was featured in Nord Stern last year) and thought I would share it here:

“Been through a lot of changes in last couple of years—moved to a new house, got married, and now the biggest of all . . . Sandra had a baby boy, Ben, on Sat Nov 22nd . . . the same day that England won the rugby World Cup! (and for the American’s among you, yes that is bigger deal than the baseball World Series which doesn’t seem to be very “world” at all!) Mother and son, both in great form. Ben seems to be having a lot of fun keeping his parents awake all night, so if anyone has good tips on how to get a baby to sleep, I’m listening!”

Congratulations to both Nick and Sandra as their family now becomes three (although it undoubtedly seems like more!) and I hate to say it, but we never found a ‘cure’ to the universal sleep deprivation that just seems to be a part of parenting. Welcome to the world of parenting!



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Welcome . . . New Members

(and returning members!)

We hope to see you
at upcoming events!



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

No New Members this month!

“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.”

Editor’s Note: Rallies

whether be they

‘serious’ or not, are a

lot of fun!

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!

"I have been fortunate (in more ways than one) to meet so many exceptional people in this club and to experience first hand the friendship and sharing of knowledge that exists here. If you are not participating and having this experience, I invite you to get involved!"

Welcome to Nord Stern 2004! I encourage everyone to look forward to a fun and exciting year filled with great events of all types, an appreciation of the great cars we enjoy, and most important of all, the very special people in our Nord Stern family. I have been fortunate (in more ways than one) to meet so many exceptional people in this club and to experience first hand the friendship and sharing of knowledge that exists here. If you are not participating and having this experience, I invite you to get involved!

Each year we seem to change and adapt and improve in every area, we all owe a huge thanks to 2003 President **Scott Anderst** for the dedication he showed throughout the year—always going the extra distance and making the hard decisions that often were required “to make things happen.” Thanks Scott, a job well done and for helping me prepare for the responsibilities of the coming year.

As with every new year, changes are made, people move on, and new people step up. I would like to say thanks to **Jon Beatty** for all his hard work and encouragement as a past President and a board member. Jon has been on the board for the past three years and will now “retire” from this position as Scott joins the Nord Stern board. Jon will continue to be involved in the club activities as membership chair and as we all know is always ready to help anyone.

Other personnel have also been added in chair positions. You should review the chair positions and names in the newsletter to become familiar with the people you may want to call on for information or to suggest new ideas. Be sure to say “thank you” to all those who contributed so much time last year and beyond, and are now moving into other positions or just stepping back to allow others to step up.

I strongly encourage every member to step up in 2004 to give the club a look, see what the club offers to you: from car handling classes, Autocross, Rally, Concours, Tech sessions, North Shore tours, Friday night socials, Holiday Parties, Awards Banquets, Driver Training, Driver Education, High speed events, Time Trials, Club Racing, to just enjoying and appreciating these great Porsche automobiles.

Get involved, participate!

Notes From the Battlefield

by Arthur Cunningham, Milwaukee Region Steinlifters December 2003

*“My bride feigned
compassion at my
deepening dejection.
Mary was not
warmed by the
prospect of solo
driving a VW
Vanagon back to
Oklahoma with three
young children
aboard. Three weeks
went by. Consarnit.
Everyone has read
the booklet!
Depression fogged
my mind.”*

In July of 1987, friends offered our family their hillside home overlooking the mouth of Carmel Valley, CA. While in the midst of beach combing, exploration of the old cannery ruins, and rekindling old friendships, I found an automotive boutique. I found a small booklet written by some local Porsche gurus proffering tips and opinions on used Porsche ‘best buys.’ One fellow opined that if he were on the prowl, he would look for a 1973 1/2 911T with CIS (whatever that meant). He explained that the Porsche body style was the epitome of aerodynamic evolvement before the big bumpers and billows fitted in 1984. Furthermore, he offered that the 2.4-liter engine developed the greatest unadulterated (by smog devices) power.

Subsequently, I found an article in *Upfixin’* indicating that Bruce Anderson, a longtime PCA Tech chairman, penned that booklet. Air conditioning was even a possibility. For me, a fan would be helpful in the summer heat of my current domicile . . . Oklahoma. My slick-skinned 1958 356A time had neither! I still recall the strange looks I received as I drove down those streets with my head sticking out the little window of a funny looking car vainly attempting to draw in some cooler air. I believed that such deductive reasoning justified my extensive search for perfection for my ‘best buy.’

