

N O R D S T E R N



PORSCHE

March

2004

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

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Front Cover - so, you are probably asking yourself, hmmm, what does a lovely shot of a bunch of lily pads have to do with the Porsche Club and specifically with Nord Stern? A good question! For those of you who frequent BIR I am sure many have noted some of the changes and work that has been done over the last few years (wait til next month when I will include a couple of photos from First Fling 1980 - who remembers the non-paved paddock! I certainly do!) But back to the lily pads, they are there! Who says it's all pavement, rubber, and armco!

Photo by Ron Faust

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Address changes**PLUS!**

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

**Call Jon Beatty at
952 449-0187
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Leave your name, address
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Your application/s will be
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Reminder: Annual Dues are:
\$20 for January to December
*Check your mailing label
for your expiration date!!!!***

Letters to the Editor

Kudos to **Ed Vasquez** for organizing a fun party last night. Lots of time to spend talking to old and new members. The only drawback to the entire evening was we never got to see an entire lap at Road Atlanta in Lucas Luhr's GT3RS (Christie's comment!) I think the movie got the club racer contingent who are leaving for Sebring this coming weekend all juiced up.

—Bruce Boeder

Bruce, Thank you but may I spread the wealth! Thanks to Christie for her untiring work. Folks, This lady volunteered and work (for free) down at the Minneapolis Convention Center all day Saturday BEFORE coming down and working registration with me Saturday Night. In addition, she juggled the registration while having a major project at work, doing our magazine, and being stage and costume MOM/manager to a syncro swimming teenage daughter. Christie is truly the hardest working member of our Club..

Thanks to **Cal Townsend** for driving all day and then donating his time driving the bus to the event. Cal made four trips and made it possible for us to start the movie on time.

Thanks to **Roy Henneberger**, and **Mark Skweres** for helping with registration and payment of the bills. These guys responded to some last minute calls of help from me. Thanks to **Scott Anderst** for suggesting the event.

And Lastly, Thanks to all who supported the event! Part of Our Motto says getting their is half the fun. I think the other half is the fun that we make when we support our events!! Thank you for making MUKLUK Madness a SCREENING SUCCESS.

—Ed Vazquez

Nachrichten vom Herausgeber

Christie Boeder

Oh, good, I don't have a lot of space available for this month's column! And since, as usual, I have left this to last I don't have any hot topic and major 'beef' to spend time on here. Just a couple of things of note; with this issue we welcome a new advertiser, Precision Paint and Restoration. In next month's issue we plan on featuring a little commentary on who they are and what they do. Dan Dumbaugh, the new owner of this business, has stepped right up and gotten involved with the club by already hosting a winter tech session (which unfortunately we missed because of a prior committment!) and really wants to get involved with club activities and events. Such enthusiasm should NOT go unrewarded, in my opinion! Located out in Long Lake just to the west of us here in Minnetonka, am sure we will 'check them out!'

My feature article this month comes from Mike Jekot and it is fabulous, Take a look at the reproduction of the work of art Mike created to commemorate the 100th birthday of Designer **Erwin Komenda**. Not a name I was familiar with (however, am guessing there are many of you out there who are!), it's a fascinating read and has wonderful accompanying photos. And this is an exclusive for *Nord Stern*, I am thrilled to be running this article. Enjoy.

Speaking of enjoying, as the snow melts around me, the temperatures are actually rising, can some outdoor car activities be too far around corner?!

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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??!

Jean & John Geisler

Excelsior, MN

1993 993 Cab

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).

Judy & Steven Lundy

Rochester, MN

2000 Boxster S

2004 Cayenne

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.

Dale Parske

Lakeville, MN

1963-4 356C Ivory

1987 Carrera Cab

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms) where drivers are grouped according to prior lap times. Instruction is available. Mounted fire extinguisher is required, performance enhancements are frequently made (but not required!).

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

PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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

Social: Organized gatherings of club members, affiliates and family member to meet, eat and drink beverages! See our motto on page 1!

Tech Session: Casual educational session that span a wide range of topics, from general maintenance, through Concours prep, performance enhancements and general car/mechanical knowledge!

“The really big news locally is our planned celebration in 2004 of the 45th anniversary of the Nord Stern region! Planning is underway now for a number of special activities to recognize and celebrate this major milestone.”

Welcome to spring (almost, except for the snow!) and thinking about getting those cars out of storage and ready for the spring and summer driving. Except for the lucky few that have participated in one of the out of region events such as the Club Race at Sebring or other venues, the rest of us are planning and waiting for March or April to get our car “fix”.

If you have plans to enter your car in one of the Driver Training or Driver Education sessions, be certain to look ahead and check off the things you should do to get ready. Those tasks include having the car inspected (Nord Stern inspection), read the 2004 Nord Stern rules for changes and attend the March Novice Tech session at Maplewood Imports. Be certain to put the March 13th Swap Meet at Carousel Porsche on your schedule to pick up the last few items you need for your car!

While you are checking the calendar you will notice the Porsche National Parade is scheduled for July 4 to 10 in Fort Worth, Texas. The 2004 parade offers a very long list of activities and things to do and offers a wonderful opportunity to meet great people from around the country and participate in car driving events from Autocross, Rally, Drivers Education and even a Club Race!

Details are available on the internet at www.pca.org or www.parade04.org.

The really big news locally is our planned celebration in 2004 of the 45th anniversary of the Nord Stern region! Planning is underway now for a number of special activities to recognize and celebrate this major milestone. Watch the Nord Stern website and read the newsletter for announcements for the anniversary celebrations. Let us know if you have ideas on activities we might include in this special year of recognition and celebration. Special PCA Nord Stern Region 45th Anniversary window decals are available now; and they are FREE!

Come and join us!

Art of Racing

Your source for limited edition motorsports artwork



Randy Owens - 2003 USGP Serigraph

Original serigraph, limited edition of 125, Custom framing with handpainted mats size 33.5" x 24". Signed by artist.

Order yours today **\$640.00**

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or call David Schaal 651.983.8238

WWW.RACETRACKART.COM

Creating Fine Automobiles; creating fine art Honoring both endeavors!

by Mike Jekot

*“Today, many believe that
one or two people are
totally responsible for an
automobiles look, function
and manufacturing.*

Today when evermore sophisticated design and manufacturing techniques are becoming the rule there was a time when hammers beat flat sheets of aluminum over wooden bucks into some of the most seductive shapes of the day. Today, many believe that one or two people are totally responsible for an automobiles look, function and manufacturing. Not true, teams of designers, engineers, colorists and marketers oversee the smallest details. In the late 1940's at Porsche this was true also, albeit in a smaller way. A team of talented and trusted men was assembled by Porsche to create what would become the finest automobiles in existence. One of these men was Erwin Komenda, born 100 years ago, was at his prime when the Porsche men tapped him as head of body design for their company. There he would lead the design department creating some of

the worlds best know shapes including the early development of the 911.

I was lucky enough to have the honor of painting a portrait of the head designer for Porsche. As with all portraits the proof is in the client's reaction at the unveiling. Dr. Iris Steineck, the grand daughter of Erwin Komenda showed the final painting to her mother who commented, *“It looks just like him at that time”*. Relieved, I forwarded the painting on to Dr. Steineck, who will present it to her mother on the occasion of his 100th birthday.

Struck with the awesome talent and skill of this designer, I asked Dr. Steineck if she would forward to me a short story, a biography if you will of her grandfather. She has obliged. The story about this



man is mixed with world history, it is very interesting on many levels.

There is a web site created to honor Erwin Komenda, I encourage all to visit this site and feel free to contact Dr. Steineck, she would be thrilled to hear from anyone interested.

Dr. Iris Steineck
Hollensteinerstraße 28
3335 Weyer
Austria
office@komenda.at

Celebrating the 100th anniversary of the birth of Porsche Engineer Erwin Komenda

by Dr. Iris Steineck, all photos courtesy Dr. Steineck

“More than any other engineer, he influenced the appearance of German cars. Among others, Komenda designed the bodywork for the car manufactured most during the 20th century, the VW Beetle.”

One of the greatest automobile designers would have been 100 years old in April 2004. Erwin Komenda was born in Spital near Semmering on April 6th 1904. From 1931 until 1966, he was chief designer at Porsche, as well as one of Ferdinand and Ferry Porsche’s closest colleagues, with responsibility for the development of Porsche’s bodywork.

More than any other engineer, he influenced the appearance of German cars. Among others, Komenda designed the bodywork for the car manufactured most during the 20th century, the VW Beetle. Unmistakeable in design was the lowly Beetle, as was the charisma of the Porsche sports car, to which Komenda gave form: elegant, gently sloping, distinctive—Porsche design.

In search of undreamt-of possibilities, Komenda considered each development project as a vast undiscovered territory, which he entered with curiosity and the intent of finding answers and solutions. In the process, an important question was also posed: what now? Physics or design? For the talented engineer—here, a proper logician—the decision was clear. With the meticulously planned construction work of an engineer, which took many calculations and scientific correlations into consideration, Erwin Komenda registered over 100 patents for Porsche. In Komenda, the company possessed a brilliant engineer and artist too, whose bodywork is a unique symbiosis of elegance and technology.

