



RS

NORD

STERN

May 2004 – In This Issue:

Built to Order

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Complete Garage Social

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N O R D S T E R N



PORSCHE

May

2004

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

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Front Cover - Lovely, yellow, RS photographed at a past Concours event.

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Address changes

PLUS!

*“How to Join
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America”*

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Letters to the Editor . . .

Congratulations to Jon Beatty and his team for a very successful new member social last night! Thanks to all of you that gave your time to attend this fun event and share your experience and enthusiasm with new members. I have heard so many positive comments about the social; what a great group of members we have in Nord Stern, and how willing everyone was to share their knowledge and to welcome new members into our great club. It is through this continuing heartfelt effort that our club, Nord Stern has always been a very special organization, informative, caring and supportive to anyone who shares our love of Porsches, good people, and good times day after day, month after month and year after year.

Thanks to all of the you, the new members who came to the social to take the time to see what Nord Stern provides to you, and bring fresh ideas and energy to our group. We welcome you and look forward to seeing you at the many exciting events we have planned for 2004!

You are welcome to contact me directly, or any of the committee chairs and other members at any time to ask questions or to make suggestions to make our club better for all of us. I look forward to talking to each one of you soon.

—Thanks again, Ed Hazelwood, President

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Nachrichten vom Herausgeber . . .

Christie Boeder

Another day, another dollar, another month, another column. And so it goes. A season has passed and another awaits us! First Fling will have been here and gone by the time this newsletter arrives. Hopefully it was an instructive (for those attending the school on Friday) and fun weekend of honing those driving skills as well as reacquainting ourselves with our fellow driving cohorts! And I hope the weather cooperated (remember the snow turtles of several years past!).

It has been a busy winter with the spring and summer shaping up as another jammed packed year of Nord Stern events from driving on the track, to socials on Friday evenings, to German Auto celebrations (one at Maplewood, one at Carousel, one in Rice Park in downtown St. Paul no less), just be sure to check out the calendar in the middle of each issue. New this month is the date for our Rally which this year will be in early October (October 2nd to be exact —Eventmeister Lon Tusler is busy planning already and will have some great PR for us in next month's issue) in time for Oktoberfest - hmmm, sounds excellent!

Another new thing to report on is the national and regional calendar database featured on the PCA website. I have entered the dates, times and contact names for upcoming Nord Stern events. You do not have to register yourself to check the database, but if you do (you need your membership number by the way!), you can search the database by our region, Nord Stern. But you can also search the database by event type, by dates, etc. Hopefully more and more regions will take a little extra time and get those events entered! There might be many a reason to see what is scheduled in another part of the country (certainly might be fun to know when traveling). Frankly, if you have not visited www.pca.org lately, take a moment and check it out. It's easy to navigate, there are many areas of interest, some great pictures from various regions, members, events. There is a tech section, too, where designated individuals will answer specific questions from members. Even the editors of newsletter have our own area (that one is 'secret!') as we have our own password for that! Have fun!

Welcome . . . New Members

(and returning members!)
We hope to see you
at upcoming events!



Kim and Keith Fritze
Orono, MN
2004 Cayenne S

Elizabeth and Eric Harrison
Lakeville, MN
2000 Cayenne S

**Dave Johnson and KC
Connors**
Sunfish Lake, MN
1960 356B

**Robert Mossinghoff and
Karen Zeilinger**
Burnsville, MN
1996 993 Turbo

Tracy and Stuart Palmer
W Rogers, MN
1988 928

**R. J. Perlich and Mark
Perlich**
Richfield, MN
1974 914 2.0

Glen Robertson
Minnetonka, MN
2004 Boxster S

Scott Robertson
North Oaks, MN
2003 996TT

**Cyndee and Steven
Washburn**
Shorewood, MN
1998 993 C4S

**William White and Mary
Sicora**
St. Croix Falls, WI
1991 944 S2 Cab

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

A *brief* synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!

Autocross: A driving event, teaching one how to maneuver one's car around a set course of pylons on a closed circuit. Instruction is available, drivers compete against the clock. No modifications to one's car are necessary. Some safety equipment needed (helmet).