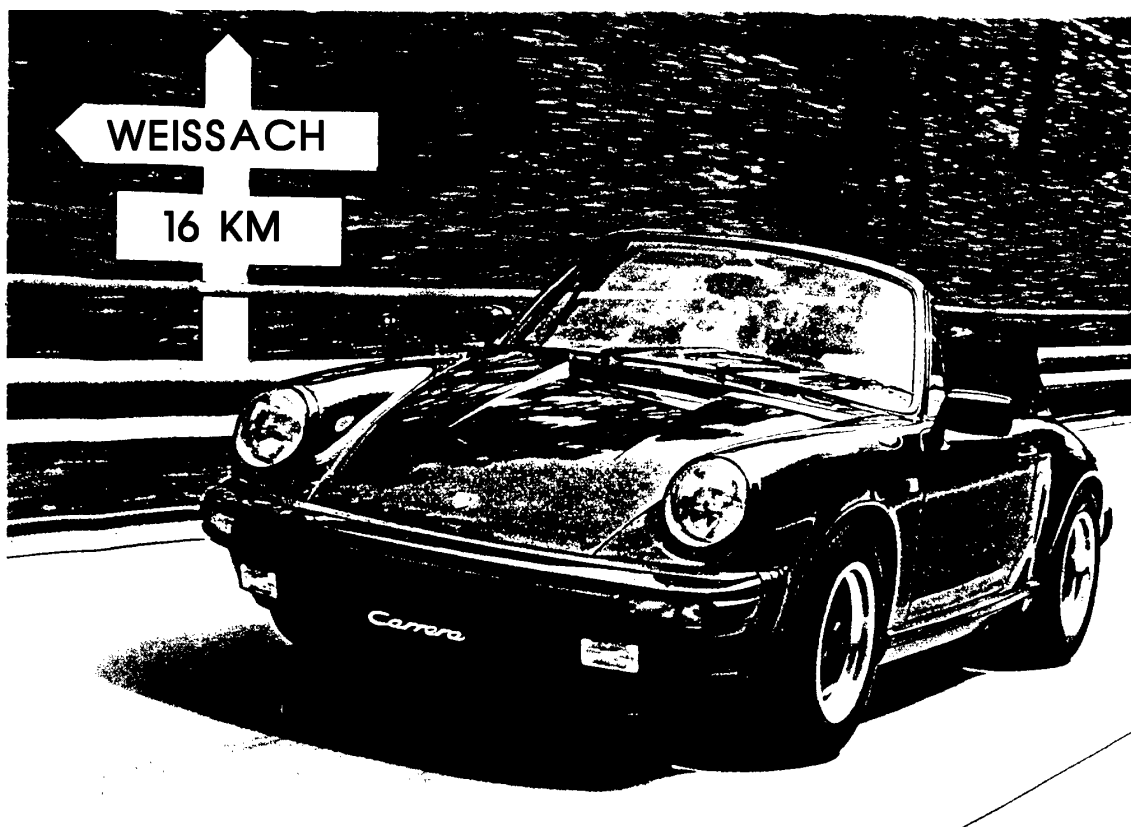
I started my daily odyssey pouring through the San Francisco and Monterey papers. I did find one yellow 911 (A/C equipped) in my neighborhood . . . but it smoked on start up. This phenomenon surprised me. I was told that they all do that and none can explain it. However, there was a deposit on it by another prospective buyer. One week went by. The classifieds usually contained 10-15 356s and 914s plus something called a 906 (never heard of that one!) once in awhile—but no ‘73 911s. My bride feigned compassion at my deepening dejection. Mary was not warmed by the prospect of solo driving a VW Vanagon back to Oklahoma with three young children aboard. Three weeks went by. *Consarnit*. Everyone has read the booklet! Depression fogged my mind.

Then, on the Sunday morning before our Oklahoma departure, I realized that I had overlooked the San Joe Mercury News. What’s 75 cents?! I was desperate. There it was! I awakened the owner with my 8:00 a.m. call, arranging to see the car the next day at his office building. A handmade canvas cover hid the Porsche. Pulling off this covering revealed a maroon 911 with 43,000 miles on the odometer. George began the demonstration drive by explaining that the A/C would freeze the hair off my chest . . . then promptly turned it off. I apologized for calling so early on a Sunday morning . . . obviously awakening him. He allowed that he and several cronies had spent the early hours of Sunday, 2 to 4 a.m. racing each other at 90 and 100 mph on a special section of the Bay Area freeway system! He said that some famous Palo Alto Porsche shop had just rebuilt the engine. Recaro seats? Ugly and uncomfortable, whatever they are. He said he was selling it because his boss told him, “It’s time to grow up and satisfy your car habit with 1934 Packards and other fine old classic American Iron.” Yeah, right, whatever, I want this car! (True enough, he later sent me a picture of himself with a big behemoth of 1930s vintage.)

"I'll buy!" I said after he said there was another very serious call on his 911. I didn't even drive it before I wrote a deposit check. I called my friendly banker back home and requested him to wire \$10,000 for this car . . . if he would be so kind. George agreed to deliver it the next day . . . our last day in town. I was ecstatic. He had removed the Recaros saying they would make up the difference from his asking price and my giving price. I have pictures of my handing him the check and receiving the title in return. "By, the way," cautioned George, "don't get squirrely in the rain on those Yokos!"

We left for home the next morning. The A/C was nonexistent in the Vanagon and barely working in my 911. Mary was miserable. I was ecstatic. In the middle of Death Valley, our Vanagon suffered a flat. *Are we going through Hell?* The 911 ran beautifully. I conjured up the image of being a hotshot WW11 fighter pilot, swooping down on the lumbering Vanagon, backing off, then speeding by Mary and my gang waving at the kids as I shot past. Mary made me sell the 356 when we got back.

The 911 had been lowered and benefited from a Weitmeister strut brace in the front trunk. George obviously had driven her hard . . . the second gear syncro was gone. It had at least 143,000 miles on it, if not more. Five years after my purchase, at 232,000 miles, she started smoking.



When my 16-year-old son and I tore it down we found cracked rings and pistons. With expert help from Fabson AG, we rebuilt it.

The object of my admiration now has 288,000 miles or so on the odometer. In 1993, I had it stripped and repainted Midnight Blue. There was no way I was going back to that awful original eggplant purple! Each of my three children has 'dibs' in on it the day I pass on or can't get in and out of it!

Editor's Note: I always enjoy the stories of how members ended up with the cars they own and particularly the Porsches they buy. It seems everyone has a pretty unique and often quite interesting 'story.' This one caught my eye and was entertaining enough to warrant inclusion here—I think there are several members who can perhaps say, hey, that's my story, too!



Outline for An Auction 2004 Style . . .

by Roger Johnson, 2004 Club Race Chair

*“ . . . a remarkable
young man spoke to
the group at the
enduro driver’s
meeting. . . . It
certainly was the
most emotional
driver’s meeting I had
ever attended.”*

Recently Bobby Piper, Teresa Vickery, and I had a meeting at Courage Center to lay the plans for our auction effort at the 2004 Club Race. The wheels are already turning and this year’s effort should be the best ever. If you know of interesting items we can auction off please contact one of us. Proposed items include a ride in a corporate jet, a garage tour and cocktail party, fishing trips, golf outings, tickets to sporting events, jewelry, and, of course, Porsche and racing memorabilia. Please give some thought to something fun (and valuable!) that you might be able to put into the auction and give one of us a call.

When preparing for the meeting, my thoughts wandered back to the 2001 race, where a remarkable young man spoke to the group at the enduro driver’s meeting. He was sixteen, in a wheelchair due to cerebral palsy, and was a wheelchair racer of national regard. Since we were “Racing for Courage” that afternoon, he spoke about his experiences with a disability, with Courage Center, and as a fellow racer. It certainly was the most emotional driver’s meeting I had ever attended.