The following clearly defined developments are among those, which were decisively influenced by Komenda’s creative spirit:

Wanderer Porsche models, NSU- and Zündapp prototype, VW Beetle, Schwimmwagen and Kübelwagen, Auto-Union-Rennwagen and Cisitalia-Rennwagen,

Porsche 356, Porsche 550, Porsche 904, Porsche 911.

Biography

Erwin Komenda spent his childhood and adolescence in the small Upper Austrian market town Weyer an der Enns near the town of Steyr. During his education and training everything revolved around metal. Following his graduation from the Training Institute for Iron and Steel Technology in Steyr, he attended a coaching building course at Vienna’s Technical Trade Museum, taught by the chairman of the Vienna Guild of Coach Builders,



Wanderer Porsche

Johann Feldwebel. Komenda's professional career began in 1920 as a designer for tools and cars at a Vienna bodywork factory.

In 1926, Komenda moved to the Steyr plant and met Ferdinand Porsche. Following his departure from Daimler-Benz AG, Porsche had come to the Steyr plant as Technical Director. Porsche's reputation as a brilliant car designer was ahead of its time. His personality was nevertheless



surprising. As a designer, Porsche represented the material interests of the industry. It had always been thus: on one side was the industry, while on the

other were the designers. Porsche made great efforts to be fair to both sides and gave the engineers the feeling of innovative self-realisation.

Included among the colleagues with whom Komenda shared his drawing board in Steyr were Bela Barenyi, who later claimed the invention of the Beetle as his own, gear-box specialist Karl Fröhlich, engine expert Josef Kales, and axle specialist Josef Zahradnik. This top-class team of engineers contemplated the realisation of the European dream of mobilizing the masses, with the American Ford Model T as their example. In 1929, as the Steyr XXX, built by Steyr Technology, set new standards in car building, Komenda and Porsche went their separate ways for a short period.

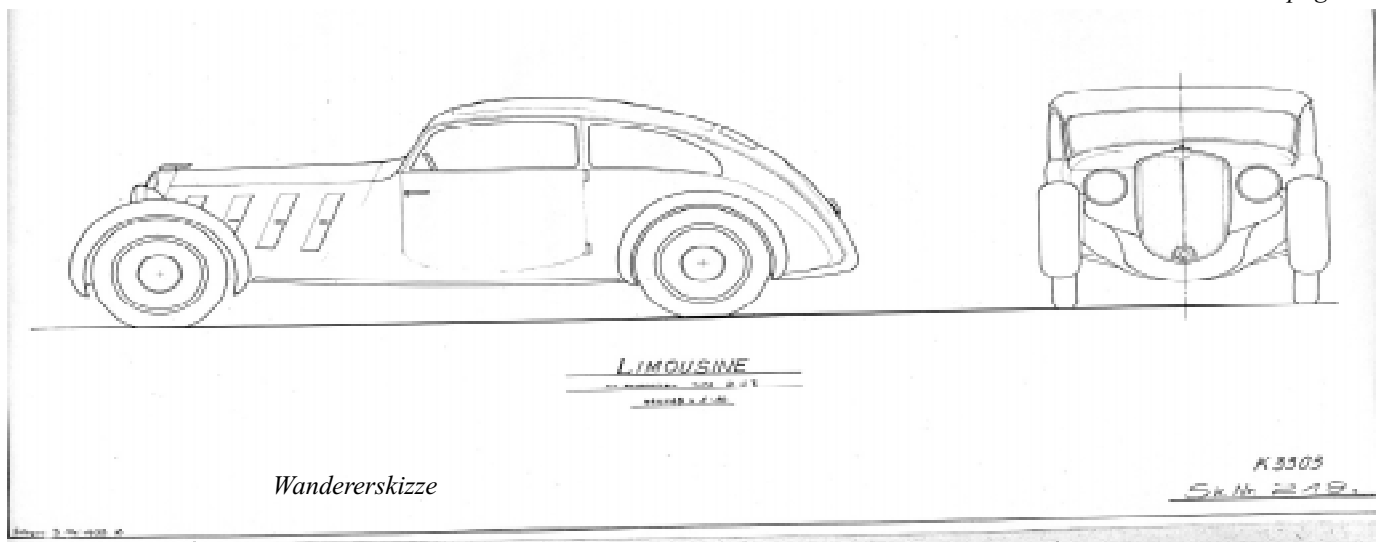
By 1929, 26 year old Komenda was the chief designer at the research and development department of Daimler Benz AG in Sindelfingen. In 1930, he took over the position of deputy chief of the production line at Daimler Benz AG. Development plans of the time show a progressive force in vehicle building.

In 1931 in Stuttgart's Kronenstraße, Ferdinand Porsche established his own design office. In November 1931, Komenda joined Porsche's company as manager of the bodywork construction department. Included in Porsche's team of experts were his son Ferry, axle specialist Josef Zahradnik, Karl Fröhlich the gear-box specialist, Josef Mickl the CAD engineer and aerodynamics specialist, and Josef Kales the engine expert. Karl Rabe, Porsche's close confidant acted as co-ordinating senior engineer.

Still in 1931, Komenda designed the bodywork for the Wanderer models, the Porsche 7, 8 and 9. The famous streamlined coupé, the Porsche 8, was entered into constructor Reutter's commission ledger. The bodywork of the Porsche 8 was created by Erwin Komenda from the perspective of aerodynamics. The timeless elegance of this design was impressive. Professor Porsche held the formal beauty of the model in high regard and used the car privately. Following its appearance, the toy manufacturer, Märklin in Göppingen, adopted the streamlined car as the model for its toy car, which continues to be a highly sought after collectors' item today.

In Germany in the 1930s, a useable small car for the masses was missing. By 1932, Porsche's engineers had developed an impressive small car, the Porsche 12, for Zündapp. With the Porsche 32, which was created for NSU and completed in 1934, the company possessed two models

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Komenda

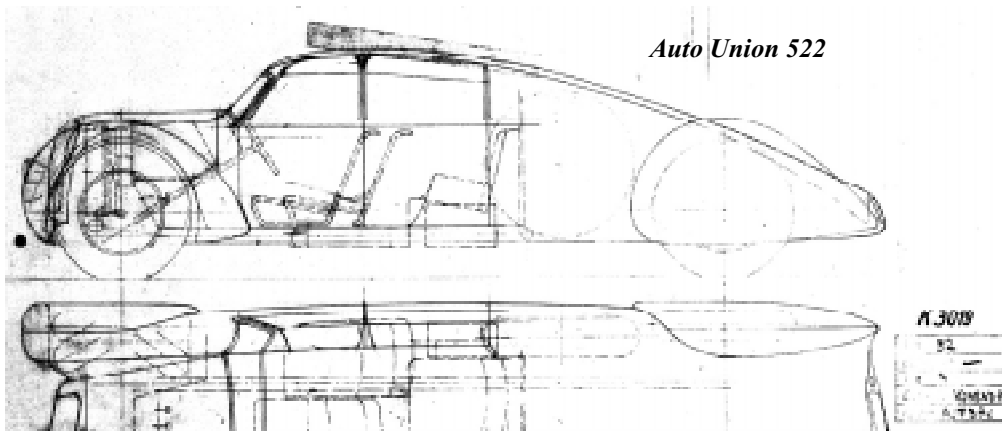
... continued from page 9

similar to the Beetle; the bodywork for both was designed by Komenda.

When Hitler came to power in 1933, he financed Porsche's development of a racing car, which Porsche then offered to Auto Union. In addition to Erwin Komenda, aerodynamics expert Josef Mickl worked out the design for the bodywork of the legendary Porsche-Auto Union racing car.

Ferry Porsche considered Erwin Komenda the founder of the 'silver arrow era'; Komenda designed the bodywork for the first Auto Union racing car made from a special corrosion-resistant aluminium alloy, which did not have to be painted. This meant that an extra 2.5kg of weight was not added to the car and thus the car met the requirements for the 750kg racing class. It is said that when the Mercedes engineers saw the shiny, silver racing car, they immediately had the paint scraped off all Mercedes racing cars!

Porsche's racing cars were extremely successful. As a result, in 1934 he received the commission from Hitler – who regarded Ferdinand Porsche very highly – to build a German people's car, a 'Volkswagen'. Porsche gave the job of creating the bodywork of the Volkswagen to his close colleague, Erwin Komenda. On January 18th 1936, Erwin Komenda arrived at the conclusive Volkswagen Beetle design, which for decades after continued to be built in an almost unchanged form.



foundation on May 26th 1938. The advertising hype for the Volkswagen was in full swing. In order to boost sales, in 1938 Porsche was commissioned to develop three sport coupés based on the Volkswagen. The sports car was developed as number 60 K 10, where the 60 stood for the car - a modification of the Porsche 60 - and the K 10 indicated bodywork version number 10. Once again, Erwin Komenda developed the bodywork. In early summer 1939, three Porsche 60 K 10 vehicles left the Reutter bodywork factory in Stuttgart and went into action. It was intended that the completed sports cars, similar to the Beetle, should contest the Berlin to Rome long-distance race and inspire the masses.