Concours: A setting where Porsches are displayed for general viewing and/or inspection competition. Experienced judges evaluate the various models based upon cleanliness, overall condition and authenticity.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual racecourse. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions.

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

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

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

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

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

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

“If you do not have your own Nord Stern 45th anniversary coffee mug, you should be looking for one at the next event as we only have a limited number.”

Ready for a cup of coffee? If you do not have your own Nord Stern 45th anniversary coffee mug, you should be looking for one at the next event as we only have a limited number. These are very nice stainless steel mugs with the special logo designed for Nord Stern's 45th anniversary. Come out to the Autocross, Brainerd, Concours or Fall Color Tour events and get one before they are gone.

I would like to congratulate all our new members that have joined during the past several months, your interest and participation has really been fantastic! Starting with the swap meet in March, where we had several people coming in and picking up the membership applications, talking with us and asking about the scheduled events. Several people joined right there! Then at the end of March, we conducted a new member social that was well attended, and the comments afterwards were extremely positive. A couple of new members I talked with said they had never felt so welcome anywhere!

It is very encouraging seeing so many people joining, and getting involved in activities right away. At the novice tech session in April, new members and long time members alike attended to find out all about participating in their first driving training event.

Thanks to all our new members for joining, and thanks to all our long time members and our chair members for volunteering their time and talents to help others. **Andy Busche** has done a tremendous job this year organizing all the tech sessions, the great swap meet and the Novice Tech session. Thanks also to **Jon Beatty** for the New Member social, and to **Ed Vazquez** for really promoting the Nord Stern merchandise.

The 928 Owners Club 2004 Convention

by Marc White, Event Chariman

The 928 Owners Club will hold its International Convention July 9-11, 2004. Attendees will caravan from several regions across the USA and world to centrally located Wichita, Kansas for three days of Porsche 928 immersion.

The excitement begins Friday morning July 9 at Hallet Motor Racing Circuit in Tulsa, OK for a Driver Education event. Imagine the thrill of German V8s rumbling about the track. The caravan of 'Sharks' continues on to Wichita that evening for a welcome reception at our headquarters hotel, the Wichita Hyatt Regency.

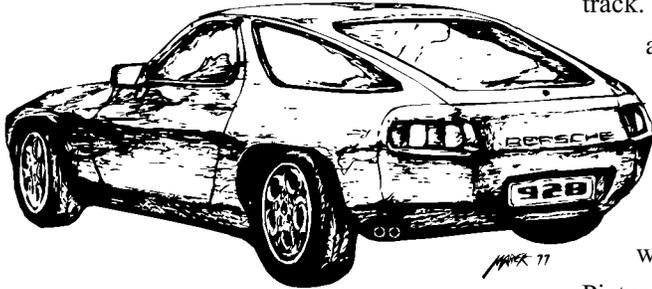
Saturday, July 10 features a morning tech session with international 928 experts sponsored by Best Mechanical Work. An afternoon Concours d'Elegance and Clean & Shine Show will be held in the air conditioned Wichita Convention Center.

Picture over 100 928s encompassing every model year from 1978 to 1995 available for perusal in cool comfort. Several innovative products developed by 928 Owners Club Members will be available for viewing and discussion. Late afternoon the 928s will move a few blocks and stage for the largest contingent of a single model at the show which draws 1,000 cars. We plan to again in 2004.

Sunday, July 11 offers the opportunity to test your rally skills. Following a post breakfast group photo we will begin a fun rally over the plains of Kansas.

The Porsche 928 is a driver's car, a "clean-sheet" design developed by Porsche engineers utilizing a water-cooled all-aluminum 4.5 liter 16 valve SCHC V8. The 928, introduced in 1978, has a nearly perfectly balanced weight distribution of 50/50 front to rear. The last production model was the 1995 928 GTS which develops 345 horsepower @ 5700 rpm. contact: Mark White, Event Chairman, 3555 E. Douglas, Wichita, KS 67208. 1-800-835-3524, fax, 1-316-685-0689 or email at: eventchair@928oc.org. Website: 222.928oc.org.

