



# NORD STERN

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**JANUARY 2004**

# N O R D S T E R N



**PORSCHE**

*February*

*2004*

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

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

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Front Cover - Tentatively titled: "Paddock Strategy", this original work of art is by Nord Stern member Mike Jekot as he reflects on the sights, sounds and activities at last summer's Nord Stern Club Race at Brainerd International Raceway!

# Vorstand

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Call Christie Boeder 952 593-5544.

## Address changes

## PLUS!

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

**Call Jon Beatty at  
952 449-0187  
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!!!!***

*"I would also like to just comment on how great it is to see more and more members getting involved with the business of Nord Stern. There are some new names over there on the previous page. New ideas, fresh enthusiasm, continuing energy are all ingredients of a healthy, vibrant organization and from my standpoint, I think Nord Stern can count itself a member of that group."*

As usual (hopefully!), I am going to keep this very short, very simple and straight to the point. There is so much happening in the club right now that it is really important to check out the newsletter whether you wait for the hard copy arriving in your mailbox, or go online and see it posted on the website ([www.nordstern.org](http://www.nordstern.org) and click on the 'site map' to locate the link to our archived newsletters). Online you have the pleasure of seeing photos in color, but some stuff is missing such as the cover (although not for this month! It will be a part of the .pdf version). It's artwork from member Mike Jekot which was sent digitally. Boy, is that great stuff. It should make for a wonderful cover and I look forward to seeing it arrive in my mailbox next month. What a talent! Thank you, Mike, for again sharing your passion with us.

Events are being added right and left, members are volunteering as eventmasters—be sure to see the 2004 calendar on the center spread of each issue. They are in that position so as it be easy, easy to tear out and post somewhere.

Additionally we welcome a new advertiser, Precision, located out in Long Lake (which is actually not that far from us here in Minnetonka). We look forward to a great relationship with this business as they get involved with us as a club. In fact, they have jumped right in and are hosting a tech session on Saturday, February 21st to show us the latest technology in car painting, restoration work, metal fabrication and everything else they are doing out there. There will be 4 or 5 Porsches on display in various stages of work. See page 10.

I would also like to just comment on how great it is to see more and more members getting involved with the business of Nord Stern. There are some new names over there on the previous page. New ideas, fresh enthusiasm, continuing energy are all ingredients of a healthy, vibrant organization and from my standpoint, I think Nord Stern can count itself a member of that group. Let's keep up the work, participate in the upcoming events and know there's lots of fun and enjoyment to be had this year in Nord Stern!

See ya at the next event . . .

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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! Watch here next month . . .**

*“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.*

*. . . Coming this summer!”*

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 encourage you  
to read the  
newsletters closely,  
check the web site  
often for postings of  
updated  
information for  
important  
information  
regarding safety,  
rules, event  
schedules and other  
changes in the  
works. Please feel  
free to email the  
committee chairs or  
myself if you have  
questions or  
information and  
suggestions you  
would like to share.*

The holidays of December and the new year are behind us, winter is REALLY here and most of us can only sit by the fireplace and talk about our cars and how we are going to improve our cars and ourselves in 2004.

The good news is twofold; we are halfway through winter and the Nord Stern event calendar is very, very full for the new year! January included a business meeting, a Friday night social and a tech session at AutoEdge.

February's activities includes a business meeting, the winter social "Mukluk Madness" with the "Top Speed" showing and a tech session at Apex SPG.

March is even busier, a business meeting, a Friday night social, the annual swap meet at Carousel Porsche/Audi, and the introduction of the 2004 Series of driving events just for women. The first event in this series is scheduled for March 4<sup>th</sup> at the Minneapolis/St. Paul Airport Hilton. Refer to the newsletter or the Nord Stern web site for complete details on this exciting series.

Your club officers and committee chairs have been working very hard to get all the events planned and scheduled at the first of the year so they can be published and you can plan your participation.

We have all redoubled our efforts to plan well in advance, talk with members at large to get input on desired events of all types, coordinate internally between all chair personnel, event masters, facilities and other support services and personnel to prepare a full and exciting year for all Nord Stern members.

I encourage you to read the newsletters closely, check the web site often for postings of updated information for important information regarding safety, rules, event schedules and other changes in the works. Please feel free to email the committee chairs or myself if you have questions or information and suggestions you would like to share.

I'll see you at the events!

**Complete Garage Ad**

# Survive the 25

Text by Bobby Piper, all photos by William Thatcher

*“ I had never seen  
Thunder Hill, but was  
able to download a  
video clip showing a  
lap. On the flight to  
Sacramento, I sat  
slouched over in my  
seat staring at my  
laptop for two hours  
with my hands  
cupping the screen,  
trying to memorize it.  
... I can only  
imagine what the  
other passengers  
thought I was looking  
at.”*

Like most club racers, I have dreams of competing in the 24 hours of LeMans and the Rolex 24 at Daytona. Competing in a true endurance race has been a goal since the first track session I ever drove. To do so requires among other things, a very large checkbook. Very large. Buying a ride at Daytona will cost upwards of \$30-50,000, and that's up front. If a driver balls up the car before your turn, you're SOL. Even having a cool wife like mine, mere mention of spending that kind of money for a weekend of racing would be a one-way ticket to Divorce Court.

But now there's another option.

The call came in the middle of last March while the Minnesota winter was still dragging on. “Bobby! It's Mike. Just thought I'd give you a quick ring and see if you're interested in driving the 25 hour race at Thunder Hill next December. We'll be driving my 944 with a team of 5 drivers. It should be a pretty competitive car in its class, and I'm guessing the cost will be about \$2500 per driver.”

After a great deal of soul searching deliberation (about 3 seconds), I gave him my carefully considered reply: “Hell yes!”

After almost a year of anticipation, the weekend I'd been looking forward to finally arrived. It was time for the 25 hour race held at Thunder Hill Raceway in Northern California. The event is put on by NASA, or National Auto Sport Association, and is open to all makes of closed wheel race car. Ours would be, of course, a Porsche, in this case a very dialed in 1984 944 set up for SCCA's “ITS” class. After 13 seasons of racing, all the bugs had been worked out. It would be fitted with a fresh engine and gearbox, shocks, brakes and wheel bearings for the 25.

Thunder Hill is a fantastic track located about 75 miles North of Sacramento in Willows, California. It is owned and operated by the SCCA and has been open since 1993. There are 14 turns and a large amount of elevation change throughout. Several turns have blind exits; you just have to aim the car towards the correct patch of sky and keep your foot in it.



There would be five drivers, each having two 2 ½ hour stints behind the wheel. Other cars in our class (“E-1”) were sure to offer tough competition: a pair of late 80s BMW 325s, an E30 M3, three RX7s, a 944 and a 924, two Acura Integra GS-Rs, a 2003 Mini Cooper S, two Honda Civic Sis, and most disturbingly, an ’04 Accord Euro R. As it turns out, this car was set up for the European Touring Car series, fully prepped with airjacks and what had to be factory backing. They showed up with two transporters and about 15 mechanics in matching pyjamas. The car had only one hour of dyno time on it and had been airfreighted over from Japan a few days before. It appears that even in our class, some of the efforts were more grass roots than others!

Overall there would be 72 entries, everything from the three factory Porsche GT3 Cup cars to Miatas, Sports Racers, Factory 5 Cobra replicas, Honda Civics, Minis, and on and on. One of my favorites (besides the Cup cars) was a Caterham Super 7 entered by Car and Driver. There would be quite a bit of traffic on this 3 mile course, and a large speed differential between classes.

I had never seen Thunder Hill, but was able to download a video clip showing a lap. On the flight to Sacramento, I sat slouched over in my seat staring at my laptop for two hours with my hands cupping the screen, trying to memorize it. Thinking back, I can only imagine what the other passengers thought I was looking at.