I was wondering what had become of this young man who’s face was indelibly printed in my memory, but whose name had escaped me. Turns out Zach Johnson is featured in the latest issue of ***Onward***, which is the Courage Center’s newsletter. We are running the article here with their permission.

A Passionate Life

Courtesy Courage Center, Onward

“ . . . I approach every day as a challenge to learn whatever I can to become more independent. It’s my independence that will enable me to be a productive individual in society and give back to my community.”
“It’s important for people to know that donations to Courage Center work, I mean, really work.”

“My goal is to one day be the first division college head football coach in a wheel chair.”

Zachary Johnson tells it like it is. This 19-year-old, self-admitted “straight shooter” doesn’t mince words. *“I’m passionate. I know the game. I can visualize and translate my passion and insight to the players. I’m out on the field for one reason only – to win.”*

Sports, football in particular, are in this young man’s blood. At his grandfather’s house, where he spent a lot of time as a youngster, the TV was always blaring sports. *“You learned to like it or ‘the heck with ya’,” Johnson laughed. “I loved it and it lit a fire in me.”*

Johnson is from Grand Rapids, Minn. *“Nothing against small towns but, for me, as a person with a disability (cerebral palsy) opportunities were limited. On the positive side, I broke ground for disability awareness in my community. I graduated from Greenway High School eleventh in my class. I coached junior high and high school football. Yet, I wanted to accomplish more. I never saw myself as expecting less of myself or accepting less.”*

At eight, he went to Camp Courage. He met children like himself and did the wonderfully average kid stuff that children do at camp. *“After that first summer, I never missed another summer at camp. As a kid, and later, as a teenager, I was simply focused on the fun I had at camp; I didn’t know then that I was laying the foundation to be involved with Courage for the rest of my life.”*

Last year, he attended Courage’s College Prep Camp. *“I had already made up my mind that I was going to college. At camp we studied computers and cultivated study skills to help us prepare for college life. I ended up being a computer lab intern at camp—very cool. But even better was that a fellow camper told me about Courage Residence. Three weeks later, I came to the Residence for a tour. Bam! I made the decision, was accepted, and here I am today.”*

At Courage Residence, Johnson is learning independence. Literally. *“I now ride the bus on my own – a huge deal. Just this one skill enables me to go where I want, when I want, if I need. That kind of mobility is freedom.”*

He’s also learning skills to manage his routine daily living needs. *“I wash my own clothes and do my own shopping for*



Continued on page 10

Passionate

... continued from page 10
my personal needs. These skills reduce my reliance on others and open up opportunities to do more with my life."

Never one to sit on the sidelines, Johnson is passionate about participating. He played hockey in the Minnesota Power Hockey League, his team taking third place in the state playoffs. He's also enrolled in a martial arts class taught by visiting training experts. In fact, he's so busy that he can't coach football this year, his first non-coaching season since junior high school. *"I'm going crazy! Coaching is like air to me! I gotta get back to it!"*

Yet, Johnson's passion is tempered with a sobering dose of realism. While paid coaching is Johnson's career choice, he knows he has to earn it.

He's already taken a number of steps along that path. *"Back 'on the Range,' coaching regular, non-disabled kids in junior and senior high was my only coaching option. My small schools didn't have adapted sports, so I helped the head coaches in regular sports. That's where you learn how to pop a kid's shoulder or finger back into place,"* he added with a knowing smile.

He's also planning on attending community college for two years, then transferring to a university to major in sports marketing and management with a minor in coaching. *"I've chosen the broader field of sports marketing and management to open up wider employment opportunities,"* he explained.

In the meantime, Johnson is looking for *"any sports-related experience I can get. If anyone is looking for assistance, I'm their guy. A position as a coaching intern in football, wrestling, or other sport would be ideal. My email is boodzj@2z.net, and I'm serious."*

Johnson attributes his strong work ethic to the values his parents instilled in him. *"From childhood on, the feeling was, 'OK, Zach, you've got a disability. So what? That doesn't entitle you to more or less from life. You're going to live in society and earn what you get.'"*

"I think of that every day I'm here in Courage Residence. I approach every day as a challenge to learn whatever I can to become more independent. It's my independence that will enable me to be a productive individual in society and give back to my community."

"It's important for people to know that donations to Courage Center work, I mean, really work. For example,

look at Courage Residence. It's the only one of its kind. It's a transitional rehabilitation facility where, on average, you get about six months to live here and—I mean this—change your life. Unlike an acute rehab facility where you focus on a particular injury or illness, Courage Residence considers your entire life. It asks, 'What do you need to be a whole person with a complete life?' and then helps you achieve it, whether it's social, recreational, therapeutic, vocational or whatever.

"Listen, I'm a straightforward kind of guy. I'm not exaggerating when I say that I just wouldn't be in the position I'm in today—learning independence, preparing for college and focusing on a career in sports—if it weren't for Courage Center. Courage is allowing me to explore my opportunities and helping me achieve a quality of life that I couldn't have achieved otherwise.

"And, if that isn't reason enough to motivate donations, let me give you two more. First, Courage gets people with disabilities back into the community where they can become productive, tax-paying citizens giving back to society. And, second, this is America. In the Land of Opportunity, everyone deserves a chance."

Courage Center helps people with disabilities create opportunities to explore their full potential. To help support their efforts, call 763-520-0500.

"If you want to accomplish your goals but don't know how to begin? (Do I know that feeling!) then come here to Courage Center first. Maybe Courage Residence is right for you. I know it's a big decision.

But, I'm telling you: these people will help you change your life."

**—Zachary Johnson,
Courage Residence participant**

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

Saturday, January 10, 2004

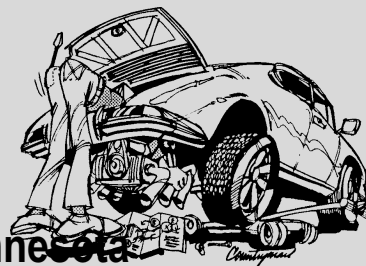
Time: 10:00 - Noon

Location: Auto Edge

651.777.6924

900 Wildwood Rd. Mahtomedi, Minnesota

www.auto-edge.com



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

Nord Stern 2004 Tech Session: Safety Tech Session with Sparco

Saturday, February 28, 2004

Time: 10:00 - 2:00

Location: Apex SPG

7200 Hudson Blvd. Suite 165

Oakdale, MN 55128

Phone: (800)375.3942



Watch your February Nord Stern for further details but mark your calendar now for this upcoming Winter Tech Session hosted by Jim Bryant of Apex SPG.