928



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All registrant donations go to the Children's Cancer Research Fund

Built to Order . . .

Text and Photos by Bobby Piper

“No, I’m talking about building the exact car you want while staying within a reasonable budget. Obviously, some people’s budgets are more “reasonable” than others.”

The beauty of the 911 is that you can build it to order. And I’m not just talking about the “Porsche Exclusive” (formerly “Special Wishes”) factory program whereby anyone with a large enough checkbook can order about any color combination and interior material they desire for any given new Porsche (personally, when I win the Powerball, I’m going to order a GT3 in Continental Orange, paint code #107, with plaid seats).

What?

No, I’m talking about building the exact car you want while staying within a reasonable budget. Obviously, some people’s budgets are more “reasonable” than others. There are certainly those that can spend upwards of \$100,000 to build a custom 911 (witness the many feature articles in Excellence or European Car) but that is hardly realistic. If I were not a car guy, I’d probably have something like a Honda Civic EX, which options out near \$20,000. That is a more realistic budget.

For most people the best way to buy a 911 is to follow the old adage to buy the newest you can find for the money you have. A really nice low mileage G50 Carrera (87-89) can be had for less than \$20,000. Many people would be thrilled to find such a car and just drive it. For the rest, and you know who you are, there are always some things the car “needs”, regardless of how it came from the factory. For example, I’d be stunned if any Nord Stern reader that has 16x6 and 7” Fuchs on their car doesn’t believe their car needs bigger wheels. For them (us), half the fun of having a 911 is making it exactly the car they want. These are the people that may need to have their 911 built to order.

To accomplish this, a max of 50% of the end budget should be used for the initial purchase. Any 911 you find will need some work in the form of required maintenance (make sure to have a comprehensive prepurchase inspection done by a reputable shop) and then, of course, there will be the elective surgery.

A caveat: If you want a race car, buy one that’s already done and has a proven record. Building one “to order” out of a street car is far too expensive and will require too much trial and error before success is achieved. Still, the 50% max rule is in effect, because you’ll need the other 50% to pay for the seat time to get



All photos on pages 8, 9 and 10 and 11 are those of the ‘before’ variety, see page 13 for the ‘after’ state.



your ability near the true ability of the car.

Most 911 parts are more or less readily available if you keep an eye out on Pelican or Rennlist, and to a lesser extent in the classified section of Pano. Clubtalk and the back of the Nord Stern are good resources as well. Your local Porsche shop likely has an inventory of used parts. There are even occasionally some good buys on Ebay. With lots of patience you can find almost anything you need, and at a reasonable price.

The key is to know what you want to end up with at the end before you start. When I bought my first 911 in Spring of 1994, it was a 1978 911SC that had been repainted in Fly Yellow and had a bolt in rollcage and 930 brakes. I originally planned to use it as a daily driver, so I had the door bars of the cage cut out and had tabs put on them to make them removeable. I bought 911 RS America seats for it, and lined the interior with Dynamat sound deadener before putting in an RS carpet kit. I put in the RS door panels and bought a new dash in black. Even with me doing the labor, none of this was cheap. I drove it this way for about 2 months before I learned that owning a Porsche meant you could drive it on the track. After my second



20 minute session, I knew I was totally hooked. I promptly signed up for every available bit of seat time I could get: SCCA, PCA, Conference, NASA and POC. By the end of the summer I had stripped everything out of the car, peeled out all of the sound deadener (lots of hours with heat gun, scraper and wire brushes), put in a pair of race buckets and had a weld-in cage installed. All of the previous mods I had done were a complete waste, and although I still drove it on the street, it was a pretty miserable commuter. This is NOT the way to build a car to order.

My next street 911 was the one I currently have. Admittedly, having been around these cars for 10 years has given me some time to figure out what I want in a street car. The first thing being, that it is a street car. As a general rule, a good track car makes a rotten street car, and a good street car makes a rotten track car. My budget dictated a \$10,000 or less initial purchase price.