The rest of the team was from Seattle and had spent countless hours preparing the car. My only job was to meet one of the crew at the airport and go pick up the RV we rented for the weekend. After suffering through a lengthy VCR tape describing all of the systems and the driving techniques associated with an RV, we headed North towards the track.

By the time we arrived around 3:30, the car had blown a faulty head gasket in practice and the guys had replaced it. We had a great team. As it turns out, we had 6 drivers (one of the drivers decided to split his time with a friend) and three crew. Two of the drivers were also great mechanics (this would come in handy again later).

My first practice started at 4:50 pm. I have to admit I was a little nervous. For me, this would be a new car, a new and complicated track, the first time with racing radios in my helmet, and the first time being on track in the dark. Fast time in this car at this track this year was a 2:14. The fastest time during my first session? 2:31. Which I wasn’t

feeling too bad about until a few laps later when a guy riding backwards on a unicycle passed me on the outside of turn 3.

After practice it was time for a final “nut and bolt” of the car before the race. A thorough inspection revealed a loose shift linkage bolt, which would have cost us an hour in the race. It was tightened and safety wired into place. Nice catch.



The next morning we woke up to high scattered clouds, 50 degrees and heavy winds. We chose the dry tires for the start, and had the car gridded by the mandatory 10:15AM for the 11AM start. I was slotted in as the third driver, 4-6:30pm.

The race’s main sponsor is the USAF. During the National Anthem, a pair of F-14s did a low level flyby. Very cool. Then, moments before 11AM, the rain started. Soon it was a heavy downpour, showing no signs of letting up. We had chosen the wrong tires. Not cool.

The first driver acquitted himself well, avoiding various melees going on around him as 72 cars tried to negotiate the same piece of track at high speed in the rain. Our first pit stop went well: 30 seconds to refuel.

In the second hour, a sports racer apparently ran out of fuel and coasted to a stop at the exit of turn 12, where a Factory 5 Cobra crashed into him. The race was red flagged

*Continued on page 8*



There is no dry line—rain is coming down hard and the wind drives it sideways through the window net. I use the back of my glove to wipe the fog and rain from the inside of the windshield.

Cars are going off all over, getting stuck in the mud or reentering the track and leaving mud on the racing surface. Emergency vehicles seem to be on every other corner pulling

## Survive

*... continued from page 7*

for 40 minutes. It was pretty sobering to see the rescue crews extricating the drivers from the wreckage. Both had several broken bones.

The next stop was to be a driver change. The car was brought into the paddock so four rain tires could be fitted (NASA rules for our class allowed only one tire to be changed at a time in the hot pits). By the time this was done, the car refueled and back on the track, we were 7<sup>th</sup> of 14 in class and 36<sup>th</sup> overall. I was up next, so I suited up and fitted the radio to my helmet.

Soon the driver radioed that he wanted to do a driver change at the next stop— he was having severe leg cramps. My stint started an hour early. At 3pm it was full daylight but I wouldn't get out of the car until after dark. We were 8<sup>th</sup> in class and 46<sup>th</sup> overall as I entered the track.

Second gear had stopped working so I have just 3<sup>rd</sup> and 4<sup>th</sup>. Fortunately that is all that is needed for this track, but accelerating out onto the end of the straight from the pits is slower than usual, and the pack of cars I see in my rearview overtakes me immediately. Two of the three GT3 Cup cars, the Caterham, and a BMW blast past me before I even reach turn 2, throwing spray and effectively blinding me. I get pretty rattled. Fortunately, the heavy rain keeps the speeds down a bit so I am soon able to get a feel for the track.

cars from the muck. It is seriously slippery, and I am having an absolute blast. The 944 is so well balanced, and having spent so much time racing in Seattle, I love racing in the rain. After a three lap battle in the middle of my first hour, I manage to pass one of the BMWs for a class position before I have to pit.

My first pit stop went well. Again, a little over 30 seconds for a refuel. A quick look at the brakes showed no wear whatsoever after almost 6 hours of racing.

Back out on the track it is almost dark and the rain has stopped, but the track is still very wet. The lights on the other cars are tremendously bright, especially with the glare off the track. It is difficult to tell what type of car and how far back it is when they overtake. The GT3 Cup cars blast by about every 6<sup>th</sup> lap, so I try to leave some racing room when there are cars near me. In the process, the 924 in our class passes me like a pylon. One of the RX7s in our class blows the motor in front of me and coats my windshield in oil. I wish for the windshield squirters but they don't work, so I drive behind other cars on the wet outside of the track with the wipers on full speed until I can see again.

By the time I pitted again to finish my stint, it was 6:30pm. I was exhausted, and we were 6<sup>th</sup> in class, 36<sup>th</sup> overall. I was only too happy to be turning the car over to the next driver. He is a hotshoe and moved us up to 4<sup>th</sup> in class and 31<sup>st</sup> overall by the time his stint was over.

The next driver took over at 9 pm. The stars and moon were out, and the track was nearly dry. We were within striking distance of the 3<sup>rd</sup> place Acura Integra. I was scheduled to drive again for the 3-5:30 AM shift, so I retired to the RV to try and get some sleep.

I had no problem falling asleep even with the noise of the race going on outside.

In my sleep I hear anxious voices and the sound of tools being used. A recurring dream I'd been having returns: I arrive at the track, and practice is going on. I can hear cars on the track. I am in the paddock preparing and getting excited to race, but I wake up before I get to the grid. This time, when I wake up I'm in the paddock and about to go racing. Will this break the cycle of my recurring dream?

I woke up at 2:45 to find out that our car had been spending quite a bit of time in the pits. This explained the voices in my dreams. Around midnight we had gotten as high as 3<sup>rd</sup> in class, and then a transmission bolt came loose, preventing selection of any gear. The car was towed in then spent 25 minutes in the paddock to fix. Then when moving off line to let two GT3 Cup cars pass, our driver hit a patch

of mud left behind by a car reentering the track, flinging him off to get mired in the muck. It was a long wait for the tow truck, then another 10 minutes in the paddock de-mudding and reattaching the exhaust. The dry tires were reinstalled. All of this added time moved us back to 6<sup>th</sup>.

My slot gets moved back to 4:30 AM and I help with the 3AM driver change. As the car pulled into the pits I saw that it had suffered through the night. Three of the four corners had been hit, the driver's door had been hit, and the windshield was badly broken. But it was still running well and moved up to 5<sup>th</sup> in the hands of another one of our hotshoe drivers.

Vic Elford came to speak for our club's winter banquet last year and I remember his advice regarding driving in an enduro: "Drive it like there is an egg on each of the pedals and the wheel, and you're trying not to break it."

My second stint began at 4:30AM.

*Continued on page 27*



## **Nord Stern 2004 Tech Session: Precision Paint Paying attention to the Body . . .**

**Saturday, February 21**

**Time: 10:00 AM to Noon**

**Location: Precision Paint and Rust Removers, Inc.  
2415 Industrial Blvd. Long Lake, MN 952 476-4545**

An exciting session devoted to several non-horseowner topics! Let's keep the bonnets closed for a few minutes and examine the rest of the car—we all know the body and exterior does need some occasional attention.

Come out and learn about everything from total frame-off restorations to paintless dent removal. Dan Dumbaugh has agreed to host this event and provide us with some information we can all stand to gain from.

Dan has promised to have several in-progress Porsches on hand, and maybe even a prancing horse or two.

Questions, Contact: Eventmaster Andrew Busche at 612 824-3547  
or Dan Dumbaugh 952 476-4545

## **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**

An often overlooked aspect of performance driving is safety. We all have an interest in staying safe, but don't necessarily possess the knowledge required for finding, fitting and using the equipment properly.