Questions, Contact: Eventmaster Andrew Busche at 612.824.3547

Mukluk Madness

Saturday, February 7, 2004



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

Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

Name/s: _____

Email or phone Number: _____

Numbering Attending @ \$30 each _____ Total: \$ _____

Mukluk Madness

Saturday, 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:

Hors d'oeuvre Buffet:
Chicken Wings
Sausage Stuffed Mushrooms
Cheese and Fruit
Mini Calzones

Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

Questions: 952.593.5544

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.

Special Edition Boxster S Celebrates 50 Years of the 550 Spyder

Text and photos Courtesy PCNA

ATLANTA, GA, Nov. 21, 2003 - Porsche has announced the creation of an exclusive 2004 Boxster S model designed to commemorate the 50th Anniversary of the legendary Porsche 550 Spyder. To be unveiled at the North American International Auto Show in Detroit in early January 2004, the new "50 Years of the 550 Spyder" Boxster S reflects the spirit of one of Porsche's most famous models.

The Boxster is styled after the 550 Spyder, with similar bodylines, mid-engine roadster configuration, low weight, excellent agility, and a high level of driving pleasure. The new commemorative Boxster S further reflects this classic Porsche model with performance enhancements and additional styling cues not previously available on Boxster models.

For added performance, the new Boxster S edition is equipped with the most powerful engine ever offered in the Boxster model line. Rated at 264 horsepower (SAE), the 3.2-liter flat-six cylinder power plant propels the car from 0 to 62 mph (100 km/h) in 5.7 seconds, and to a top track speed of 165 mph (266 km/h). Sportier suspension settings, 5 mm-wide wheel spacers on all four wheels, and standard 18-inch Carrera wheels improve handling, while a 15 percent shorter shift travel in the standard six-speed manual transmission provides quicker gear shifting.

As most 550 Spydres were painted silver, the new special edition Boxster S is finished in GT Silver Metallic, a color only found on the Carrera GT and "40 Years of the 911" models. The soft top is in Cocoa, a dark brown color used by Porsche for the first time. For additional visual emphasis, wheel spokes are painted in Seal Grey, a colored Porsche crest adorns each wheel hub cover, and the monoblock brake calipers have an aluminum paint finish. Other exclusive exterior styling features include silver-painted grills above the rear strut openings, a specially created stainless steel tailpipe, chrome plated and polished Boxster S lettering on the rear deck lid, and safety bar padding that matches the car's interior.

Cocoa and GT Silver dominate the car's special interior with matching carpet and floor mats featuring the Porsche script logo. The center panels of the standard heated seats, handbrake lever, gear lever gate, ball-shaped aluminum gearshift knob, inside door handles,

and padded sport steering wheel are covered in Cocoa colored leather. The rear section of the center console, handbrake lever, grooved bar on the dashboard, switch panel, and the back of the safety bars are painted in GT Silver Metallic. Instruments are uniquely styled with black faces surrounded by chrome plated decorative rings.

Other standard features include Porsche Stability Management (PSM), an on-board computer, Litronic headlamps with dynamic beam angle adjustment and a cleaning system, and a wind stop. The Tiptronic. S automatic transmission system, GT Silver seat back shells, and Dark Gray natural leather interior (at no extra cost and



Continued on page 17

2003-2004 Kalender

<i>December</i>	<i>2003</i>	<i>March</i>	<i>2004</i>
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	Friday Night Social at 7:00 pm Location: Lindey'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
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	13	Swap Meet Carousel Automobiles 8:00 am Watch <i>Nord Stern</i> for details
<i>January</i>	<i>2004</i>	<i>April</i>	<i>2004</i>
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	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 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.	23	First Fling Driver Training Brainerd International Raceway Eventmasters:
<i>February</i>	<i>2004</i>	24,25	First Fling Driver Education Brainerd International Raceway Eventmasters: Lee Jacobsohn 612 922 8458 Dave Ingraham 612 799-0520
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.	<i>May</i>	<i>2004</i>
10	Tech Session at Apex 10:00 am to 2:00 pm Safety Tech Session with Sparco See page 11.	23	Nord Stern Autocross St. Cloud Driving Facility
		<i>June 2004</i>	
		11	'Fast Fling' Driver Training Brainerd International Raceway Eventmasters: Lee Jacobsohn 612 922 8458 Dave Ingraham 612 799-0520

* Denotes New Date/Event

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

July

2004

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

25 **Nord Stern Autocross On Sunday**
St. Cloud Driving Facility

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

*19,20 **Blackhawk Farms Raceway DE**
Eventmaster: Ron Lewis 952 932-0505

*27-29 **Run for the Hills, Part Deux**
Sponsored by Dakota and Rocky Mountain
Regions. Groups leaving Sioux Fall and Denver
to the Black Hills. Contact: John Forrette:
jfmmba@msn.com

September

2004

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

Boxster S

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with corresponding black top and carpets) complete the short list of options.

Named after its corresponding internal design project number, the 550 Spyder was the first Porsche sports car created exclusively with racing in mind. Among its numerous racing successes was a class victory in the 1954 Carrera Panamericana - the famed Mexican road race. Triumphs such as this contributed to the Porsche brand fame and its current familiarity among the general public.

Production of the new Boxster S edition is limited to 1953 units to commemorate the 550 Spyder's introduction at the 1953 Paris Motor Show. A limited-edition plate on the center console indicates the Anniversary car's production number. The new Boxster S model will go on sale in the United States and Canada in March 2004 at a price of \$59,900 US and \$85,300 CAN.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, Ga., and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c.F. Porsche AG, PCNA employs approximately 250 people who provide Porsche vehicles, parts, service, marketing and training for its 204 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



“For Women Only” Driving Events Program

We’re excited to announce a 2004 series of Driving Events just for women. These are specifically “real driving in the real world” oriented. This program is being jointly offered by the Audi, BMW, and Porsche Clubs, but no membership/affiliation/make of vehicle is required to participate in any of the following. We invite all women to join us!