However, Hitler then went to war. The much-longed-for Berlin to Rome race did not take place and no Volkswagens ever reached the hopeful buyers.

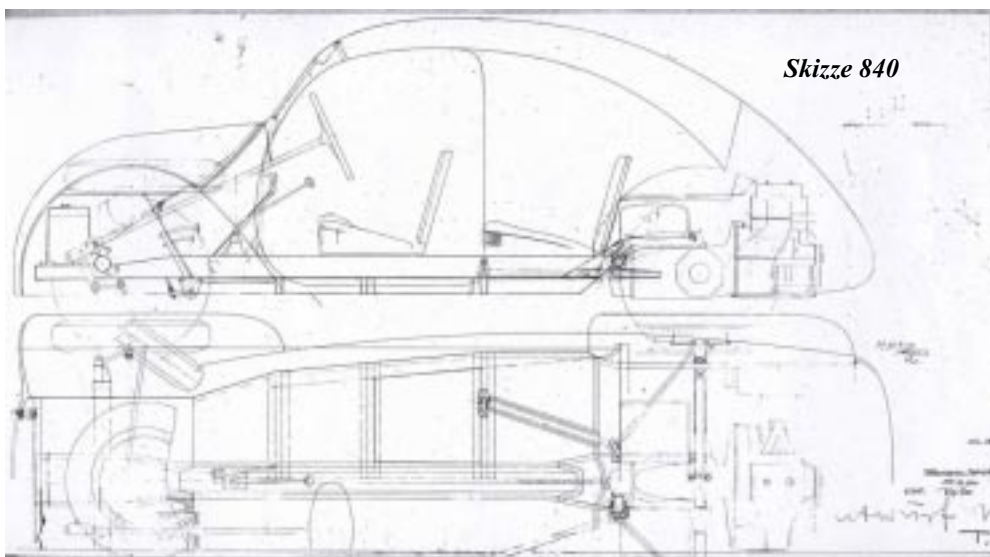
Porsche's engineers had to develop vehicles important to the war-effort, which were based on the Volkswagen.

Soon, military vehicles were being manufactured in Fallersleben: the 'bucket' car', the Porsche 62, with its characteristic box-shaped and open bodywork with four doors and flattened front, where the spare tyre was attached.

Privately, Komenda's family suffered the terror of the Nazi dictatorship just as much as thousands of others did. Komenda's young son was called up to fight at the front. Komenda himself was, thanks to his job, exempt from war service, however owing to his fears about his son's life, he designed an alternative power unit

for motor vehicles, the 'wood gas' generator. Komenda's idea for the 'wood gas' generator was patented. Komenda

Continued on page 14



The 'Beetle' was to be built at the Volkswagen plant near Fallersleben in Lower Saxony, where Hitler laid the

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

Nord Stern 2004 Tech Session: New Member Social



March 31, 2004

Time: 7:00 PM

Location: Davanni's Pizza in Edina

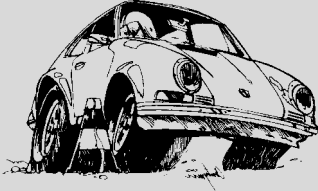
Hwy 100 and 50th Street

cost: \$12 per person

A pizza social for both new members and old timers alike, is scheduled for Wednesday, March 31st, 2004. Learn about driving, tech, concours, rally and social events in the club. We will also talk about national activities in PCA. Bring your questions, and we will do our best to answer them! This is a great opportunity to meet other members of the club, talk to 'old timers' and hear the 'tales!' Call or email Jon Beatty, Membership Chair by Friday, March 26th

Jon Beatty, jon@minnestonkasoftware.com or **952 449-0187**

Nord Stern 2004 Tech Session: Novice Tech Session



Saturday, April 10

Time: 10:00 AM

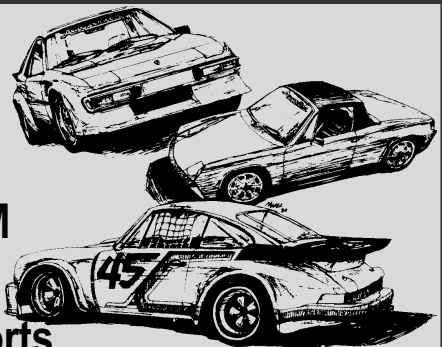
Location: Maplewood Imports

2780 N. Hwy 61, Maplewood 651 483-2681

Interested in attending a Nord Stern Driver Training event? Thinking about finding out what it is like to drive your car on the track, or perhaps you want to improve your driving skills? This is the event for you! All first time driving school participants will want to make it to this tech session where you will find out what preparation is required for your car, what the Tech Inspection is all about, what you will need to bring with you to the track and most importantly, what you can expect at the Driving Training Event!

Questions, Contact: Eventmaster Andrew Busche at 612 824-3547
Lee Jacobsohn, Driver Training Eventmaster (speed@tela.com or 612 922-8458)

4th Annual Maplewood Imports Auto Fair



Sunday, May 16

Time: 10:00 AM - 2:00 PM

Location: Maplewood Imports

2780 N. Hwy 61, Maplewood 651 483-2681

Dust off your favorite car and celebrate the start of the summer driving season. On Sunday, May 16th Maplewood Imports is once again hosting their grand get-together. From 10 to 2 their entire lot will be cleared to make room for your beautiful Porsche, Audi, Mercedes Benz; all years and models are welcome!

Watch your Nord Stern for more details and information. Eventmaster George Andeweg 651 483-2681

Komenda

... continued from page 10

also developed the bodywork for the Nazi German army's amphibious vehicle, the legendary 'swimming car'. The construction method for the 'swimming car' was another patent registered under Komenda's name.

Although Porsche's company statutes ordered compulsory membership of the Nazi party from 1937 onwards, Komenda maintained his political neutrality and never joined the party. His resistance to the regime was expressed at meetings with Hitler. Like councillor von Opel, Komenda always addressed the Führer simply as "Herr Hitler". It was a daring undertaking, which only a development engineer, who was responsible for the technical integrity of complex large-scale projects, could take the liberty of doing.

Following the bombing of Peenemünde, Ferdinand Porsche established a controversial, underground organisation for the production of the V1 rocket. Porsche assumed financial risks reluctantly and involved his engineers in the development of a flight optimisation system for rockets. From then on, atomic physics and space research became Komenda's hobby-horse subjects. For the rest of his life he maintained contact with Werner von Braun.

In the turmoil of the bombing raids during the Second World War in Stuttgart, Mrs. Komenda suffered a miscarriage of twins. At the end of 1944, when the

Volkswagen plant lay largely in ruins, Porsche, acting on the highest orders, evacuated his design office to Gmünd in Carinthia. Porsche himself went to Zell am See. Mrs. Komenda moved to Weyer in Upper Austria, where daughter Ingrid was born in January 1945. Then, the war was over and son Erwin returned with only minor physical wounds.



Gmund

The end of the war actually complicated daily life. Zell am See, where Porsche lived, was located in the American zone, Gmünd fell under the governance of the British, while Stuttgart was also occupied by the Americans and the frontier between the American and Soviet zones ran right through Weyer.

Ferdinand Porsche was taken prisoner and the economic depression dampened the spirits of the engineers who remained in Carinthia. The Morgenthau Plan appeared to prepare the way for the complete destruction of German industry. An officer belonging to the occupying forces commented at the time, *"If Professor Porsche were a shoemaker, he would certainly work again, but he will never build cars again."*

The design office in Gmünd sensed the distrust of the military authorities, who suspected that secret weapons were being built. Every design drawing had to be submitted to the British authorities in the provincial capital of Carinthia, Klagenfurt. Then, the interim government banned Obering Karl Rabe in May 1945 from further construction work.



Rabe, Ferry, Komenda

Finally, Komenda, Ferry Porsche and other engineers were taken to the American internment camp at Glaserbach. After a few weeks of extensive hearings, the development engineers were set free. Shortly afterwards, the male members of the Porsche family, Ferdinand and Ferry Porsche and Dr Anton Piech, became French prisoners of war and were taken to Dijon.

In the meantime, the remaining members of the Porsche team in Gmünd designed legendary cars such as the Cisitalia racing car, the 4 seater Porsche 370 sports car and the Porsche 356. Erwin Komenda devised the bodywork for the Cisitalia racing car and designed the form of the Porsche 356.

Komenda took on a greater part of the calculations for the Porsche 356. During the post-war period he supervised the production of the 356 in Switzerland and Austria. The level of acceptance of the Porsche 356 was overwhelming. Soon, Komenda had adapted the models for this car, created by hand in Gmünd, to meet the new demands of the production line. Internal documents show the power of Komenda's decisions within the company. Together with Ferdinand and Ferry Porsche and the asset manager of the time, Komenda and senior engineer Karl Rabe planned the return of the company to Germany and selected Stuttgart as its future location.

Following the years spent in Gmünd, Komenda worked at the Volkswagen plant in Wolfsburg for a longer period. Guidance on the production of the Volkswagen and the VW Bus was in demand.