I really like the early (pre '74) long hood 911s. The later accordion bumper cars are just not as attractive. However, finding a nice rust free example is next to impossible without blowing the 50% rule for the initial purchase. The 74-77 911s are all saddled with the dreaded 2.7 motor (except for the hard to find 76 and 77 Euro Carreras), and do not have the subtle rear flares of the early Carrera RS or the later SC, so I avoided those. To stay within budget, I was left with the 78-83 911 SC, of which I prefer the 78 and 79 model years. I also had the added incentive that if I found the right car, I could swap motors with my 1978 911SC race car that I was planning to sell.

Eventually I found the car out in Seattle. It cost \$8000, comfortably under 50% of my long term \$20,000 budget. It was pretty rough when I bought it in Spring of 2002 (see

the “before” photos), but it had a fairly fresh motor with some performance parts built by a good mechanic in Seattle. If you buy a car with a “rebuilt” motor, make sure to ask the mechanic what that means, as different people have different definitions of “rebuilt”.

To my surprise, when I picked up the car I discovered that the RS

America seats in it were the very ones that I'd had in my first 911 eight years previously. Small world.

My goal for this car was to capture the “old school” look of the early cars with the reliability and performance of a newer car. I had tried this before with an SC, having planned to install a 1995 993 motor, but quickly abandoned the project when I realized that both my mechanical skills and my budget were severely lacking for such a task. And my wife may have had something to do with it, after she read the *Nord Stern* article detailing my plans (no fair, Bobby, can't blame me on that one!). But I digress.

To further lower the initial cost, I sold the tail, the 16x7 and 9” Fuchs, and the seats. This got my cost down to \$5,600.

Continued on page 10

Built to Order . . .

. . . continued from page 9



Having lived most of its life in sunny California, the car needed new rubber seals for all the windows and doors, and the paint and trim were badly faded.

The remaining interior was a wreck. I removed everything inside and out, and took the car to the paint shop to have it sanded and resprayed along with a new decklid (Pelican, \$100), rear bumper (euro style with the small bumperettes (Pelican, \$200) and front valence without fogs or chin spoiler (FlatSix, \$75). There were a few dings and chips which needed to be fixed before the paint could be applied, so the paint cost a bit more than I had anticipated. They did a superb job though (Collision and Color, \$2,125). I replaced the badly faded black anodized trim and door handles with chrome units (\$520 for everything). Locating all the chrome bits was perhaps the most time consuming. Oklahoma Foreign was my best resource in that regard.

I bought a set of 15x7 & 8" Fuchs from Pelican and had them refinished by Weidmann's Wheels (\$1,200 together) for the old school look, and mounted a set of 60 series Dunlops (TireRack, \$300). Suspension upgrades were minor, as this is to be strictly a street car. Bilstein HDs and

27mm torsion bars in the rear, and turbo tie rods in front (FlatSix, \$600 total including alignment/corner balance).



For the interior, I bought a pair of black sport seats out of a '79 930 (FlatSix, \$600) and a set of plaid (!) rear seats from a '76 930 (Pelican, \$75). I wanted the rest of the interior to be black. I found a full interior without seats from a crashed '83 SC (Pelican, \$400). A new black dash completed the interior transformation (Vertex, \$280). This brought me to \$11,555. There were many miscellaneous small parts I needed (window washer pump, decklid seal, wiper arm caps, body seals, fog light switch, door lock pulls etc), all of which I bought from Mark Bouljon in the Carousel Parts Dept, who is a very good guy and was very patient about searching for such esoteric items. Those parts totalled around \$300, bringing me to just over \$12,300, with lots of my own labor. I was well under budget and it was a very nice car.

I could have just driven it that way for 50,000 miles and been happy. But it just didn't quite scratch the itch I had.



And come on, under budget? What's a budget for if you don't use it?

Since it already had a fresh engine, I didn't really need to swap it for the one in my race car. But the race car buyer wanted a "G" class car. The race car had the later 1983 Euro spec engine with quite a bit more horsepower (freshly built for the "F" class), so I couldn't help myself (swap, FlatSix, \$1,500). And the gearbox was a bit notchy going into 3rd, so I wanted it checked. Of course, it would need freshening (\$1,000).