Questions? Curious? For more information:

Teresa Vickery, Nord Stern: twv@MktgByDesign.com or 952 474-7126

Susan Anderson, Audi Club: susan@andersonmotorsport.com

Barb Avise, BMW Club: barb.avise@andersencorp.com

DRIVING ESSENTIALS (or, I know I know this but it’s good to hear it again!)

March 4th 6-8 PM, Airport Hilton (\$FREE)

- *The meeting will be by women, for women — no men allowed (they’ll gather at the lobby watering hole).*
- *Appetizers and beverages will be provided for the meeting.*
- *“Chalk Talk” led by experienced female drivers in an open format for lots of questions and discussion. We’ll talk about driving skills, basic auto physics and car care.*
- *Bring your friends and family! All women are invited . . . from new drivers to those of us “of a certain age . . .” Join us even if you have a zillion laps on the track or have no intention of ever going to a track*

For additional information go to www.glacierlakesqclub.org Events page

RSVPs not required but appreciated by February 27, 2004 to Teresa Vickery: twv@mktgbydesign.com

ADVANCED CAR CONTROL CLINIC

May 23rd 8 AM, Dakota County Technical College (\$100)

- *16-year-old+ females with valid driver’s license*
- *Professional Inspection not required, instructors will do a pre-tech the morning of the event*
- *Not timed, speed limited to 55 m.p.h., helmets are option (but recommended), convertibles allowed*
- *Classroom and in-car instruction included*
- *Continental breakfast and catered lunch included*
- *Morning exercises learning to maneuver the vehicle in a controlled environment, then a 1-mile course combining the skills learned.*

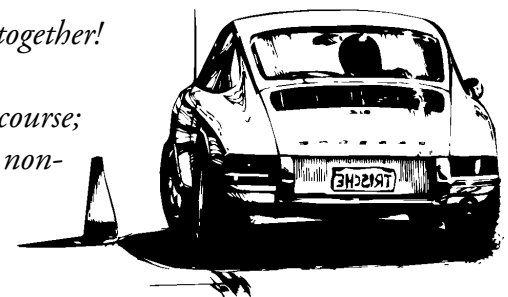
For registration by May 7th go to www.northstarbmw.org Driving Schools page

DRIVER TRAINING @ BIR

June 11th 8 AM, Brainerd International Raceway (\$125)

- *18-year-old+ women with valid driver’s license*
- *Professional Inspection not required; instructors will do a pre-tech the morning of the event. However, your car should be in good condition. If you’re not certain, ask an experience club member or one of the following shops: <http://www.nordstern.org/Tech/Shops.html>*
- *Snell 95 or 2000 rated helmet required - we’ll get helmet hair together!*
- *Classroom and in-car instruction*
- *Morning exercises followed by driving the 10-turn, 3-mile road course; not asked to go faster than feels comfortable. All activities are non-timed.*

For registration by May 21st go to www.nordstern.org Event Calendar page



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Coming Soon! Track Days Are Not that Far Away

courtesy 2003 Nord Stern Rules

“If you are new to track events or thinking about participating in any of the DE events, be sure to read these sections for a helpful overview of this program. The complete rules book (and it includes more than just ‘the rules!’) is online on our website: www.nordstern.org”

Editor’s Note: In as much as the summer driving season is quickly approaching (believe, me it will be before you know it!), I thought it would be appropriate to include some of the information currently published in our 2003 Nord Stern Rules. If you are new to track events or thinking about participating in any of the DE events, be sure to read these sections for a helpful overview of this program. The complete rules book (and it includes more than just ‘the rules!’) is online on our website: www.nordstern.org. Some information is fairly obvious while some is endemic to the activity itself.

DRIVER EDUCATION, TIME TRIAL AND AUTOCROSS PREPARATION SUGGESTIONS

Introduction

A Driver Education event at a dedicated racing facility typically consists of several driving sessions on each day. There are usually 10 to 20 cars on the track at the same time. Passing is only allowed in designated zones and only when the lead car signals the following car(s) to pass. An (optional) time trial may be held later in the day.

What to bring:

Required:

- Helmet (Snell 95)
- Long pants, closed shoes – no sandals
- PCA card
- Driver’s license

Recommended:

- Sunglasses, rain gear
- Tools, rags, hand cleaner
- Extra motor oil
- Extra brake pads, brake fluid
- Tire gauge, torque wrench

CAR INTERIOR AND BODY PREPARATION

Battery: Batteries must be securely mounted. Bungee elastic cords are not acceptable.

Brake Lights: Two brake lights must be functional and bright.

Car Numbers: Car numbers, 8 inches high or larger, and visible from the front and both sides, must be displayed throughout the event.

Fire Extinguisher: A 5 b-c or larger fire extinguisher with a pressure gauge and metal mounting bracket is required. It must be very securely mounted, ideally into metal.

Loose Objects: All loose objects in the interior, glove compartment, side pockets and trunk must be removed. Floor mats, unless secured, must be removed.

Restraint System: Driver and passenger must wear seat belts. Belts should be worn as tightly as possible. Stock 3-point seat belts are generally adequate for stock classes. Safety harnesses, racing seats with belt cutouts, and rollover protection, all conforming to PCA Club Racing specifications, are recommended as performance modifications are made.

Note: *Participants should be aware that a safety harness used in conjunction with a stock seat might provide less protection than a stock 3 point belt. Participants are encouraged to investigate the safety issues when modifying or supplementing the factory restraint system. For a discussion, see Seat Belts, Seats and Safety in the February, 2001 Nord Stern or ask the rules committee chair for a copy.*

Note: It is encouraged that equal safety equipment be provided for driver and passenger if instructors or passengers are to be transported. While Nord Stern does not mandate this, many other PCA regions do. Additionally, understand that instructors or passengers may refuse to ride if the safety equipment is not satisfactory to them.

Windows: Side windows must be up (not open more than 1 inch) or window nets must be used. The passenger window may be down if there is no passenger. Sunroofs must be closed.