In 1950, Komenda and his family returned to Stuttgart, where Komenda became the manager of the bodywork construction department.

In 1952 with the help of the company's chief designer, the Porsche badge was created. From 1953, it was a registered trademark and appeared on the signal buttons in the interior of Porsche sports cars. From 1957, it appears on the hood.

In 1952 during a trip to the USA, Ferry Porsche commissioned Komenda to design the Porsche badge, following a suggestion from Max Hoffmann. As an



Komenda in New York

expression of Porsche's attachment to Stuttgart, Komenda included the city's heraldic animal and the Baden-Württemberg coat of arms in his design, in addition to the words 'Porsche' and 'Stuttgart'. Once Komenda had worked out the design and colours for the badge, he clarified the legal situation with Stuttgart city council concerning the use of the city and regional coats of arms.

In 1953, Porsche developed a unique, luxurious sports car, the Porsche Spyder. Komenda and his team reworked Walter Glöckler's original designs for elements of the bodywork and created appealing bodywork variations for the Porsche 550. The Porsche 550 went into production at the end of 1954 as the 'Porsche Spyder'.

Komenda also developed the world-famous bodywork for the American Roadster or the Porsche 540 Speedster, which on the recommendation of Max Hoffmann made its debut in September 1954 as the 'fresh air legend' and became the most popular and inexpensive model in the Porsche 356 range.

In fall 1955, Komenda's design for bodywork of the Porsche 356 A superseded the Porsche 356. Under Komenda's direction, the 356 B also emerged and was presented in a new and unusual way at the Frankfurt Motor Show in 1959. Preliminary work for the Porsche 911 was already underway in the successive technical programmes T7 (1959) and T8 (1961).

Continued on page 16

Komenda

... continued from page 15

The Porsche 911 emerged during a period of reorientation within the company. Professor Porsche's grown-up grandchildren joined the company and took over the management of development projects and occupied leading positions. Ferdinand Alexander Porsche, who was known within the family as 'Butzi' and was the third member of the family bearing the name Ferdinand, established himself by founding a new design studio. In 1963, Hans Peter Porsche joined the company and in 1965 became production manager. Ferdinand Piech, the son of the Louise Porsche and Dr Anton Piech, gained the title of Diploma Engineer from the ETH in Zurich. In 1965, he began his professional career as head of Porsche's research and development department.

These numerous changes within the context of the old-established structures and hierarchy affected the complexity of the origin and development of the Porsche 911. The story behind the technical evolution of Porsche's most successful model, which has already filled many books, inevitably produced an exciting profile of the various personalities who were involved in the development of the Porsche 911.

The final phase of Komenda's life was marked by in-house difficulties with members of the Porsche family regarding the development of the Porsche 904 and 911. To Komenda's great delight, however, the Porsche 904 Carrera GTS coupé emerged as the first car with synthetic resin bodywork; many of his patent applications concerning synthetic resin structures were brought to life. However, Komenda's career came to a sudden end. He died in 1966 at age 62.

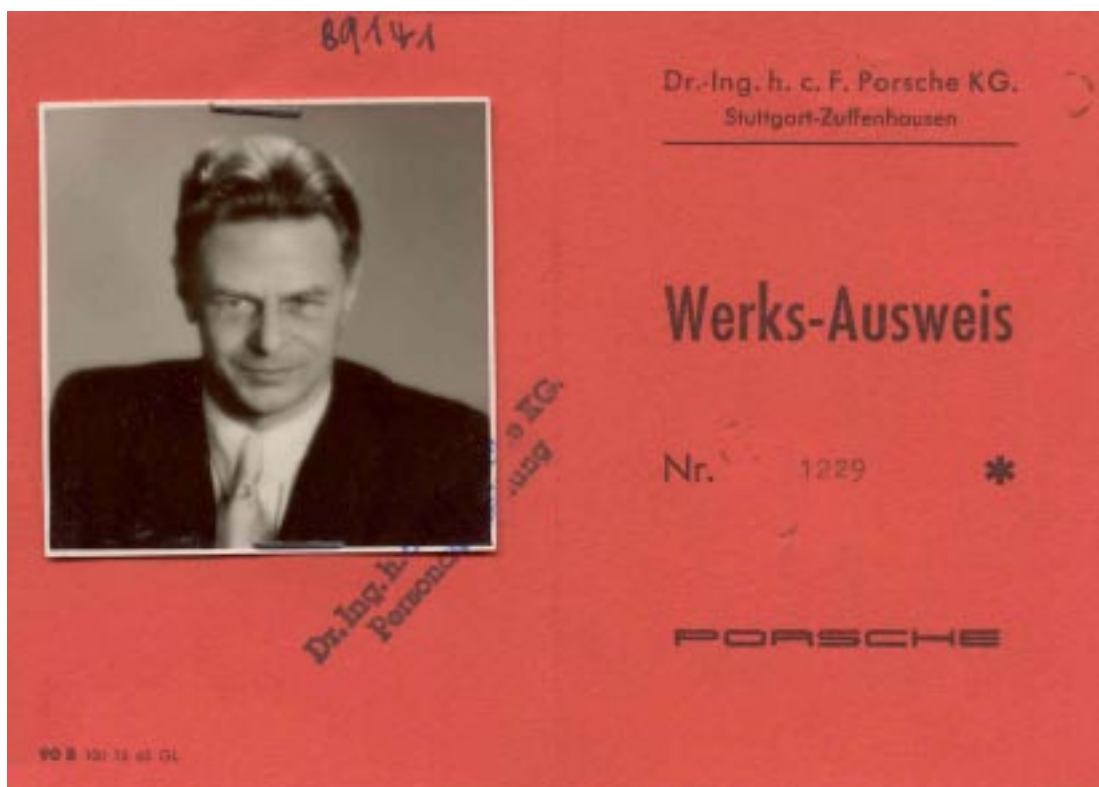
Professionally, Komenda fought tenaciously for his own ideas and understood precisely how to work with colleagues, in order to complete the toughest projects. In 1955, Ferry Porsche appointed him "Oberingenieur" senior engineer. Privately,

Komenda was a modest and unselfish man. He never spoke of personal success; he found joy in achievement rather than in making money. In a Porsche brochure from the 1950s (Blue Circle of 356 Coupes Brochure) Erwin Komenda was introduced in the following way:

'There is one thing wrong with this people', said an eminent journalist after interviewing Erwin Komenda. 'They are too modest. Komenda, chief of the body designing department has been with Porsche for over 20 years. He created the Volkswagen body and is responsible for the much-admired form of model 356; a man who thinks technically but brings forth artistic creations. His work is progressive in the best sense of the word.'

Komenda is counted to be one of the most formative figures in the history of German cars during the 20th century. His final resting place can be found at the family grave in Weyer an der Enns.

Internet information on Erwin Komenda: please visit:
Erwin Komenda Porsche Designer Website:
www.komenda.at



NORD STERN
Emergency Contact Information

Date _____

Driver Information

Name _____ Telephone _____

Street Address _____ City/State/Zip _____

Contact Information

Name _____ Telephone/Cell _____

Street Address _____ City/State/Zip _____

Is the contact person at the track? Yes _____ No _____

Are there any exiting medical problems that should be noted?

Have you been treated for any of the following medical conditions?

YES

NO

_____	Frequent or severe headaches	_____
_____	Dizziness or fainting spells	_____
_____	Unconsciousness for any reason	_____
_____	Eye trouble except for glasses	_____
_____	Hay Fever	_____
_____	Asthma	_____
_____	Allergy to any medications	_____
_____	Insulin dependent diabetic	_____
_____	High or low blood pressure	_____
_____	Stomach problems	_____

List any medications currently used _____

To be submitted with your registration form

Car Number Assignments and How to Request a Change

by Cal Townsend

“All drivers should review the list to ensure that it identifies their correct car number . . . Drivers who have not registered for a Driver Education event in 3 years will have their number released for reassignment.”

With the 2004 DE season fast approaching, it's time for the open registration period for drivers to request a different car number. Prior to each season, the current driver/car numbers are listed. Car numbers not listed here are available for a driver to request. Listed below are the procedures that a driver must follow to maintain their number or request a new number. All drivers should review the list to ensure that it identifies their correct car number:

- ✓ Drivers who have not registered for a DE event in 3 years will have their number released for reassignment.
- ✓ The DE Registrar assigns new drivers a 3-digit number when they sign up for their first event. New drivers cannot request a specific number until their second year.
- ✓ Active drivers (after their first year) may request a different number if it is available. Requests should be in writing and must be received prior to the deadline set by the Registrar each spring.
- ✓ In case of similar requests, priority is based upon the number of years each member has been in the club.
- ✓ Drivers are notified of their new numbers by email or phone shortly after all requests have been processed.

If you have any questions about car numbers and their assignments, please contact the DE Registrar:

Cal Townsend
phone: 952-431-4442
email: twn.820@aol.com

Car # Change Request

Those requesting new numbers for the 2004 season should submit requests no later than April 15th, 2004.