Take a few hours out of your busy schedule and join us for a session dedicated to this very important topic. Jim Bryant of Apex SPG has graciously agreed to host this event, assisted by a representative from Sparco: Featured topics will include:

- ◆ Popular products in use at the track
- ◆ Often overlooked but beneficial items
- ◆ How to properly fit and use the products

Questions, Contact: Eventmaster Andrew Busche at 612 824-3547 or Jim Bryant 651 735-7400

# Nord Stern 2004 Tech Session: 2nd Annual Swap Meet at Carousel Automobiles

**Saturday, March 13**

**Time: 8:00 AM to Noon**

**Location: Carousel Automobiles**

**9191 Wayzata Blvd. Golden Valley 763 744-9191**



Here it is; your chance to get rid of all that old junk you have in the garage. Of course, you won't be able to pass up all the great bargains you will find at the swap meet, either! Both indoor and outdoor space is available. Call Andrew Busche now to reserve your space. First come, first served!

Be certain to plan in advance for this morning event, and that means to call **now** to sign up and reserve your space and table. A nominal fee will be charged to cover the cost of the table/space, but you must reserve your spot in advance. Outdoor display will also require the reservation fee. **No General Admisssion Charge!**

Questions, Contact: Eventmaster Andrew Busche at 612 824-3547

***Mortgage Marketing Ad***

**flatSix Ad**

# 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.

# Differential Oil Changes

by John Elliott, Mercedes Benz Club

*“ . . . it's hard to tell  
by sticking your  
finger into the oil and  
looking at if the fluid  
is in good shape. This  
doesn't give an  
indication of the  
chemical properties.  
Also, from what  
looked good on the  
finger, I've seen some  
stuff that looked real  
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grain pan. . . . if the  
finger test shows it  
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contaminated, change  
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the point of getting it  
in the pan, you might  
as well put in new. . . .  
to frequent a change  
wastes resources and  
time.”*

At a recent meeting, I was asked to write my take on whether to change the differential oil, as some cars recommend no change. There are a couple of schools of thought on the subject.

The first is not to change it unless service (like gear, bearing, or seal replacement) is necessary. This will certainly work for the people who like to follow the dealer's general advice (trade the car for new every other year). There used to be a chemical theory that had to do with the extreme pressure additives; it related to their combining with the gear metal in a hypoid gearset. A hypoid set is where the centerline of the pinion shaft is lower than the centerline of the axles, sort of a worm gear where there is a sliding action. This is used to lower the bodywork and center hump on rear drive cars. The fluid thought (heh, heh . . .) was that only a certain amount of additive (that in the initial fill) was good, and more was counter productive. As an observation, I can't say that I've heard of a car that was hurt by too frequent service.

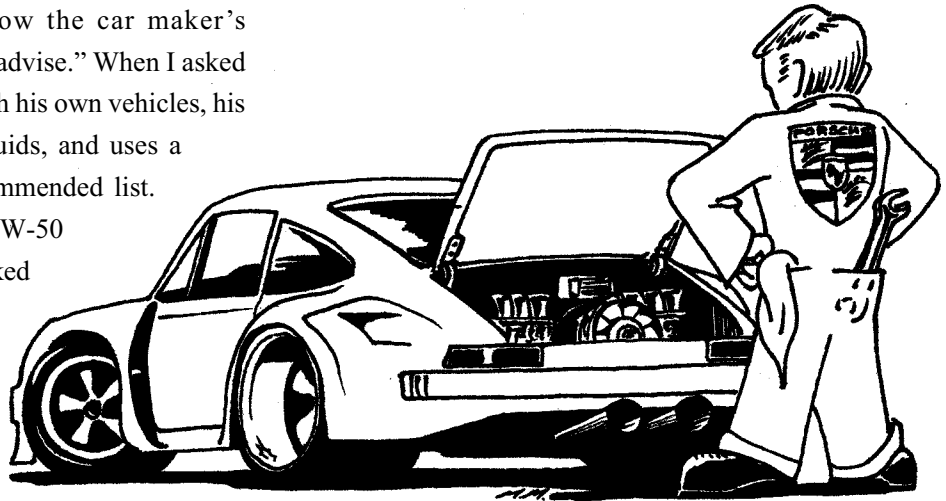
A second school of thought calls for periodic service. The chemical theory for this one is that the fluid is subject to deterioration. Shearing forces of the gears causes the molecules of the oil to break down and thin; heat generated at the sliding points causes the thin layers of oil at the junction to polymerize and thicken, resulting in a reversal of the desirable viscosity properties. The additives that keep the seals soft and pliable dissipate, and moisture entering the case depletes the anti-corrosion and anti-oxidizing additives. Grit from gear wear left circulating in the oil can inbed in the seals and wear out the various shafts. When to change becomes the contentious part. The old rule of thumb was 30,000 miles, but with good clear roads, better materials in gears and oils, 50,000 may be a good choice, but I wouldn't go further.

Unfortunately, it's hard to tell by sticking your finger into the oil and looking at if the fluid is in good shape. This doesn't give an indication of the chemical properties. Also, from what looked good on the finger, I've seen some stuff that looked real dirty once in the grain pan. Certainly, if the finger test shows it dark or contaminated, change it. If you've gone to the point of getting it in the pan, you might as well put in new. On the other hand, to frequent a change wastes resources and time.

For those of you new to servicing, the first step is to look up the proper grade of oil for your car (usually GL5), the viscosity (80W-90 or t7W-90 are common specs.), and quantity required. Use the correct stuff; some cars with trans-differentials need GL4 and don't shift well with GL5. Many cars have no grain plug, and a cover must be removed and new gasket installed, or the fluid removed by suction through the fill hole, so prepare for this. Sometimes oddball wrench sizes are needed. Before starting, be sure you can get the fill plug out. This is not a risk for the pro who has a power filler where the quantity can be dialed in and forced up through the drain hole, and the plug hastily reinstalled. You will need some way of getting the fresh oil in, such as a suction gun. Draining will be more effective if the differential is warm from a good drive. Please dispose of any waste properly.

I put in a call to Mobil Oil Co. to see what they say (they are an OEM supplier to Mercedes). All I could get from the tech line was to “follow the car maker’s recommendations, that’s all we can advise.” When I asked the fellow if that is what he does with his own vehicles, his answer was no. He changes his fluids, and uses a grade of viscosity not on the recommended list. He specifically mentioned using 15W-50 engine oil when pulling a trailer. I asked to speak to a chemist, and they are to get back to me (sometime).

Stay tuned...



**Donnybrooke Ad**

***Maplewood Imports  
Carousel Automobiles  
Ad here***

***Garage Tek Ad***

***Courtney Tires Service Ad***

# 2003-2004 Kalender

## February

2004 April

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 pages 12 & 13.
- 21V **Winter Tech Session at Precision Paint "Taking Care of the Body" See page 10**  
Time: 10:00 am to Noon  
Location: 2415 Industrial Blvd. Long Lake  
Eventmaster Andrew Busche at 612 824-3547
- 28 **Tech Session at Apex SPG/Jim Bryant "Safety with Sparco!" See Page 10**  
Time: 10:00 am to 2:00 pm  
Location: Apex SPG  
7200 Hudson Blvd. Suite 165 Oakdale, MN  
Eventmaster Andrew Busche at 612 824-3547