ENGINE AND TRANSMISSION PREPARATION

Exhaust: There should be no cracks in pipes. Gaskets should not leak.

Fan belts: Check fan belts for cracks and wear. Spare belts are recommended.

Fluid Leaks: Check all fittings and gaskets for oil, water, gasoline, and brake fluid leaks. Check all drain plugs and filler caps for tightness.

Linkage and Cables: All throttle and clutch linkages should move freely.

Oil Change: Oil and filter changes should be made several days before going to the track to insure any leaks are discovered beforehand. If oil and/or engine are overheated, an immediate oil change is recommended.

SUSPENSION AND CHASSIS PREPARATION

Brakes: All brakes lines should be free of cracks and chafing. Check for leakage at fittings. Fill, but don't completely top off the master cylinder reservoir. If fluid has not been changed in the past 12 months, a complete flush is required. A DOT 4 or 550 degree F. boiling point fluid is recommended. Check the brake pads for wear and general condition. Replacement pads should be "bedded in" when first used on the track. Ask an instructor if you are not familiar with this procedure. Competition pads reduce fade and wear and are recommended. The brake fluid reservoir must be securely mounted.

Shock Absorbers: Check shock absorbers for recent oil seepage that would indicate impending failure.

Sway Bars: All hardware should be tight and all bushings in good condition.

Wheel Bearings: All wheel bearings should be regularly repacked using high temperature grease and adjusted. Note: 924's should be repacked prior to the first event, as the original equipment grease is not high temperature.

Wheels and tires: Tires must have sufficient tread material. No car will be allowed on the track with cords showing. Patched tires are not recommended for track use. Inquire of an instructor as to the recommended inflation pressures. Lug nuts should be torqued to recommended specification (generally 95 ft.-lbs.) and checked often.

General: Make certain everything on the car is secure. Tighten all nuts, bolts, and screws. Pay particular attention to those parts of the car that may have been worked on recently.

DRIVER PREPARATION

Proper preparation for driver education does not end with your Porsche. Your physical and mental condition is equally important.

High-performance driving is surprisingly strenuous. Like any strenuous activity, the better your physical condition, the better you will do and the more you will enjoy it.

In high-performance driving, there is a lot happening, and it is happening much more quickly than in normal street driving. It requires maximum **concentration**, from the moment you enter the track until you exit. Make sure,

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Rules

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therefore, that you're ready. Windows, mirrors and eyeglasses or sunglasses should be clean. Your seat and belts should be properly adjusted. While waiting to be waved onto the track, **concentrate** specifically on what you plan to do during the session.

When on the track, remember that things happen quickly. Look ahead. Anticipate.

Most importantly, you need to drive within your abilities. Remember that your primary objective is to improve your driving skills, not to set a lap record. Over-driving your abilities creates unnecessary risk for you and others.

EDITOR'S NOTE: NEXT MONTH WE WILL TAKE A LOOK AT
THE ACTUAL PROCEDURES AND STRUCTURE OF THE DRIVER
EDUCATION EVENTS THEMSELVES.

Right, Eleanor Renwick, one half of the 2003 Nord Stern 'Family of the Year' Award, keeps her car shined while participating in the DE at this past August's Club Race Event in Brainerd. Photo by Ron Faust



Nord Stern December Business Meeting Minutes

by Eleanor Renwick

“Place a notice in the newsletter about membership dues being payable in December and January for 2004. Mailing out the newsletter cutoff will be after the March issue (editor’s note: February will be LAST issue) if not paid. The notice will also be posted on Club Talk.”

The final meeting of the year was brought to order by President Scott Anderst.

Membership: count remains stable since last month. Place a notice in the newsletter about membership dues being payable in December and January for 2004. Mailing out the newsletter cutoff will be after the March issue (February will be last issue) if not paid. The notice will also be posted on Club Talk. There have not been many election cards returned to date; a reminder will be posted on Club Talk as well. The election results will be announced at the annual meeting February. 7th. Membership residences have been plotted on a metro area map; it was found that the most central point for meeting is somewhere in Edina.

Ambassador to New Members: contacting members listed by PCA but not Nord Stern to let them know of events coming up and how to join Nord Stern. Working w/social on the February event; has flyers about the movie to post with dealers, advertisers, other clubs, etc.

Social: refining details for the February event; food at Old Chicago-movie at the Minnesota Zoo. Transportation is available between the two. Extended advertising can bring our costs down and bring people to the theater. The chair will notify other clubs and auto groups in the area to sell blocks of tickets. Special tickets for the movie are being printed. Rooms are at the Americinn near Old Chicago. Notices will go out within the next 10 days to give ample opportunity to plan.

Newsletter: the December issue is at the printer.

Advertising: a list of advertisers who need to pay has been prepared. As a result of the additional meeting last month, there is a new form/contract combination ready for use. It incorporates the standard business practice of 30 days due and payable as applicable to most invoices.

Shop Relations: Andy Bushey went over the activities scheduled to date: Jan.10 at Auto Edge; Jim Bryant and Apex on Feb. 21; Mar 13th swap meet. Other ideas were mentioned including a novice tech at Maplewood in April. There was some discussion about Fargo Region participating in our events under dual membership.

Met Council: two dates scheduled at St. Cloud are May 25 and July 25. Chair is working on some dates in St. Paul for training events. More to come later.

Driver Training: no report

Driver Education: no report

Ron Lewis: Blackhawk changed to Aug. 19 – 20.

Safety: moving forward with the medical information form as part of registration-use the one from PCA. Keep on file and share with ambulance crew. More on recommended helmet fit-publish the Bell Helmet statement in our newsletter and give to participants with registration packet. Extra volunteers should be on hand to help registrar verify all the new forms are collected. Equivalent Safety as recommended by PCA is becoming mandatory at several regions. In 2002 our region recommended that it be optional for 2003 and it be implemented in 2004. The pros and cons were debated at some length and the issue is not yet resolved.

Timing/Scoring: equipment is in order for next year. Looking for a better way to get participants signed up for timed runs, especially in places other than Brainerd keeping separation of timed run from Drivers Ed events in mind. It would be a good idea to have backup equipment operators.