All requests should be mailed to the following address:

Cal Townsend
Attn: Nord Stern – Car Number Request
15391 Flower Way
Apple Valley, MN 55124-

Each request should contain:

- ✓ Name of Driver (Remember that co-drivers have separate numbers).
- ✓ Previous car number.
- ✓ First, Second and Third choice for new number assignment.
- ✓ Contact information: Phone number or email address (preferred).
- ✓ Please write legibly, or the request may be delayed.

LName	FName	Car #	Crumb	Kim	59	Nilsson	Anne	139	Lewis	Brian	241
Skweres	Mark	0	Holm	Brent	60	Eigenmann	Pius	140	May	William	242
Binek	Paul	1	Garske	Steve	61	Fraguada	Luis, Jr.	141	Schaal	David	244
Johnson	Roger	2	Draper	Ron	62	Sherf	David	142	Sparks	John	248
Boeder	Bruce	3	Luehmann	Jay	63	Houston	Bob	143	Kaye	Marty	249
Watson	Steve	4	Viau	Bob Jr.	64	Hufnagel	Francis	144	Rothman	Michelle	251
Reeder	Guy	5	Tripet	Shawn	65	Corson	Richard	145	Houghton	William	253
Draper	Justin	6	Holton	James	66	Viau	Pam	146	Searls	Mark	254
Galey	Dave	7	Porter	Charles	67	Paulson	Troy	147	Sogge	Phillip	255
Fleming	Bob	8	Watson	Jan	68	Magney	Phil	148	Drake	Marsha	256
Lewis	Ronald	9	Campbell	Bruce	69	Olson	Linda	149	Schwabel	Mark	257
Tivy	Larry	10	Nelson	Dale	70	Lysaker	Glenn	150	Dodson	Darryll	259
Seubert	Jim	11	Wen	Jonathan	71	Knettel	Todd	151	Schwartz	Jesse	260
Miller	Don/Darlene	12	Weisel	David	72	Olson	Michelle	152	Greene	Jerry	263
Smith	Chip	13	Sawinski	Clint	73	Johnson	Tom	153	Evanson	Jeff	264
Velure	John	14	Perl	John II	74	Smillie	Brian	154	Thompson	Dave	265
Kittock	Mark	15	Davis	Stephen	75	Elsing	Rodney	155	Connor	Phyllis	266
Arhart	Jim	16	Velure	Jill	76	George	Peter	158	Johnson	Jeff	267
Beatty	Jon	17	Michals	Steve	77	Crumb	Betty Ann	159	Clifford	Bill	268
Miller	Jim	18	Vieths	David	78	Luehmann	Carolyn	163	Parsons	David	269
Viau	Bob, Jr.	19	Ready	Chuck	79	Pilhofer	Wendy	164	Hazelwood	Ed	271
Dvorak	Chris	20	Clark	Scott	80	Potts	Jim	165	Tripet	Shawn	275
Pfister	Joel	21	Miller	Barbara	81	Renwick	Eleanor	166	Robideau	Harvey	277
McGlynn	Tom	22	Bailey	Bret	82	Porter	Betsey	167	Cryer	Joanne	282
Smith	Nancy	23	Fresh	Gregory	83	Osgood	Rodney	169	Gamble	Steve	283
Steen	David	24	Arundel	David	84	Engh	David	170	Minor	Tom	284
Rothman	Joe	25	Townsend	Cal	85	Plechash	Alex	172	Chadwick	Randall	287
Mayer	Scott	26	Pfister	Joel	86	Michals	Mark	177	Herron	Roberta	288
Meintsma	Kirk	27	Abbott	Joel	87	Wilmes	Peter	179	Twite	Stephen	289
Meintsma	Richard	28	LaVerdiere	Rick	88	Clark	Garfield	180	McDonagh	Jonathan	293
Lee	Victor	29	Breakey	Jim	89	Olson	Arden	181	McDonagh	Jim	294
Johnson	Vaughn	30	Kelly	Patrick	90	Vickery	Teresa	186	Johnson	Ron	295
Hazelwood	Ed	31	Ingraham	Dave	91	Carideo	Tony	188	Hamilton	Alan	296
Smith	Nancy	32	Fortier	Daryl	92	Meier	John	189	Harding	Mark	297
Kosky	Robert	33	Trumble	David	93	Schmid	Andrew	190	Ferguson	Richard	298
Cousins	John	34	Bryant	James	94	Ingraham	Kathy	191	Link	Mark	301
Cirillo	Nick	35	Weber	Chris J.	95	Lawrence	Jeffrey	193	Bailey	Becky	302
Barker	Bob	36	Rogers	Henry	96	Konicek	John	194	Boyd	Christian	304
Greene	Jerry	37	Cleppe	Mark	97	Shoemake	Curtis	196	Boyd	John	305
Anderson	Cliff	38	Summers	Nick	98	Anderst	Scott	197	Brabec	Mark	306
Selner	Michael	39	McGlynn	Tom	99	Fease	Jim	200	Beaumont	Curtis	308
Tokheim	Daniel	40	Ingebrigtsen	Paul	101	Chelstrom	Jeff	201	Lunde	Bob	311
Votel	William	41	Holm	Chris	102	Finn	Patrick	206	Kelly	Kevin	312
Sherf	Steve	42	Boeder	Christie	103	Oakes	Sandra	207	Hammond	Paul	314
Rebane	John	43	Anderson	David	104	Beeman	Gary	209	Hubbell	Kelly	315
Tripet	Ed	44	Bowers	Michael	105	Vickery	Teresa	211	Hubbell	Platt	316
Yee	Gary	45	Hanson	Brian	110	Richey	Kent	215	Rohde	Michael	320
Viau	Robert	46	Bredle	Don	111	Mattocks	Patrick	217	Roth	Joe	321
Faust	Ron	47	Newman	Ray	112	Hedeen	Jason	218	Roth	Terry	322
Benson	Kendall	48	Fraguada	Luis, Sr.	114	Mattocks	Jennifer	219	Weaver	Jerome	324
Hoke	Michael	49	Bruce	Jim	119	Scovanner	Doug	221	Zachary	Louis	325
Johnson	Terry	50	Dvorak	Susanne	120	Bahner	James	223	Macaluso	Michael	330
Jacobsohn	Lee	51	Smith	Ron/Nancy	123	Tusler	Lon	224	Mortenson	Tim	331
Olson	Paul	52	Kuhne	Scott	124	Scovanner	Mary	227	Sjoberg	Darryl	333
Skinner	Michael	53	Mayer	Kelly	126	Williams	Mark S.	231	Sjoberg	Ken	334
Lunde	Bob	54	Lee	Susan	129	Case	Steve	233	Macaluso	Michael	350
Johnson	J. Robert	55	Courtney	Mike	131	Knox	David	234	Jensen	Kathy	369
Henneberger	Roy	56	Cousins	Launie	134	Whelan	Peter	235	Burnside	Amy	374
Davis	Ryan	57	Cirillo	Susan	135	Williams	David J.	237	Koehler	Chris	382
Benson	Jim	58	Cunico	John	137	O'Brien	James	240	Kelly	Suruchi	401

2004 Kalender

March

2004

- 2 **Nord Stern Business Meeting - 1st Tuesday**
Location: Lindey's Steakhouse/Medicine
Time: 6:30 pm
 Eventmaster: Ed Hazelwood, 612 237-9319
 racerone@pcparts.org
- 4** **"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
 Eventmaster: Andy Busche 612 924-3547
- 31** **Back by Popular Demand: New Member**
Social Returns! (Wed. nite)
 Location: Davanni's in Edina (Hwy 100 &
 50th) Time: 7:00 PM
 Eventmaster: Jon Beatty 952 449-0187

April

2004

- 9 **Friday Night Social at 7:00 pm**
Location: The Complete Garage
(owned by Doug and Sue Arndt)
 Crossroads Center
 1589 Hwy 7, Hopkins 952 939-0036
 Eventmaster: Roy Henneberger
 RSVP 952 474-7716 or henneb@charter.net
- 10 **Novice Tech Session**
 Maplewood Imports
 2780 N. Hwy 61 Maplewood, MN
 Eventmaster: Andy Busche 612 824-3547

- 23 **First Fling Driver Training**
 Brainerd International Raceway
 Eventmasters:

- 24,25 **First Fling Driver Education**
 Brainerd International Raceway
 Eventmasters: Lee Jacobsohn 612 922 8458

May

2004

- 16** **Maplewood Import's 4th Annual Auto Fair**
 Maplewood Imports, 2780 N. Hwy 61
 Watch *Nord Stern* for further Details!
 Eventmaster: George Andeweg 651 483-2681
- 23** **NS Autocross - Open to other Car Clubs**
 St. Cloud Driving Facility
 Eventmaster: Bill Berard 952 921-4955 x1
 Dick Beers 612 827-7556
- 23 **"For Women Only"**
Advanced Car Control Clinic
 Time: 8:00 AM Dakota County Tech College
 See page 20 for details, cost, rsvps

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
- 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
 Eventmaster: Paul Bergquist, Mercedes-Benz
 Club