## March

2004

- 4C **"For Women Only" Driving Essentials/Workshop and Social**  
Location: Airport Hilton (no cost)  
Time: 6:00 to 8:00 PM See pg. 20 for details  
Teresa Vickery, twv@mktgbydesign.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
- 13 **Swap Meet**  
Carousel Automobiles  
8:00 am See page 11 for details
- 27\*\* **Winter Tech Session**  
Johnson Autosport  
11081 Chapparral Ave. 952 233-0275  
Time: 10:00 AM details TBA
- 31\*\* **Back by Popular Demand: New Member Social Returns! (Wed. nite)**  
Location: Davanni's in Edina (Hwy 100 & 50th) Time: TBA  
Eventmaster: Jon Beatty 952 449-0187

- 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
- 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

## May

2004

- 23\*\* **NS Autocross - Open to other Car Clubs**  
St. Cloud Driving Facility  
Eventmaster: Bill Berard 952 921-4955 x1
- 23 **"For Women Only" Advanced Car Control Clinic**  
Time: 8:00 AM Dakota County Tech College  
See page 20 for details, cost, rsmps

## June 2004

- 11\*\* **"For Women Only" Driver Training**  
Brainerd International Raceway  
See page 20 for details, cost, registration info
- 11 **'Fast Fling' Driver Training**  
Brainerd International Raceway  
Eventmasters: Lee Jacobsohn 612 922 8458  
Dave Ingraham 612 799-0520
- 12,13 **'Fast Fling' Driver Education**  
Brainerd International Raceway  
Eventmasters: TBA
- 12 **Annual German CarFest**  
**Location: Rice Park in downtown St. Paul!**  
Note New Exciting Location!  
Watch *Nord Stern* for further details

## July

2004

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

\*\* Denotes New Date/Event

25\*\* **Nord Stern Autocross On Sunday - Open  
other other Car Clubs**  
St. Cloud Driving Facility  
Eventmasters: Harvey Robideau 952 474-5563  
Dick Beers 612 827-7556

***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

***Collision  
Center, Inc.***

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  
24-26\* **12th Annual North Shore Fall Color Tour**  
BlueFin Bay  
(call 1-800-BlueFin to reserve your spot!)  
Eventmaster: John Dixon 952 939-9071

***Autobahn Ad***

# *"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](mailto:twv@MktgByDesign.com) or 952 474-7126

Susan Anderson, Audi Club: [susan@andersonmotorsport.com](mailto:susan@andersonmotorsport.com)

Barb Avise, BMW Club: [barb.avise@andersencorp.com](mailto:barb.avise@andersencorp.com)

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

**March 4<sup>th</sup> 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](http://www.glacierlakesqclub.org) Events page

RSVPs not required but appreciated by February 27, 2004 to Teresa Vickery: [twv@mktgbydesign.com](mailto:twv@mktgbydesign.com)

## **ADVANCED CAR CONTROL CLINIC**

**May 23<sup>rd</sup> 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 7<sup>th</sup> go to [www.northstarbmw.org](http://www.northstarbmw.org) Driving Schools page

## **DRIVER TRAINING @ BIR**

**June 11<sup>th</sup> 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 21<sup>st</sup> go to [www.nordstern.org](http://www.nordstern.org) Event Calendar page





*Photo by Bob Chapman, Peachstate  
Region of PCA at 2003 Petit LeMans.  
I just love the angle and positioning of  
the 2 cars. Go online and see this one  
in color!*

# ***Art of Racing***

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259 East Lake Street, Wayzata MN 55391

or call David Schaal 651.983.8238

**WWW.RACETRACKART.COM**

***Nurburgring Inc. Ad***

# *Nord Stern Business Meeting Minutes*

## *January 6, 2004*

---

*Eleanor Renwick, Secretary*

**T**he meeting was brought to order by President, Ed Hazelwood. Opening comments included his thanks to everyone for their support, and appreciation for all the new people who have filled positions. There are some positions still open and volunteers are requested. The yearly calendar was circulated for review, input and coordination. Plan on 60-90 days lead to post events in the newsletter. Budgets were requested for each event in '04. Handouts included the agenda, calendar of events, and forms for PCA 2004.

**Carousel Automobiles:** Mark from Carousel expressed thanks for all the joint activities that took place last year. Carousel will continue the parts discount program-look for details in the newsletter. A Swap Meet is scheduled on March 13<sup>th</sup>. *Doors open at 8:00 a.m. Cost is \$20. See more details in the newsletter.*

**Treasurer:** brief review of finances in '03, which tallied just under break even.

**Advertising:** most are paid. Precision Paint & Rust Removal is a new advertiser.

**Shop Relations:** new advertisers have expressed a desire to be involved in tech sessions. The first tech session of the year is at Auto Edge on January 10<sup>th</sup>. The second is at APEX with Jim Bryant on February 28<sup>th</sup>.

**Safety:** plan to go forward with equivalent safety based on PCA guidelines. This will be coordinated with the Rules Committee and reviewed by the Nord Stern Board. Restraint systems review will be added to tech inspections.

**Rules:** to be published after board review. Expect classing of new vehicles.

**Concours:** effort this year to expand the event and change the venue to Lake Calhoun area.

**Autocross:** aim to increase participation. Extended discussion on additional locations and involving other auto groups, and to provide a lower speed introduction to novices than BIR.

A cooperative event at MAM was explored; both dates available already coincide with our events already scheduled. Pat K. will write up a presentation.

**Club Race/BIR Relations:** no new BIR news; still working on the Cup Challenge portion.

**Driver Education:** a lengthy discussion surround increasing prices for all events, based on past participation numbers. Increases approved are: Friday Driver training \$120. Saturday/Sunday Driver Education \$150 for first driver; \$120 for second driver. Continue the refund policy and increase the late fee. Saturday/Sunday schedule may change. Need more publicity for out of area events.

**Registrar:** an emergency contact form is ready and has been reviewed by safety. This will need to be sent with the registration form. Tech forms will be reviewed.

**Driver Training:** No report

**Membership:** a new member social is planned, date to be announced. It is expected that members will be able to update their information on the web in the next couple of months.

**Met Council:** meets this Friday; will publicize the Zoo event

**Newsletter:** January has been sent; February delivered to printer next week. Need tech session information by Saturday, to put the newsletter on website next week.

**Rally:** no date yet, preferably before "bugs", in the NW metro area this year, then progress to all metro quadrants in subsequent years.

**New Member Ambassador & Social:** Award Banquet date is October 23, 2004. Holiday party will be January 2005, date TBD.

**Taste of the Track:** some tweaking needed, will report more next meeting.

**Timing and Scoring:** system is ready to go, no changes.

***Auto Edge Ad***

***Complete Garage Ad***

# First Fling Driver Training

## Friday, April 23, 2004

at Brainerd International Raceway

■ **Eventmaster:** Lee Jacobsohn 952 922-8485 and Dave Ingraham 612 799-0520

**Novice Class:** For drivers who have not attended a (or attended no more than one) Nord Stern high speed driving event at Brainerd Raceway. This class will prepare you to safely participate in Nord Stern Drivers Education events. Cost \$120 per person ( one driver per car). Limited to 20 students.

**Intermediate Class:** For drivers who have attended the Nord Stern Novice Class, or similar high speed school utilizing production based street cars, and have participated in less than six DE events in the last six years. This class builds on the topics covered in the novice class with a concentration on advanced car control techniques and cornering lines. Cost: \$110 per person (one driver per car). Limited to 20 students.

**Advanced Lapping sessions:** For drivers who have attended the Nord Stern intermediate school in the past and desire additional track time. Two lapping sessions will be provided on Friday afternoon. Instructors may be available at the drivers request. Cost \$60. Limited to 24 cars.

**Requirements:** Car must have passed a Nord Stern annual Tech inspection in 2003. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age.