BIR Relations: dates are lined up at BIR for 2004. Chair has discussed ambulance company changes with Scott Quick; will negotiate with new company. Recommend starting discussions with Courage Center early to enhance the auction and set up and publicize the special bidding

opportunities. Take advantage of their experience with charity event organization. Make Cup Challenge part of event even if we are not picked as a chosen venue.

Rules: ready to go for '04. Place on website. GT cars will go in the top progressed class.

New Business: meeting at Scott's office Thursday, 12/4 to follow up with the BMW group participation at our track events and increase participation.

Pat Kelly volunteered to negotiate and arrange a DE at Mid America- perhaps partner in the same manner as Blackhawk. He will bring a track schedule to our meeting next month.

Registration: for the sake of volunteers who are helping, have everything on the form that has to be presented at registration. Update registration process completely so decisions are not made on the fly at the track.

Thanks to 2003 President Scott Anderst for a good year of leadership. Meeting adjourned at 8:40 p.m.

Respectfully submitted,
Eleanor Renwick, Secretary



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Coke Follow Up!

I read an article in the October issue regarding the questionable health qualities of Coca-Cola. Below is the response I received from the Coca-Cola Company regarding the numerous inaccuracies in this article. Just how all Porsche owners are not men going through a mid-life crisis, drinking Coke is not going to rot away your organs and dissolve your bones! —Mark Brabec

Thank you for contacting The Coca-Cola Company again, Mr. Brabec. We are pleased to hear from you and appreciate the opportunity to reply to you regarding the email you received.

While it is important to maintain adequate hydration, this email message certainly overstates the case. Most nutrition experts believe that Americans are adequately hydrated. All nonalcoholic beverages—even coffee—are a source of water. Soft drinks are a delicious and refreshing source of fluids.

You will be interested to know that the thirst mechanism works well in healthy people; certain illnesses and old age can lessen its effectiveness. We are uncertain the source of the statistics quoted in the message you sent, but doubt that

the problem is as serious as this message portrays. You can always check your hydration level by checking the color of your urine—a light color indicates adequate hydration, dark urine means you should drink up!

Acidulants such as citric acid (citrus fruits), malic acid (apples), tartaric acid (grapes) and phosphoric acid (colas, cheese), among others, are approved food ingredients in the United States and also in virtually every country in the world. The World Health Organization and the Food and Agriculture Organization of the United Nations, as well as the European Union, also allow the use of acidulants in food.

Some acidulants in undiluted form are required to carry “Corrosive” signs because of transportation regulations in many countries. Coca-Cola concentrate, for instance, can be corrosive to metal but not to human skin or eyes. The regulation ensures that the concentrate is shipped in the proper container. The finished beverage is highly diluted compared to the concentrate and is perfectly safe for human consumption. You may be interested to know that ordinary vinegar, which is commonly used in households with no significant safety concern, requires a DOT placard. Our consumer beverages do not require the placarding of a

Continued on page 29

It's That Time: Dues are Due!

Annual (Jan-Dec) Dues for Nord Stern are:

**\$20 for 1 year
\$50 for 3 years
\$90 for 5 years**

**Use the self-addressed
envelope to send in your check.
Don't miss out on any issue of *Nord Stern*!**



**You will receive your last Nord Stern effective February 2004
if you do not turn in your dues payment**

**If you have any questions about the status of your membership, questions about the
dues, which include the subscription to *Nord Stern*, call Membership Chair Jon Beatty
at 952 934-6902 or email: jon@minnetonkasoftware.com**

transporting vehicle; but when transporting some of our beverage concentrates to our bottlers, The Coca-Cola Company must use the appropriate placard on the transporting vehicle as required by the DOT (concentrates, as the name implies, are very concentrated mixtures of flavors and ingredients used in the manufacture of our beverages).

The message you saw also mentions baking a ham basted with Coca-Cola produces a delicious gravy—and that is definitely true! We are unaware of any state patrol officers using Coke for any purpose other than refreshment. Plain water would be as effective and less costly for cleaning pavement. The myths about disappearing teeth, nails, steaks and various other objects are just that—myths. These stories continue to spring up and get recycled because each new generation finds them hard to ignore, they simply aren't true.

The other claims in the message may also be true to a lesser extent because there is a small amount of edible acid present in many foods, including fruit juices, buttermilk, and soft drinks, such as Coca-Cola. These foods are not acidic enough to harm your body tissues—in fact, your own natural stomach acid is stronger. It is possible that the edible acid in any of these products could have the effects described in the email you mention, even though it's still quite safe to drink these products. However, we don't make any claims relating to other uses. Instead, we recommend using products which were designed for cleaning or rust removal. I hope this information addresses your concerns. If you should have further questions, please do not hesitate to contact us again.

—Jennifer/Industry and Consumer Affairs/Coca-Cola
Co.

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

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

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

Zu Verkaufen

1975 911 S Silver Anniversary

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

2002 20' Featherlite

Enclosed Trailer

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

Bolt in roll bar

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

G-class 1979 911SC

Club racer, 3 podiums in 2003. Fastest G car at Sebring, 2:43 at Rd America, every legal mod., fresh everything (engine, trans. w/ltd slip, brakes, Konis, starter, alternator) matching alum. Ultra Shield seats, 2 sets 17" Fikse forged wheels, custom cage, Permatune ignition w/