July

2004

- 4-10 **2004 Porsche Parade**
Fort Worth, Texas!
 Concours, Rally, Autocross, DE, Club Race,
 Socials/Dinners, Awards, see the website for all
 the details! www.pca.org or www.parade04.org

** Denotes New Date/Event

9-11 **928 Owners Club International Convention**
Wichita, KS
Featuring Tech Session, Concours d'Elegance
and Clean & Shine Show, Moonlight Car Show
and Street Party plus Rally. Questions? Marc
White, 1-800-835-355 or email at:
eventchair@928oc.org (www.928oc.org)

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

25** **Nord Stern Autocross On Sunday - Open
other other Car Clubs**
St. Cloud Driving Facility
Eventmasters: Harvey Robideau 952 221-0443
Jeff Lawrence

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
Registrar: Cal Townsend, twm820@aol.com

TBA Annual Nord Stern Concours d'Elegance
Sponsored by Maplewood Imports and
Carousel Automobiles. Details and location to
be announced.
Eventmaster: Mitch Berry 952 992-2959,
Luis Fraguada 952 496-2288

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

October **2004**

5 **Nord Stern Business Meeting** - 1st Tuesday
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612 237-9319
racerone@pcparts.org

November **2004**

2 **Nord Stern Business Meeting** - 1st Tuesday
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612 237-9319
racerone@pcparts.org

December **2004**

7 **Nord Stern Business Meeting** - 1st Tuesday
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612 237-9319
racerone@pcparts.org

"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.

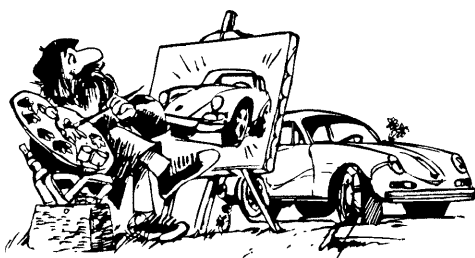
For registration by May 21st go to www.nordstern.org Event Calendar page



Undecided About Attending the Parade This Year? Here's Why You Should Go

Courtesy PCA National Editor, Donald Bond

“Meet fellow Porsche enthusiasts (and their cars) from all over North America (and beyond!). Porsche Parades invariably draw fans of Porsche from all over the United States and Canada, both to compete in the various events, and to renew old friendships and acquaintances as well as make new ones.”



Undecided About Attending the Parade This Year? Here's Why You Should Go

Are you new to PCA? Have you been a member for a while but not attended many (or any) local events? Are you a long-standing active member who has just never made it to a Porsche Parade? Have you attended a Parade or two in the past, but haven't been to one recently? If you can answer "yes" to any of these questions, here are some reasons to attend this year's Porsche Parade in Ft. Worth, TX, hosted by Maverick Region.

Meet fellow Porsche enthusiasts (and their cars) from all over North America (and beyond!). Porsche Parades invariably draw fans of Porsche from all over the US and Canada, both to compete in the various events, and to renew old friendships and acquaintances as well as make new ones. Because the Parade is PCA's only true "international" event every year, it is the best way to meet people from all over the place, people like you who have a Porsche in their lives.

It is sometimes surprising to find that, even though everyone shares a common interest in Porsches, there are so many different types of Porsche enthusiasm. Some folks use their Porsches as daily drivers, rain or shine, all year round. Others, that live in climates less favorable to year-round pleasure driving, mainly take their Porsches out on weekends and holidays, and for the occasional club-sponsored tour or rally. At the other end of the spectrum, the serious Concours d'Elegance competitors' cars never see the light of day, or put a wheel to pavement, or even start their engines, except to roll on and off their enclosed trailers for a Concours competition. Other Porsches have not been street legal for years, if ever; the only miles these cars have on them come from running at full tilt on race tracks and autocross courses.

Beginning to sound interesting? At a Parade, you will find just about every type of Porsche enthusiast, along with excellent examples of the cars that they use in pursuit of their passion. Experience forty years of the 911-all in one afternoon. This year marks the 40th year of production of the 911. As an anniversary celebration, the Parade plans to have an example of each of the forty years of the 911 on display at the Concours d'Elegance. From a 1964 901 prototype to a 2004 996, the 2004 Parade will give you a unique opportunity to get up close and personal with each and every one of the forty model years of the legendary 911.

And don't be surprised if there are more than just the garden-variety models from each year. Can you say "911 R"? How about "RSR"? And maybe "959" just for good measure? For those of us who don't know a 911L from a 911SC, or a Carrera RS from a Carrera 4S, this will be a great time to get acquainted with one of the most successful automobile lines of all time.

Meet representatives of the Porsche factory and family. Every year the Parade is honored and privileged to have top executives from Porsche AG and Porsche Cars North America (PCNA) as its guests. They speak at the Concours and Victory banquets, giving insight into the past, present, and future of the Porsche company and its products. But

Car Numbers

... continued from page 19

Boeder	Geoffrey	403	Macfarlane	Ron	766	Dekutoski	Mark	855	Murray	David	901
Bertram	Tod	420	Walsh	Bryan	767	Dekutoski	Michael	856	Vazquez	Edmund	911
Sherf	Jeff	421	Tourtillotte	Jim	777	Holm	Doug	857	Hoffmeister	Bryan	916
Jacobberger	Fred	438	Podevels	Dean	779	Hayden	Steve	858	Beatty	Nick	917
Cooley	Paul	440	Wood	James	782	Trenary	Rick	861	Rempfer	Tom	918
Cooley	Robert	448	Vetter	Mary	793	Larson	Glen	865	Joseph	Gerald	921
Faust	Jon	472	Hines	Lynn	794	Trojan	Becky	867	Knoll	Brent	922
Michals	Brent	477	Byrnes	Steve	799	Trojan	Matt	867	Allington	Jill	923
Hoke	Mike	491	Kiesow	Lynn	810	Landy	John	869	Bryant	Robin	924
White	Philip	492	Sabers	Steven	811	Kardashion	Chris	870	Marks	Ron	925
Johnson	Erik	501	McDunna	Rich	822	Carlsson	Magnus	875	Fischer	Ken	926
Johnson	Rew	507	Carlsson	Hakan	823	Lepisto	Antti/Paul	876	Galey	Elliot	927
Muldowney	Daniel	511	Puffer	Pete	824	LaVerdiere	Mike	881	Johnson	Ron	944
Erickson	Don	621	Spielman	Cindy	825	Barclift	Adolf	886	Rempfer	Tom	945
Momchilovich, Gayle		627	Wells	Grant	826	Barclift	Jill	887	Ajax	Ken	952
Beers	Richard	666	Thomas	Jeannie	827	Furseth	James	888	Velure	John	968
Arndt	Doug	703	Gaborik	Marian	828	LeSage	Michael	889	Allington	Jill	974
Arndt	Susan	705	Brama	Gina	829	Graser	Steven	890	Berard	Bill	993
Neid	Mark	707	Hanson	Steven	830	Graser	Tim	891	Bentdahl	Ray	994
Kuhne	Jessica	724	Splinter-Fresh, Audrey		831	Smith	Greg	892	Butler	Bob	996
Piper	Bob	738	Rempfer	Thomas	845	Benedict	Jack	893	Brown	Marcus	999
Hufnagel	Mark	744	Busche	Andrew	850	Hagen	Jeffrey	894			
Knettel	Janine	751	Johnson	Chris	851	Fierek, David/Dustin		895			
Garske	Jeff	761	Delong	Sarah	854	Jennings	Todd	896			
						Johnson	Kyle	897			
						Johnson	Tom	898			
						LaCasse	Kevin	899			

Nord Stern Business Meeting Minutes

February 3, 2004

*“... new member
social scheduled on
March 31st at
Davanni’s in Edina.
See Nord Stern for
details. Good
response to
membership drive –
reminder that if dues
are not paid by
March, Nord Stern
will not be
delivered.”*

The meeting was called to order by President Ed Hazelwood. He introduced the special guest, zone 10 Representative Joe Rothman, and new committee chairs. He asked that event budgets be submitted as soon as possible. The new vice president will be announced at the post-holiday party, Mukluk Madness, on February 7th.

Joe Rothman reviewed many of the other regional events scheduled including Porsche Parade in Ft. Worth, Texas July 4 –10; Ozark Weekend 5/15/04 and Heartland Weekend 10/31/04.

Advertising: no new advertisers; most invoices have been paid.

Shop Relations: more tech sessions have been scheduled: Precision Paint will host a session on February 21st. A session at Johnson Autosport will take place on March 27th. On April 10th, a novice tech session will be held at Maplewood Imports. Times will be announced later, check the Nord Stern schedule.

Safety: sorting out the rescue issues for the track season. Red Light is asking for more money; look for other options-call BIR for recommendations and continue the search for another option. Corner workers also seeking more compensation-determine how many we need and when. Also exploring other ambulance contacts. We have more than minimum service.

Insurance: three days covered include all events except a club race.

Rules: the committee members are Bruce Boeder, chair; Ron Lewis, Harvey Robideau, and Chuck Porter. Posted on website soon. Restraints covered in new rules—look for article in the March Nord Stern. Tech form for ’04 includes notation about restraints. Tech stickers will indicate level of compliance. Instructors will be notified about guidelines.