**REGISTRATION AND PAYMENT MUST BE RECEIVED BY APRIL 10TH, LATE FEE \$25**

**Rush this form along with your check payable to Nord Stern to:**

Lee Jacobsohn  
4849 Russell Ave. S.  
Minneapolis, MN 55410

Driver \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ email: \_\_\_\_\_

Street \_\_\_\_\_

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

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

Novice \_\_\_\_\_ Intermediate \_\_\_\_\_ Advanced laping \_\_\_\_\_

Class, if known \_\_\_\_\_ Prior high speed school? \_\_\_\_\_

*"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."*

Signed: \_\_\_\_\_

# Nord Stern 2004 Driver Ed Event Registration

*Brainerd International Raceway is a superb, three-mile road course,  
situated six miles north of Brainerd, Minnesota*

- **Eventmaster/s:**    **TBA for each DE Event**
- **Cost:**                \$150 per person; \$120 second person, same car
- **Requirements:**    Snell 95 or newer helmet, A fire extinguisher (5 b-c min.) is required. It must be securely mounted using a metal bracket, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:**        To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:**   Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) [www.nordstern.org](http://www.nordstern.org)
- **Refund Policy:**      **Registration deadline one week prior to the event. Late Fee: \$50, however, FULL refund if you cancel by calling at least one day before event.**
- **Event:**                ☐ **First Fling; April 24/25**                                ☐ **Club Race DE; Aug 8/10**  
                                  ☐ **MidSummer: June 12/13**                                ☐ **Last Fling: Sept. 18/19**  
                                  ☐ **Road Am. July 12/13**

***Rush this form along with your check payable to Nord Stern to:***

Cal Townsend, Registrar  
15391 Flower Way  
Apple Valley, MN 55124

Driver \_\_\_\_\_ Car #: \_\_\_\_\_

Co-Driver \_\_\_\_\_ Car #: \_\_\_\_\_

Phone(Wk/Hm) \_\_\_\_\_ Cell: \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ email: \_\_\_\_\_

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

Best Time BIR \_\_\_\_\_ Best time co-driver BIR \_\_\_\_\_

*"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."*

Signed: \_\_\_\_\_

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

***Sears Imported Autos Ad***

***Donnybrooke Ad***

## Survive

*... continued from page 9*

As I start my stint I see that there are still patches of wet mud on the pavement where cars have reentered the track. Otherwise it is completely dry. I settle into a steady pace. There are some lights on the front straight but besides that the track is in absolute darkness. The GT3 Cup cars go by at startlingly high speeds on any section of the track. The lights of other cars cause momentary blindness after going by until my eyes can readjust. At one point when a sportsracer passes me I find myself on the outside of turn 6, an off camber downhill right-hander, and I am sure that I'm about to go off. I lift to get the car to come around a bit and then mat it and hope for the best. The car tracks through perfectly. Clearly I am not driving the car to its full potential. I am wishing that I had joined the team for some of the earlier NASA races this season (there is an enduro series) so I would know the car better. Now, in the dark on an unfamiliar track, is not the time to find the car's limits. Better to stay on the track and avoid damage. A short while later I come up on the E1 MiniCooper S, which is leaking fuel very badly. The track is very slippery as I chase him through the S curves on the back side. I am surprised he doesn't pit. Maybe he doesn't know about the leak? I manage to get by through turn 4. A short while later the E1

924 passes me and spins almost immediately. We are already many laps behind both the Mini and the 924 and with some guilt I find myself hoping the 924 will be stuck in the mud and the Mini will run out of fuel. On the next lap the 924 is not there, and one lap after that they pass me again, and spin again. I am feeling fairly smug when I pit to refuel. The stop goes well, 1 min 4 seconds to refuel, clean the windshield and lights, replace the right front tire and give me a drink.

Everything was going perfectly.

The second half of my stint begins well, as I pass the Mini again. It is still leaking fuel. How much longer can they go? Then I find myself in the middle of a swarm of five to six Spec Miatas that are racing like it's a 30 minute sprint. They're blocking each other, diving for the apexes, late braking into every turn. How have they driven like this for 17 hours? I find myself alone for awhile, wishing our lights were brighter. Later another car comes up on me and we dice for half a lap before I realize it's the E1 944. Is this for position? I wonder. We get through some lapped traffic but he is right on my bumper. At the entrance to turn 8, a long up hill lefthander, he moves inside and I can't get to the apex- I realize I may run out of track at the exit. I feel the slightest tap on my left rear fender and suddenly I'm skipping across the rutted mud on the outside of the track.



Foot to the floor, I struggle to keep control as a steep hill looms in front of me. I am barely able to avoid an impact with the hill but my joy is short-lived, as I crash through a rut and the exhaust gets torn off the car. The noise and vibration are extreme and I pull into the pits half a lap later. The car is caked with mud and the exhaust is completely gone but otherwise we are still mechanically sound. Two new tires are  
*Continued on pg. 28*



## Survive

*... continued from page 29*

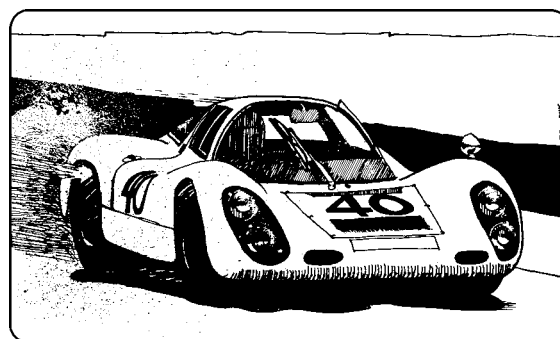
fitted and the next driver heads back out to the track. The delay has moved us back into 6<sup>th</sup> in class.

The next driver pushed hard, setting the fast time of the race, 2:14:6. The car continued to hold up, but sustained further damage in an off that destroyed the front valance. The 4<sup>th</sup> place Mini Cooper crashed out at 7:40 and came in on the flatbed. We realized that if we were able to finish the race we would be 5<sup>th</sup>. The radios crackled and our driver reported that he had a flat tire. As he came into the pits we saw that the left front strut was broken, and the wheel was folded up under the fender. We brought the car back into the paddock and got it in the air, but we had no spare strut. The car looked very forlorn. So did the team owner, who was about ready to throw in the towel. We raced around to the other teams in the pits that were running the 924 and the 944. We were in luck, as the 924 team had a spare and lent it to us immediately. After some creative install techniques the car was sent back out. We were still 6<sup>th</sup> in class but had enough time to pass the Mini, and if we got lucky, even catch the 5<sup>th</sup> place Acura GS-R, who had lost their alternator. Each time they came into the pits they'd install a new battery. First, the battery from their motorhome,

then the battery for their trailer brakes, and finally the tiny battery from the sportsracer they were also running. Innovative! As it turns out, they barely slowed down and we were not able to catch them.

So in the end, we finished 5<sup>th</sup> in class out of 14 and 36<sup>th</sup> out of 72 starters. We were all exhausted and the car was not pretty, but it was still running. The top finisher in our class was the Accord Euro-R, whose fastest laps were only a second faster than ours. Had we not had all of our offs we would've had a podium finish.

It was a great race. NASA put on a very organized and well run event. I can't wait for next year.



# *Carmudgeon Country*

by Ken Kamstra

*“You’re here to  
exercise those  
horses under the  
hood, not get stuck  
behind campers  
and trailer homes.  
The 300-plus  
horses in my big  
745 Bimmer only  
let out a  
sophisticated snarl,  
but I knew they  
were having as  
much fun as I was.”*

When “Metro Phobia” gets you down . . . It may be time to get away—way away—from city life. Cleanse your soul of bumper-to-bumper traffic and ‘steroid’ drivers; dimbulbs who see the freeways as a kind of swoop and dart video game. Escape the land of “auto immunes” who can’t understand why you are so damned paranoid about your fancy car. You and your machine just need some space; space to run.