Predictably, I then fell victim to the old "misewell" syndrome. As in, well, as long as the engine is out, we misewell put hotter cams in it! (\$400 installed) And as long as the trans is out and needs freshening, we misewell put a 7:31 R&P in it (\$650) and a taller 5th gear for the highway (\$75). Oh, and we better put in a GT limited slip too (\$1,000). The extra labor on the gearbox added up to about \$500. So that got me to \$17,720.

The final touches were a nice Alpine CD stereo w/amp and good speakers (\$500). At some point the car could use a new headliner but I rarely look up, so that can wait.

So for considerably less than the price of a new Civic EX, I have a car that I can be happy driving for years to come. It is fast, comfortable, and unique. With all new mechanicals, maintenance should be minimal, and depreciation negligible. Insurance is cheap, and the registration laughable. So what did I do with the remaining budget? I bought a Volvo wagon as a winter car and utility vehicle.

Not that I really need to justify the 911. After all, I had it built to order!



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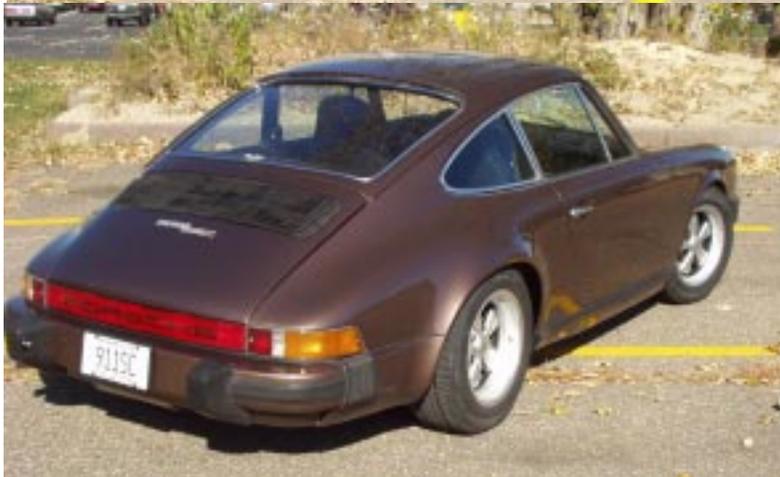
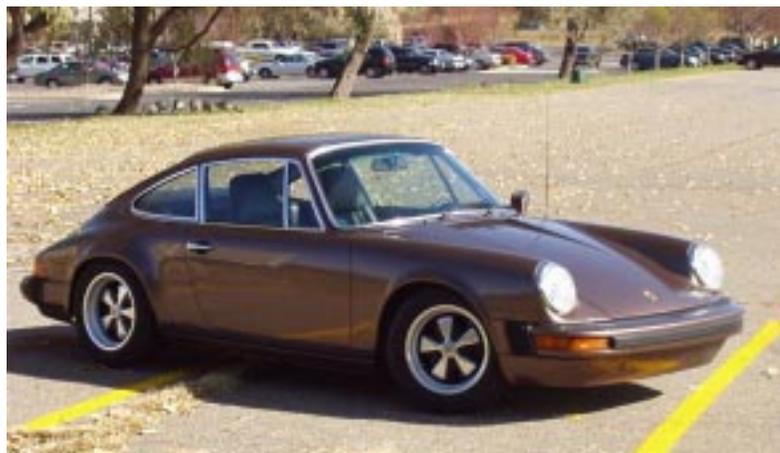


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*Bobby's car in various poses 'after' restoration! Definitely a classy vehicle.
All photos by Bobby Piper. Editor's Note: Check this out online to see the colors, although
not partial to brown, this car can almost convince me that it's cool!*



Porsche Supercup Dinner/Race Tickets At Indy F1

courtesy PCA

PCNA Porsche Supercup Dinner and Race tickets for the benefit of PCA members planned for Indy F1 Race at the United States Grand Prix June 19&20, 2004.

Porsche Cars North America and the Central Indiana Region of the Porsche Club of America are pleased to announce the Third Annual Porsche Supercup Dinner to be held on Saturday, June 19th in conjunction with festivities surrounding the United States Grand Prix Formula One race.