Autocross and Time Trial: Chair is Bob Viau; some new autocross venues and different options for time trials were discussed, with the goal being to increase participation in both. Send emails to Bob with comments and/or recommendations.

Club Race/BIR Relations: BIR contract ready to be mailed; there is some price increase for track rental. No Cup Challenge this year.

Driver Education: Phil White is the new chair.

Driver Training: Road America pricing will be determined and announced as early as possible. Track rental rate has increased. The event will be highly publicized this year. Women’s event is new. Two new instructors have been certified in Nord Stern.

Membership: new member social scheduled on March 31st at Davanni’s in Edina. See Nord Stern for details. Good response to membership drive – reminder that if dues are not paid by March, Nord Stern will not be delivered. Names of those not renewing will be turned over to the Ambassador for follow-up. Ballots counted, new VP announced at Mukluk Madness.

Ambassador to new members: Ed Vasquez, chair, no ambassador news; wrapping up Mukluk Madness and final details. Estimate attendance around 100 people at this time.

Newsletter: the February issue is on line at www.nordstern.org

Concours: no report, **Registrar:** no report, **Met Council:** no news, **Rally:** no report, **Social:** no report, **Timing and Scoring:** no report

Taste of the Track: Pam Viau chair, need program guidelines – discussion included sponsorship by a current member; Quest membership; PCA membership; participants do not drive, they are riders with qualified

instructors. Pam will coordinate with insurance, safety, and others to set up the program.

This is the year of Nord Stern's 45th anniversary. PCA stickers are available for distribution. Volunteers interested in joining a committee to plan the celebration and promote our birthday at various events should contact Ed Hazelwood.

The next meeting will be March 2nd, 7:00 p.m., at Lindey's Prime Steak House in Medicine Lake.

Respectfully Submitted,
Eleanor Renwick, Secretary

First Fling Driver Training

Friday, April 23, 2004

at Brainerd International Raceway

■ **Eventmaster:** Lee Jacobsohn 952 922-8485 or email: speed@tela.com

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
- **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 (cost to be announced)

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 _____

Porsche Boxster/Boxster S Selected Best Sports Car By Automobile Magazine Editors

Courtesy PCNA

“The Boxster and Boxster S garnered more than fifty percent of the vote in a category that had eleven candidates.”

ATLANTA, GA, January 6, 2004 — The Porsche Boxster and Boxster S were selected Best Sports Car by the editors of Automobile Magazine in the publication’s 2004 All-Stars award competition. Automobile Magazine’s worldwide staff chose the winning Porsche models after a weeklong drive on the challenging roads of Kentucky and Tennessee. The Boxster and Boxster S garnered more than fifty percent of the vote in a category that had eleven candidates.

It marks the third time the monthly automotive enthusiast publication has selected the Boxster for its annual All-Star Award. Previously, the Boxster also won Automobile Magazine’s prestigious Automobile of the Year award. Recently the Porsche Boxster captured the first annual “Clefs d’Or” or “Gold Key” Awards chosen by the editors of L’Annuel De L’Automobile, the new Canadian yearly car guide. The award was given for the Best Vehicle, Sports Car Class (between \$50,000 & \$100,000 CAN).

Between them, the 2.7 liter, 225 horsepower (SAE) Porsche Boxster and 3.2 liter, 258 horsepower (SAE) Boxster S have also tallied five-straight 10 Best Awards from Car and Driver Magazine.

To further enhance the current Boxster lineup and commemorate the 50 th Anniversary of the Porsche 550 Spyder, a special “50 Years of the 550 Spyder” Boxster S edition debuted this week at the North American International Auto Show in Detroit. It is the most powerful Boxster yet offered on the world market. 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.



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EDINA MINNESOTA 55439
1978 911SC

Parade

... continued from page 24

they also are Parade attendees, some of whom are out and about all week, and whom you can meet and greet just like regular folks!

The same goes for members of the Porsche family. Peter Porsche, creator of Porsche Design, son of Ferry Porsche, and grandson of Ferdinand Porsche, has been attending Parades for years, and always gives an interesting and enlightening speech at the banquets. And he is as accessible and friendly as any other Parade attendee.

Things to do for the whole family. This year, as last year, the Parade will have a whole series of events geared for the young ones in the family. Parade Kids, a series of organized get-togethers where you can drop off the younger ones so that they can have fun with folks their own age, leaving you free to have fun with folks your own age! Parade Kids will feature craft workshops and games, a Kids' Autocross (where they pilot their own wheeled vehicles around a kid-sized course at Texas Motor Speedway), and even an overnight stay at the Ft. Worth Zoo, where they can take part in a scavenger hunt.

For the grown-ups, downtown Ft. Worth around the Worthington Hotel offers lots of shopping, museums, restaurants, and other entertainment for those times when

you may be, through no fault of your own, temporarily Porsche-saturated.

Sure, it'll be hot, but "it's a dry heat!" It's North Texas, and it's in July, so yes, it's hot. But the humidity by this time of year is reasonably low, and air conditioning is everywhere. For those of you with Porsches without air conditioning, the Rally competition will allow you to start during the first hour so that you'll be done and eating ice cream before the heat has a chance to make you stick to your seat. And the autocross is scheduled so that timed runs each day will be over well before the hottest part of the day.

It's not that far from you! Ft. Worth is a four-day drive or less (assuming a 9-hour driving day) from anywhere in the continental US. For instance, it is 1630 miles from Manhattan, 1475 miles from Miami, 1400 miles from Los Angeles, and 2235 miles from Seattle. And not to ignore our neighbors to the North, Vancouver, BC is 2370 miles from Ft. Worth, and Quebec City, QC is 1950 miles away. And it's probably a lot less from where you live!

So if you are new to PCA, have never been to a Parade, or have just not been to one lately, make plans to attend the 49th Porsche Parade in Ft. Worth, Texas. It will be an experience you will never forget!

Rules, Rules, Rules or 'What's New in Nord Stern!

by Bruce Boeder

“The rules are essentially unchanged, with the addition of car classes for several new models of Porsches and one other safety change. The safety change is a requirement that seats and restraints must be of equal nature on both sides of the car . . .”

The 2004 Nord Stern Driver Education and Time Trial Rules are now available on the club web site. The rules are essentially unchanged, with the addition of car classes for several new models of Porsches and one other safety change. The safety change is a requirement that seats and restraints must be of equal nature on both sides of the car, if two occupants are in the car (by definition, one of the occupants must be a Nord Stern instructor, if there are two occupants).

What do we mean by equal restraints? First, if you have a car that is driven as delivered by the factory, that complies with the rule. The rule is intended to address cars that have dedicated race seats and or race harnesses installed. In essence the rule means that if the driver has a dedicated race seat and/or a dedicated five or six point harness, if a passenger is to also ride in the car, the passenger must also have a dedicated race seat and/or a dedicated five or six point harness as the case may be. Note that the rule does not mean the same seat or harness. That is, there would be compliance with the rule if, for instance the car had a Momo Corsa seat on the driver's side with a Recaro Pilot on the passenger side. There is a space on the Nord Stern Tech Form for the inspecting shop to certify whether the restraints are equal on both sides. So called “Hans Devices”, driving suits, neck braces, and type of helmet (so long as it is a Snell 95 or newer) are items not covered by the equal restraint rule but rather are items of personal safety.

The Board, acting after consultation with the rules committee, safety, driver's training and driver's education chairs, do not expect that there will be a large number of cars that this rule change will effect. The vast majority of cars participating at Brainerd either have retained factory seating and restraints or gone to full race set ups with equal seats and restraints on both sides. I'd point out also that if your car does not have equal restraints, the car is still acceptable for use in driving events, but only with one person in the car (hopefully occupying the driver's seat). This may increase the market for race seats and harnesses at the March swap meet. If you have any questions about implimentation of the rule, please don't hesitate to contact the rules chairman.

A question was posted recently on Club Talk regarding use of Cayenne's at high speed events. Cayennes are welcome at our high speed events and in fact have their own class under our rules. However, it should be pointed out that Cayennes, with their larger mass and higher centers of gravity will have their own unique on-track problems. Expect that tires will wear more quickly and brakes may also wear more rapidly than in lighter Porsches (although looking at the size of the brakes on the Cayenne, it would appear that the factory has anticipated this problem). They may not be as nimble as lighter cars. However, we look forward to the first appearance of a Cayenne at one of our events at Brainerd. More importantly, we urge any members whose wives use theirs as a daily driver to encourage them to bring them to our women's school in May at Dakota and June at Brainerd.