Try South Dakota’s Black Hills, History laden, fun driving lands where General Custer made his famous last stand. Final resting place of Deadwood’s Wild Bill Hickock, Calamity Jane and Chief Crazy Horse. They’re carving out a whole mountain just for the chief. Washington, Lincoln, Jefferson and Roosevelt had to share one: Mount Rushmore.

But avoid the tourist season. You’re here to exercise those horses under the hood, not get stuck behind campers and trailer homes. The 300-plus horses in my big 745 Bimmer only let out a sophisticated snarl, but I knew they were having as much fun as I was. As we took on curves and sweeps and mountain climbs, it was easy to see why 200,000 Harley Hogs invade this country every August. It’s the roads. It’s the country.

Heading north and west from Pierre—avoiding the freeway—it was downright desolate. It was tree-less. It was devoid of people. It was just as I remembered it from my youth. It was beautiful. Decades ago, the Huron (SD) Daily Plainsman paid me, more or less, to roam this countryside and find stories; stories about anything. Once, I did a stint living with a Smithsonian crew just north of Pierre where the recently built, giant Oahe Dam was about to flood Arikara Indian Villages dating back more than 1,000 years. That’s a story for another time. Right now, I wondered: did I give up a car lover’s dream job just to seek my fortune in the big city?

Just outside Deadwood on a mountainside, my late brother built his escape place, a home with decks all around to enjoy the view. We didn’t stop. Seems some fun loving teenagers got their hands on a bulldozer one night and leveled the place. I wanted to remember it as it was.

His daughter—trained in some of Denver’s finest restaurants—has established her own restaurant, Roma’s. Italian food and “white tablecloth” class you don’t expect in Spearfish. The Roma’s dining experience alone is worth the trip.

Going home, we tried different roads; tried also to avoid a speeding ticket. I’ll never enjoy waiting for Spring but a late fall escape does ease the pain. And the “Metro Phobia” symptoms are gone for now . . .

EDITOR’S NOTE: HAVING TRAVELED A NUMBER OF TIMES IN AND THROUGH SOUTH DAKOTA, I LOVE THAT WIDE, OPEN, WIND-SWEPT LANDSCAPE. THE CRAZY HORSE MOUNUMENT IS UNBELIEVEABLE FRANKLY AND WELL-WORTH THE TRIP. WE FIRST STUMBLED UPON IT WAY BACK WHEN AND COULD ACTUALLY SEE PROGRESS ON A FAIRLY RECENT STOP A FEW YEARS AGO. KEN IS SO RIGHT, WHAT A GREAT SPACE TO JUST LET THOSE ‘HORSES’ RUN! EVEN THOUGH KEN WROTE THIS ARTICLE FOR THE MERCEDES-BENZ CLUB NEWSLETTER, HE DOES OWN A PORSCHE, TOO. A FINE VEHICLE IS A FINE VEHICLE!

# 2004 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name \_\_\_\_\_

Address \_\_\_\_\_ Email address: \_\_\_\_\_

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

PCA Member # \_\_\_\_\_ Drivers License # \_\_\_\_\_  
(Required) (Required)

Car Number \_\_\_\_\_ Best Time @ BIR \_\_\_\_\_ Nord Stern Car Class \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Engine \_\_\_\_\_

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

## Technical Safety Inspection

To be completed by qualified shop or inspector.

Shop/Inspector Performing Tech \_\_\_\_\_ Shop Stamp: \_\_\_\_\_

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Fire Ext./Full/Mounting	_____
Brake Lights	_____	Brake Lines	_____	Helmet Snell 90/Better	_____

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leaks	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

## Condition of:

Brake Pads \_\_\_\_\_ Tires/Wear \_\_\_\_\_

Is shop re-inspection required Yes No

Items to be corrected \_\_\_\_\_

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Regions reserves the right to exclude any individual.

Driver/Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_



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# *North American Teams And Porsche Drivers Form Winning Combination For Porsche Success In 40<sup>th</sup> Year Of 911 Sports Car*

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*courtesy PCNA*

**A**T LANTA - December 18 - In celebration of the 40th birthday of the Porsche 911, Porsche teams in North America tackled competition from Audi, Ferrari, Corvette, and BMW in all the major road racing arenas and emerged victorious.

*"Porsche teams and the Porsche 911 had wonderful seasons in The Speed Cup, Grand-Am Cup, American Le Mans and the Rolex Sports Car series, and we are proud that many of those teams and drivers had similar success in Europe at Le Mans and in the FIA-GT series,"* said Alwin Springer, president of Porsche Motorsport North America (PMNA)

*"It was particularly gratifying for me in my final year with PMNA, and I feel comfortable turning the future of Porsche Motorsport North America over to Uwe Brettel with so many successes to build on,"* Brettel takes over the Santa Ana, California-based P MNA operation as of January 1, 2004.

The Porsche 911 GT3 RSR and the Porsche 911 Cup race cars were responsible for all the successes listed below, and these cars continue to be the only race cars in the world built on the regular auto assembly line and made available to customers around the world.

Built on the same line that produces Porsche Boxsters, 911s, and Turbos, Porsche has now built more than 600 of these race cars in the ten years they have been offered, with many of the machines going to North American teams.

## **2003 Rolex 24 Hours at Daytona, Porsche's 20<sup>th</sup> overall win**

The 2003 motorsport year began in Feb. with a resounding success when The Racer's Group Porsche 911 GT3 RS (Kevin Buckler, Jorg Bergmeister, Timo Bernhard and Michael Schrom) claimed the 20th overall victory for Porsche against considerably more powerful vehicles. It was the team's 2<sup>nd</sup> win in a row at Daytona, and the first time a GT car had won the race overall since 1977.

## **2003 12 Hours of Sebring - Porsche shuts Ferrari out of top three**

Led by factory drivers Sascha Maassen and Lucas Luhr, the Alex Job Racing McKenna Porsche 911 GT3 RS scored its third straight GT class win at the 12 Hours of Sebring (and the fourth in a row for Luhr). Completing the Porsche sweep was the White Lightning /Petersen Motorsports Porsche of Craig Stanton/Johnny Mowlem/Nic Jonsson, and third was the Seikel Motorsport Porsche of Gabrio Rosa/Alex Caffi/ Andrea Chiesa.

## **2003 American Le Mans Series - Porsche scores all nine wins**

After Sebring, the Porsche 911 GT3 RS teams marched to victories in the other eight rounds of the American Le Mans Series, with the Alex Job team scoring all but one of the wins.

Factory drivers Lucas Luhr (Monaco) and Sascha Maassen (Belgium) won five races in a 911 GT3 RS of the Porsche-backed Alex Job Racing team, clinching the GT class with two races remaining. Second overall in the drivers' championship went to the works driver duo Jvrg Bergmeister and Timo Bernhard. The two Germans also piloted an Alex Job-run GT3 RS. They won the second round in Road Atlanta, the Mosport race (Canada) and the finale which also took place in Road Atlanta. This victory marked the 19th class win in succession for a Porsche, and the 38th GT triumph in the ALMS, which began back in 1999 - two unparalleled records.

The other victory for Porsche in ALMS was secured by Briton Johnny Mowlem with his teammate Craig Stanton (USA) in the White Lightning/Petersen Motorsport 911 at Road America. With Cort Wagner, Kevin Buckler (both USA), Johnny Mowlem and Craig Stanton holding positions seven to ten respectively in the year-end GT point standings, eight of the top ten drivers were in Porsche sportscars in 2003.

Alex Job racing claimed the GT team championship by a clear margin, ahead of Risi Competizione (Ferrari) and another Porsche team, The Racer's Group. Thanks to its successful customers, the GT manufacturers' title went to Porsche.