This year's Supercup Dinner will be hosted at the Walker Racing facility in Indianapolis and feature a variety of current and vintage Porsches including the 1989 Porsche Indy Car that was piloted by Teo Fabi under the direction of Derrick Walker. The dinner will feature a special keynote speaker and will also feature select Porsche Supercup drivers talking about their experiences with Porsche and the Supercup program.

Again this year, the United States Grand Prix festival committee in conjunction with Central Indiana Region PCA will hold the Porsche Grand Car Cruise through downtown Indianapolis. The Supercup Dinner will follow the Car Cruise enabling dinner attendees to participate in both the cruise and dinner.

Seating is limited therefore early registration is encouraged. The \$55.00 registration fee per attendee includes access to the Walker Racing facilities, a selection of beer and wine, dinner and desert. Registration will be made available online at <http://www.cirpca.org> along with further details in the coming weeks.

Porsche Cars North America has made special arrangements with the track for PCA members. The seats 'best in the house' are located in section H (1st turn coming off the oval). Race tickets are \$105. Please contact 1 800-822-INDY and ask for Carole. Please specify that you are a PCA member, have your PCA number available, and want to sit in the Porsche Cars North America block.

Chicago Region - Zone 13 Porsche Parts/Car Auction & Swap Meet

May 22, 2004

9:00 am to 4:00 pm

Silent Auction of Selected Items
Swap Meet
"For Sale" Car Corral



Location: Northstar Motorsports
Barrington, IL

For more info, call Nick Brenkus 847.426.9111 or go to the <http://pca-chicago.org/social/2004swapmeet.pdf>

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

Nord Stern Region at Road America Event Registration July 12-13

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

- **Eventmaster/s:** TBA
- **Cost:** \$250/\$225 for PCA members, 1st & 2nd driver.
\$275/\$250 for non-PCA, 1st & 2nd driver. \$50 late fee applies
- **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.**

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 _____

Best Time RA _____ Best time co-driver RA _____

"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 _____



Nick and Susan Cirillo have a great time and are all grins as anticipation for the first DE of the season, First Fling, is just around the corner. Winters do get long in Min-ne-sota!



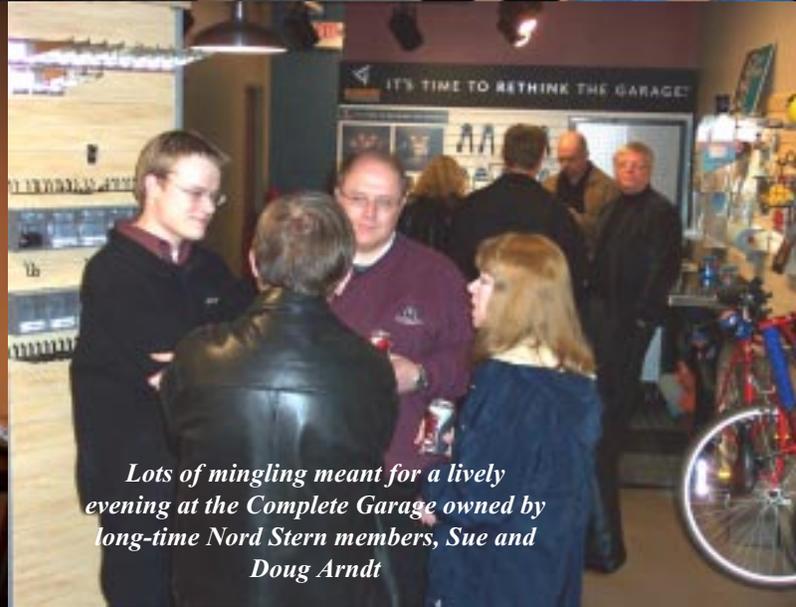
Very cool appliances for your garage (ahhh, this would look great in my kitchen, too!) - just ask Mike Courtney about just where do you put the beer?!!!