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 _____

**CORVETTES of MINNESOTA
TWIN CITIES AMATEUR MOTORSPORT
CALENDAR 2004 UPDATED 01/11/2004**

DATE	EVENT	SPONSOR	LOCATION
APR 17	(Sat) NOVICE SCHOOL (CLASSROOM)	MAC	DUNWOODY INSTITUTE
APR 18	NOVICE DRIVER'S SCHOOL	MAC	MIDWAY STADIUM
APR 24	(Sat) AUTOCROSS	MAC	MIDWAY STADIUM
APR 25	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI
MAY 2	AUTOCROSS	MAC	VALLEY FAIR AMUSEMENT PARK
MAY 15-16	NCCC SUPER WEEKEND	COM/SCCM	ST CLOUD
MAY 23	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI
MAY 23	OPEN AUTOX	PCA	ST CLOUD
MAY 21-23	CORVETTES DO BRAINERD	SCCM	BIR
JUNE 6	AUTOCROSS	MAC	ST CLOUD
JUNE 19	(Sat) AUTOCROSS	MAC	ALLRIGHT PARKING LOT/St. Paul
JUNE 27	AUTOCROSS	SCCA (LOL)	EAU CLAIRE, WI
JUNE 26-27	NCCC SUPER WEEKEND	COM/SCCM	ST CLOUD
JULY 11	AUTOCROSS	MAC	ST CLOUD
JULY 25	OPEN AUTOX	PCA	ST CLOUD
JULY 25	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI
AUG 15	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI
AUG 21	(Sat) AUTOCROSS	MAC	ALLRIGHT PARKING LOT/St. Paul
AUG 28-29	NCCC SUPER WEEKEND	COM/SCCM	ST CLOUD
SEPT 26	AUTOCROSS	MAC	MIDWAY STADIUM
OCT 9	(Sat) AUTOCROSS	MAC	MIDWAY STADIUM
OCT 17	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI

AARRF also conducts numerous lapping and training sessions at various locations. Contact them for details.

AARRF dates: May 16, July 17&18, Aug 7&8, Sep 18&19

COM = CORVETTES OF MINNESOTA—corvettesofmn.com

CONTACT: WALLY MAHLUM 952-431-0630

SCCM = SUBURBAN CORVETTE CLUB of MINNESOTA—www.suburbancorvettesmn.com

CONTACT: RICK GROTHE 952-346-0810

MAC = MINNESOTA AUTOSPORTS CLUB—www.mnautox.com—

CONTACT: DWIGHT McCULLOUGH 763-754-7111

PCA = PORSCHE CLUB OF AMERICA, NORD STERN CHAPTER—www.nordstern.org

CONTACT: BOB KOSKY 952-938-6887

AARRF = ALL AMERICAN ROAD RACING FEDERATION—LlewGAARRF.com

CONTACT: LLEW MONTGOMERY 612-374-3521

SCCA (LOL) = SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION—www.scca-lol.org

CONTACT: DOUG DILL 612-925-1731

NCCC = NATIONAL COUNCIL OF CORVETTE CLUBS

ST CLOUD = MINNESOTA HIGHWAY SAFETY CENTER, ST. CLOUD, MN

BRAINERD RACEWAY = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN

MIDWAY STADIUM = MIDWAY STADIUM PARKING LOT, ST. PAUL, MN

NCCC SUPER WEEKENDS ARE OPEN AUTOCROSSES—MULTIPLE EVENTS PER DAY—

NON CORVETTES are WELCOME

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

1988 Porsche 944

8 valve head. Black. 16" 7 and 8 inch phone dial wheels. O.K. tires, nothing special. New: Koni shocks all around, brake discs all around, pads, S.S. brake lines. Height adjustable coil overs in front with Hypercoil 250# springs. Corner balanced. Single racing seat, harness bar and 5pt belts. Back seat removed, heater and A/C removed, cold air intake, cat deleted, carbon fiber race muffler. Front end engine done, belts, hoses, pulleys. This year is the highest HP for the N/A 8 valve heads. Great start for an auto cross terror or drift machine. Selling due to other projects. Need garage space. \$5500/obo. For more info contact: Brandon Hatfield, 715-205-4320 or brandonhatfield1964@yahoo.com.

Parts

two sets of suspension springs for 993; one set of springs came off a 1995 993, second set came off a 1997 933 s. Both cars had low miles. \$80 for each set. Contact Bryan at 612 964-4919 or email at: Bryan_walsh@hotmail.com

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 PorscheFreak@earthlink.net

Free

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

Theft Prevention

By Steve Grosekemper, Windblown Witness

“The truth of the matter is that today’s car thief is smarter and better equipped. If he wants your car bad enough, he will get it! Fortunately, he is also lazy and has a short attention span.”

You have gone out for the evening and parked your car in a secure, well lit parking structure. As you walk to your destination, you hear an alarm screaming in the distance. Do you run towards the sound of the alarm? No, you ignore it and just keep on walking. Don’t kid yourself and think anyone else is going over to investigate the alarm either. Twenty years ago, when an alarm went off, people noticed (and even came running to investigate). Today, every car from a brand new 996 to a 15 year old Yugo have got alarms, and no one is paying them any attention.

The truth of the matter is that today’s car thief is smarter and better equipped. If he wants your car bad enough, he will get it! Fortunately, he is also lazy and has a short attention span. My plan is to make your car too much trouble to bother with. If he can’t get your car started, or even better, thinks it is broken, he will move on to the cars of those guys who didn’t read this article, and steal it.

The problem with most alarms is that they will fail and keep you from driving your car, more times than the thief. I have come up with a few devices that will keep your car from being started when you don’t want it to be started.

The first version—kill switch—is my favorite because when activated, it gives the impression that the car is broken. This version is for ’78-’83 911SCs. The over rev protection for this car is controlled by the fuel pump relay and engine speed control unit. When the engine reaches 6800 rpm, the speed control unit sends a ground signal to the fuel pump relay, shutting off the flow of fuel. If we tap into this same wire and feed a ground signal to the relay, the car won’t run. It tries to start, but dies when the key is released from the start position. This is how it works:

When you turn the key to the start position, voltage from the starter enters the relay at pin #87. It then travels through the activated relay to the fuel pump. The relay gets activated from the ignition switch voltage at pin #87a and 86, along with the ground provided by the air flow meter switch. The engine is now running and pulls enough air through the fuel injection airflow sensor flap to open the grounding switch. With the relay no longer activated, power from the ignition switch enters the relay at pin #87a and travels to the fuel pump (pin #30), making the car run.

If we create another ground at pin #85, the relay will never energize and the car will start and die . . . start and die . . . start and die. This will quickly frustrate any thief and he will move on to that other guy’s car.

Note: ’76-’77 911s and all 930s use this same relay without the speed control unit and can be similarly wired.

The actual wiring is very simple. Locate the fuel pump relay and cut open the outer insulation to expose the individual wires. Locate the two brown wires with red traces. These wires come from the speed control unit and air box switch and go to relay pin #85. Solder in a ground wire, re-insulate it and run the wire to a hidden ground switch. When the ground switch is activated, the engine will start and die... start and die.

The second version of switch is even easier to install but does not give the broken car impression. It is for ’84-’89 Carreras. The fuel injection relay is energized from the ignition

Continued on page 36

Theft

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switch along with the ignition coil. This connection takes place at a power lug on the fuse box between fuses 10 and 11. Locate the two wires. They are black, one 2.5mm wire powering up the coil and one 1mm wire powering up the DME relay. Separate the wires and reconnect the 2.5mm wire to the power hub along with a new black wire. Run this new wire to a small switch in the car. Run another black wire back to the remaining black wire at the fuse box (1mm), solder and insulate this wire. When this switch is off (open position), the car will not start. It will only crank and crank until the thief moves on to, well, that other guy's car.

This same principle can also be applied to other DME controlled cars like 944s and later 911 versions.

Earlier 911s with CIS fuel injection ('73-75) have no fuel pump relay. They are directly wired from the ignition switch to the fuel pump. This third version kill-switch can be used on these cars as well as most other later cars were you will want to shut off the fuel pump (914, 944, 928, etc.).

For this version we will use a factory Porsche relay kit. This consists of a relay plug (part #901.612.333.00 - \$28.49) and a round black relay (part # 911.615.109.01 - \$19.20). When installed, this will have a factory appearance as seen in pre-1989 911s fuse boxes.

When this relay is installed power will flow through the relay from pin #87a to pin #30. If the fuel pump is connected to pin #30 and power to the pump is connected at pin #87a, every thing will operate normally (see diagram #3). However, if pin #86 and #87a are connected together and pin #85 is grounded, the fuel pump (or whatever is connected at Pin #30) will not operate. Pin #87 should not be connected to anything (see diagram #4).

A grounding switch can be installed to the interior of the car to activate the relay when desired. The biggest advantage to this type of switching is that a bad relay can never keep you from starting your car as the relay off position starts the car.

For earlier cars that have carburetors or mechanical fuel injection we must turn off the ignition. The residual fuel left in the carburetors/fuel injection is more than enough to make a sufficient get away. If the car in question has an electric tachometer, a wire may be run from the tach signal

wire (black/purple) to a ground switch. When activated the ignition will not operate. For cars with other after-market ignition systems (or no electric tachometer) the version three relay kit mentioned above may be utilized. This relay would then be used to turn off power to the ignition coil instead of a fuel pump.

WARNING: Repair or modification of electrical systems should be left to qualified personnel. If you do not feel comfortable doing this repair yourself, consult your Porsche professional. Good Luck!



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