### **2003 24 Hours of Le Mans - North American Porsche teams win GT class**

Although Alex Job Racing and White Lightning/Petersen Motorsports are fierce Porsche rivals in the U.S., the teams combined resources and expertise for a joint entry - the first for both organizations - for the 24 Hours of Le Mans. Emmanuel Collard (France) joined AJR regulars Lucas Luhr and Sascha Maassen for the GT class win in the Alex Job Racing/Petersen Motorsports Porsche 911 GT3 RS, while the Florida-based Orbit Racing team of Peter Baron/Leo Hindery (both USA) and factory driver Marc Lieb (Germany) was second in the Orbit Porsche 911 GT3 RS.

### **2003 Grand-Am Cup - Porsche GT3 Cup, Porsche 911 win championships**

Toronto-based Doncaster Racing repeated as Grand-Am Cup Grand Sports I champions by defeating the much more powerful Corvettes with its Porsche 911 GT3 Cup racer driven by Jean-Francois Dumoulin, Robert Julien, both from Canada. The team won five races and helped secure the manufacturers title for Porsche.

After a long eleven-race season, Planet Earth Motorsports claimed the 2003 Triple Crown Championship in the Grand-Am Cup Grand Sports II category with their Porsche 911 racer. Wayne Nonnamaker shared the driver's championship with his father, Joe. The final tally saw the team score four wins and eight podiums in the Grand Sports II class. In addition to the performance the team had a perfect finishing record. Porsche also won the manufacturers title - this time over BMW - in GS II.

### **Motorsport Results 2003**

Final standings: American Le Mans Series, GT Class

#### **Drivers**

1. Sascha Maassen (Belgium), Porsche, 164 points
1. Lucas Luhr (Monaco), Porsche, 164 points
3. Timo Bernhard (Germany), Porsche, 104 points
3. Jvrg Bergmeister (Germany), Porsche, 104 points
5. Ralf Kelleners (Germany), Ferrari, 96 points
5. Anthony Lazzaro (Italy), Ferrari, 96 points
7. Cort Wagner (USA), Porsche, 77 points
8. Kevin Buckler (USA), Porsche, 74 points
9. Johnny Mowlem (Britain), Porsche, 73 points
10. Craig Stanton (USA), Porsche, 51 points

#### **Teams**

1. Alex Job Racing, Porsche, 182 points
2. Risi Competizione, Ferrari, 96 points
3. The Racer's Group, Porsche, 79 points

#### **Manufacturers**

1. Porsche, 192 points
2. Ferrari, 123 points
3. BMW, 12 points

### **Overall victories in national championships**

Grand American Cup Series (USA), GS1 class

Drivers: Jean-Francois Dumoulin, Robert Julien (both CDN), Porsche 911 GT3 Cup

Manufacturers: Porsche

Teams: Doncaster Racing, Porsche 911 GT3 Cup

Grand American Cup Series (USA), GSII class

Drivers: Joe Nonnamaker, Wayne Nonnamaker (both USA), Porsche 911

Manufacturer: Porsche

Teams: Planet Earth Racing, Porsche 911

### **Results of Major Endurance Races involving North American drivers/teams**

Daytona 24 Hours (USA), overall results

1. Jvrg Bergmeister, Timo Bernhard (both D), Kevin Buckler, Michael Schrom (both USA), The Racer's Group, Porsche 911 GT3 RS, 695 laps
2. Ralf Kelleners (D), Antony Lazzaro (USA), Johnny Mowlem (GB), R.Competizione, Ferrari 360 GT, 686 laps
3. Johannes van Overbeck, Richard Steranka, Dave Standridge, David Murry (all USA), Rennwerks Motorsports, Porsche 911 GT3 RS, 684 laps

### **Sebring 12 Hours (USA), GT class**

1. Lucas Luhr(Monaco)/Sascha Maassen (Belgium), Alex Job Racing, Porsche 911 GT3 RS, 320 laps
2. Johnny Mowlem (England)/Nic Jonsson (Sweden)/Craig Stanton (USA), Petersen Motorsports, Porsche 911 GT3 RS, 319 laps
3. Gabrio Rosa/Alex Caffi/ Andrea Chiesa (all Italy), Seikel Motorsport, Porsche 911 GT3 RS, 312 laps

### **Le Mans 24 Hour Race (France), Le Mans GT Category**

1. Emmanuel Collard (France), Lucas Luhr (Monaco), Sascha Maassen (Belgium), Porsche 911 GT3 RS, Alex Job Racing/Petersen Motorsports, 320 laps
2. Peter Baron/Leo Hindery (both USA)/Marc Lieb (Germany), Porsche 911 GT3 RS, Orbit Racing, 314 laps
3. Michel Neugarten (Monaco), Ian Khan/Nigel Smith (both England), Porsche 911 GT3 RS, Team Thierry Perrier, 305 laps

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## Zu Verkaufen

### 2001 Ford Escape

40,000 miles. Dark green, sunroof, excellent condition. \$14,600. Fred Senn work: 612 758 2402.

### Many 944 parts for sale

Recently parted Turbo's, 944NA's, 924s and 968. Sheetmetal, electrical and mechanical parts for sale. Scott Kuhne 612.845.6187 or email at: scottkuhne@yahoo.com. Call or email with needs.

### 1990 Porsche 944S2 Coupe

white/dark blue, rare original M030 option, includes oversize front brakes, Koni adjustable shocks, etc. Does sub-two minute laps at BIR in

the hands of an old man. Call for details. cliffirvanderson@msn.com 651 638-5441 days, 952 920-6033 at home.

### 1988 Porsche 928S4

White/Tan, 76350 miles, Automatic, Vin# WP0JB0925JS860906, Rare limited slip Differential, Heated seats, Very nice shape, Clean car fax, \$14,995 B/O Ron Johnson 952 476-7445 Porsche freak@earthlink.net

### Free

2000 Boxster Muffler Perfect shape! You Pick it up! Live in Minnetonka. Contact Ron Johnson 952-476-7445 Porsche freak@earthlink.net

### 1994 968 Coupe 37000 Miles

Ext color: Red Int. color: Black Options: color matched rear spoiler, 17" Cup 2 wheels, factory 10 speaker, stereo with CD, limited slip, early build 1994 includes 93 underhood trim and full rear seat bottom, Concours condition, stored winters, new pinion bearings at 26,000, all maintenance up to date plus. \$24,000 Contact Pam Viau (651) 779-2344 or (651) 777-6924

### 1985 1/2 944

White w/black interior 118,000 miles, Well maintained: New timing belt, water pump, head gasket, radiator, motor mounts, brakes, tires, etc. Call for all the details. \$6,500. Contact Bob Viau (612) 839-7003 or (651) 777-6924.

### Red 2001 Pontiac Grand Prix

Almost New, Driven mostly on weekends up North and on a couple of pleasant countryside trips to Wisconsin. Never driven in rain. Offers and/or trades. Don Miller 612 986-4033.