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

Set of factory 993 Wheels and Tires

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

1991 911 C2

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

1985.5 944

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

1982 928

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

911 Engine Mounting the Compromise

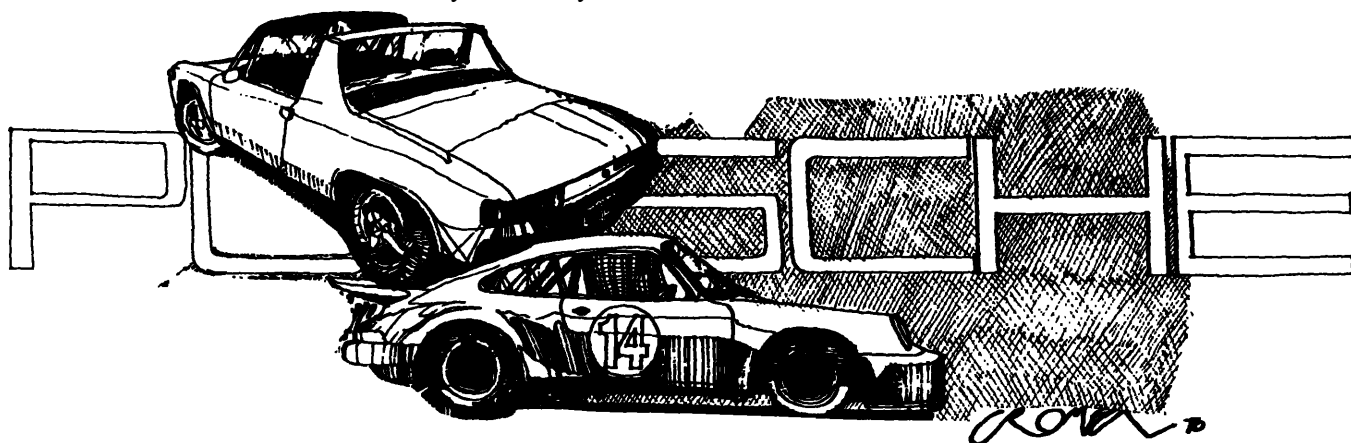
by Steve Grosekemper

“So you’re thinking, “A limited production racing part, it’s got to cost a fortune.” Well, sit down because you’re not going to believe this. The stock cushy motor mount part lists for \$83.45. The “CLUB SPORT” mount part lists for \$41.70. Yes, that’s right, twice the part, half the price! A true Porsche rarity!”

In the past several months I have seen a number of “HOT ROD” 911s all complaining of various abnormal noises. These noises have been described as anything from cam chain noise, to 5th gear noise, to ring, and pinion noise. Are all these cars just getting noisier? Are gear surfaces failing? Or are these owners just becoming less tolerant of an inherently noisy car? Well, no, most likely not. All of these cars have shared one common factor. They all had solid engine and/or transmission mounts recently installed. In many of the cases, one pair was installed a month or so prior to the second pair, causing the gear noise to “become progressively worse”. In reality, the gear noise did not change at all. It was the insulation between driver and drive train that changed. You might ask yourself why someone would intentionally install a device into his or her car that would make it so unbearable to drive? The answer is quite simple. Solid drive train mounting has many advantages: increased chassis rigidity, increased throttle linkage feel, more positive shift feel, indefinite mount life (no rubber to deteriorate), and low price (about \$25.00 per mount).

The one sizable disadvantage, however, is the incredible increase in drive train noise and vibration. Such an increase for a dedicated racecar is not a real problem. For a car that serves a dual role as both street and track car, it can be a large one. Fortunately there is a compromise between the soft stock mounts and the completely rigid, solid mounts. The compromise is a factory mount known as the Carrera “CLUB SPORT” mount. It was designed for the Carrera “CLUB SPORT” option (M637). This car was essentially a lighter, high performance, stripped version of the standard ’87-’88 Carrera. The premise was to build a car that was set up for club racing right out of the box. This is the car where our compromise component comes from. The (M637) engine mounts are considerably stiffer than the stock mounts, yet still offer some dampening not available from solid mounts. So you’re thinking, “A limited production racing part, it’s got to cost a fortune.” Well, sit down because you’re not going to believe this. The stock cushy motor mount part #911.375.043.00 lists for \$83.45. The (M637) “CLUB SPORT” mount part 911.375.043.07 lists for \$41.70. Yes, that’s right, twice the part, half the price! A true Porsche rarity!

So if you have just got to have the ultimate in rigidity, go out and buy yourself a set of solid mounts. If you want more rigidity but don’t want to feel as if you’ve been placed inside the drive train, try some club sport mounts. After all, life is just a series of compromises, isn’t it? P.S. If you have a convertible you don’t need to upgrade to these mounts because the factory did it for you! Good Luck!



Loose Steering Wheel '74-'89 911s

by Steve Grosekemper

What is most likely causing the looseness is the deterioration of a small plastic bushing between the steering column and the column bearing. The authorized factory repair is to replace the entire bearing assembly. An easier repair method is to



replace the failed plastic piece with a new plastic sleeve. Unfortunately these aftermarket sleeves are not easily installed as advertised and cost about \$15.00 plus shipping. They are made of plastic, similar to the failed piece that started the whole process. Instead of a temporary fix, here is a permanent solution. Install a steel sleeve instead. A sleeve borrowed from a 928 of course. The sleeve (part #928.347.739.02) is a perfect fit into the 911 column. The cost is only \$6.27.

Good Luck!

911 Dash Electrical Fire Prevention

by Steve Grosekemper

“When part of the circuit shorts to ground . . . the current load greatly exceeds the capacity of the wire, causing heat, fire and of course highly elevated repair bills.”

One of the most terrifying experiences a Porsche owner may ever be faced with is an electrical fire while driving. A short in the dash illumination circuit usually causes the situation. The problem with this circuit is that it is unfused. When part of the circuit shorts to ground (usually caused by chafed wiring, bad bulb holders, or other unexplained circumstances), the current load greatly exceeds the capacity of the wire, causing heat, fire and of course highly elevated repair bills.

The overheated wire lives inside a large wiring harness, which takes only minutes to be completely destroyed. Fortunately, this disaster is easily averted. An inline fuse holder can be installed at pin # 58L of the headlight switch. Then if a short does occur, the fuse (3 amp) blows before any damage is done. Installation instructions:

1. Disconnect the battery.
2. Remove the headlight switch.
3. Disconnect the black and violet (#58L) wire from the switch.
4. Install an inline fuse holder between pin 58L and the black and violet wire. NOTE: Install connectors at each end of the fuse holder (1 male, 1 female, spade type).
5. Insulate wire end of fuse holder with 3/8" heat shrink tubing.
6. Reinstall headlight switch and reconnect battery.
7. Turn on the headlights and remove the 3-amp fuse from the holder. Did the dash lights go out? Congratulations! Your update is now complete (you reinstall the fuse of course). Good Luck!