### Towing Mirrors

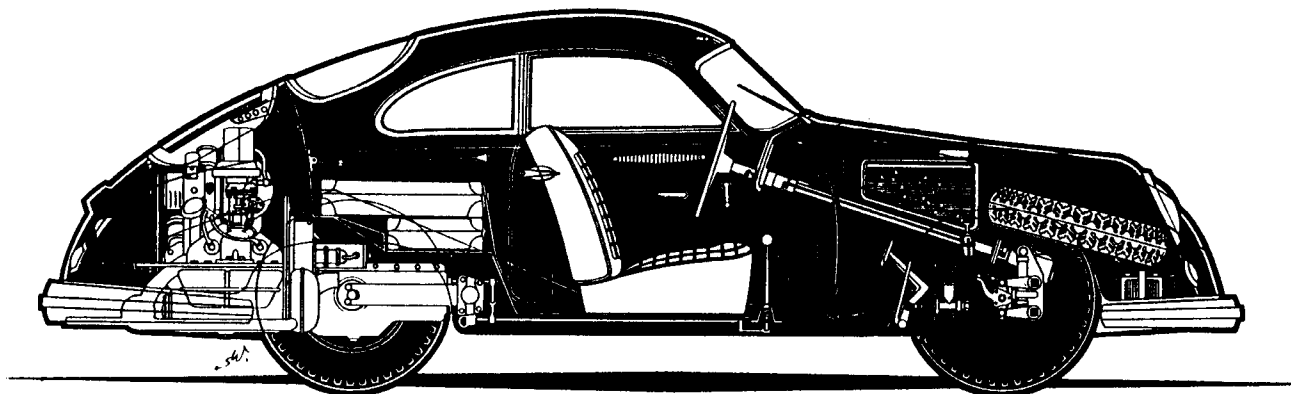
Pair of CIPA Deluxe door mounted towing mirrors. These fit onto any car, extending the mirrors up to nearly 2 feet each side. Perfect for towing and reversing an enclosed trailer. Great shape. \$40 the pair. Nick Summers 952-984-3086 (W).

### Parts

Two sets of suspension springs for 993, one set of springs came off a 1995 993, second set came off a 1997 993. Both cars low miles. \$80 for each set. Contact Bryan 612-964-4919. Bryan\_walsh@hotmail.com

### 1990 Porsche 944S2 Coupe

White/dark blue, rare original M030 option, includes oversize front brakes, Koni adjustable shocks, etc. Does sub-two minute laps at BIR in the hands of an old man. Call for details. \$15,000/negotiable. Email: cliffirvanderson@msn.com 651 638-5441 days, 952 920-6033 at home.



# A Stiff Inside Door Handle 911s

by Steve Grosekemper, Windblown Witness March 1999

*“Along with the new door pocket storage arrangement came new inside door handle linkage. This system seemed to work very well for years of trouble-free service. However, in some cars this linkage can become very stiff, making it almost impossible to open the door.”*

In 1974 Porsche updated the interior door treatment on 911s. Along with the new door pocket storage arrangement came new inside door handle linkage. This system seemed to work very well for years of trouble-free service. However, in some cars this linkage can become very stiff, making it almost impossible to open the door.

The problem with this original system is mainly in the pull cable. It is a solid pull wire housed in a flexible steel sheath. As time and nature take their toll, this cable becomes rusty. It binds in its housing, causing operation to become quite difficult; sometimes enough to brake the plastic door handle, or even worse, someone's finely manicured fingernails. (This disaster should be avoided at all cost, trust me on this one!)

Starting with Carrera's produced after March of 1985, Porsche upgraded this linkage all the way from the handle to the latch. Unfortunately, I don't own a Carrera—I own a 911SC. Fortunately, Porsche outlines this upgrade in technical bulletin group 5, #8605. The difference in handle effort is truly astounding, due in part to the new ratio of the upgraded reversing bracket and smoothness of the new bowden cable (Remember the old one was a stiff, solid, pull wire).

The parts, prices, and qualities needed to update both doors are as follows:

2-911.531.509.01 cable	\$41.20
2-911.531.091.01 pull rod	29.50
4-999.507.009.02 snap nut 3.5mm	.80
4-N 014 0869 screw (3.5x16mm)	.80
8-993.531.563.00 clip	3.36
1-993.531.083.01 bracket left	9.70
1-993.531.084.01 bracket right	9.70
Subtotal	\$95.06
Sales tax	7.37
Total parts cost	\$102.43

This update is fairly simple after removing the door panel and associated hardware. Just take your bag of parts and install them where their matching counterparts were previously located.

The reversing brackets will need their mounting holes re-drilled in the door skin. (See illustration #2) All of the new parts look the same, only their geometry has changed. This job will take an experienced technician and about 3 hours to complete both doors. There is, however, an abbreviated update that works very well, and gives you about 80% of the benefit of the complete job. It takes about half the time and requires only one part per door. This decreases the cost from about \$300.00 (including labor) to about \$150.00 (including labor). For all of you “do it yourselves,” the parts price alone goes from \$100.00 to \$45.00.

The abbreviated update is as follows:

With door panels removed, take the new bowden cable part #911.531.509.01 and remove the spring from the end. Crimp the remaining spring retainer to the cable end. (This eliminates an annoying rattle). Install the new cable (spring retainer to the front of the car) and adjust out any freeplay. Replacement of cable end retainers is suggested (2-993.531.563.00). Re-install the door panel, and you are all set, manicure intact. Good Luck!

# *911 Carrera Battery Draw*

*by Steve Grosekemper, Windblown Witness, April 1999*

*“Static battery draw is power that is drawn from the battery when the car is sitting in a non-operational state. These draws are usually due to memory features in computers, electronic control devices, and after-market consumer electronics. It has become commonplace for cars left for extended periods of time to have dead batteries. This is an understandable situation and one that can be avoided.”*

In these days of computer controlled automobiles static battery draws have become an increasing concern. Static battery draw is power that is drawn from the battery when the car is sitting in a non-operational state. These draws are usually due to memory features in computers, electronic control devices, and after-market consumer electronics. It has become commonplace for cars left for extended periods of time to have dead batteries. This is an understandable situation and one that can be avoided. Charge the battery or drive the car!

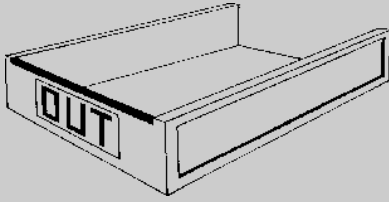
One situation that can be very frustrating and difficult to repair is an intermittent battery draw. The car that has been starting flawlessly for months can, without any warning, be found to have a dead battery. Of course, when you take it in to your mechanic, he tells you that there is nothing wrong with the car. This has been a popular story in our shop this year, and this is what we have found:

Starting with 1987 911s, 1985 1/2 944s, and 1985 928s, Porsche made a wiring change to make your car more convenient to live with. They made the power window relay come on with the ignition key, just like they had done since the introduction of that option. However, the simple operation of turning it off has changed. Where on previous models you simply turned the key off, now a signal from the interior light ground switch turns the relay off. Here is the reason why: You have just pulled into your garage and turned the car off. You pull the keys out and notice the windows are still down, so instead of reinserting the key, you just hit the window button, and up they go! Then as you open your door, the relay is switched off, and the draw from the relay is gone. This is a really convenient feature, except when the interior light ground switch fails and leaves the relay on. With this relay on, your battery reserve life may be reduced from weeks to only hours.

Fortunately this problem is easily repaired and even more easily diagnosed. First, make sure your interior lights are in the “door on position” and open the door. Do this several times and make sure the interior light comes on every time. Second, turn the car on and then off. Open the door while operating the window. The window should stop the instant you open the door, and the interior light comes on.

If your system is not working properly, the problem is most likely a bad or dirty door switch. These switches are located at the front of the door frame, next to the door limiting strap. Due to their design the majority of switch failures will be in 911 cars. The other models use a self-cleaning pointed ground contact switch, which is considerably more reliable.

The most common cause for failure in 911 series cars will be a damaged or missing dust boot (901.615.616.20-\$1.45). If these are damaged or missing, replace them now! Remove the switch by unscrewing it with an 11mm socket. Clean the contacts with a wire brush or replace the switch (964.613.601.00-\$3.45). This is a great place to use some electrical contact oil, as this failure is almost always caused by corrosion from dirt and moisture. After repair of the door contact switches, go back and retest the power window/interior light operation several times. With this repair complete, you will be able to start your car with confidence, even after long periods of down time. Or you could just DRIVE IT!



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