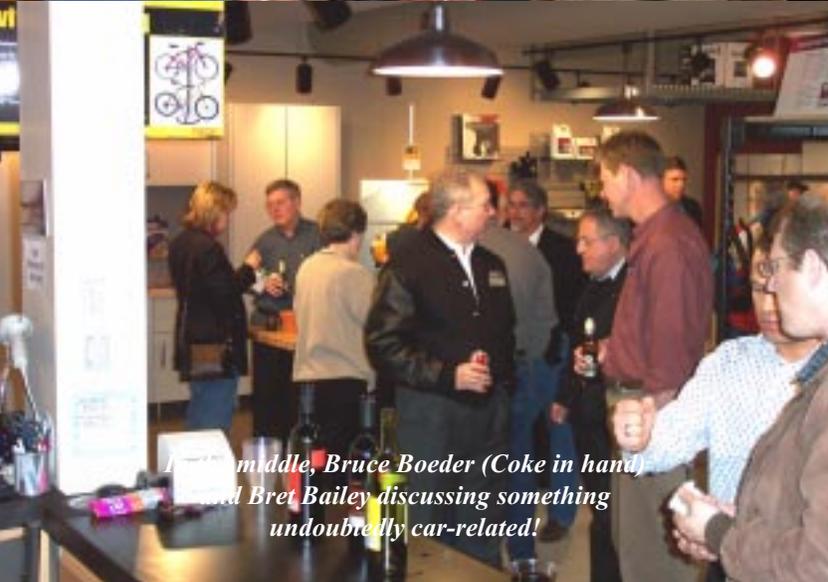
Jon Beatty, Julie Courtney (sorry Julie, didn't realize how fast the shutter speed is on this digital) and Ray Newman



I call this the 'power trio!' as they all share something - call me with your guess! L to R: Doug Arndt of Complete Garage, Don Miller, and John Cousins



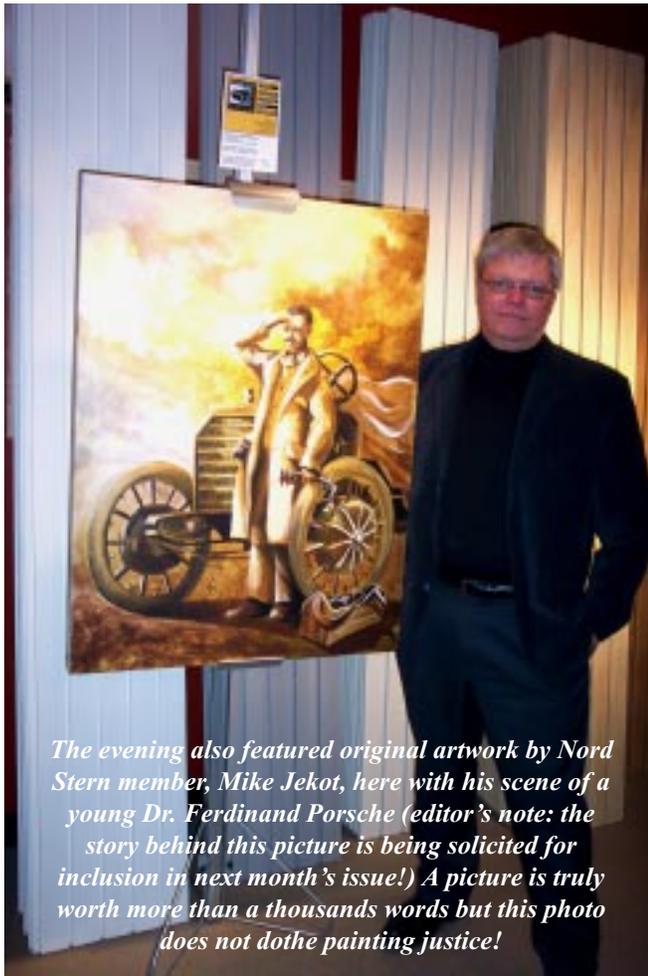
Lots of mingling meant for a lively evening at the Complete Garage owned by long-time Nord Stern members, Sue and Doug Arndt



In the middle, Bruce Boeder (Coke in hand) and Bret Bailey discussing something undoubtedly car-related!



Lots of good eats, good wine and beer contributed to a very successful evening, L to R: Roy Henneberger, not sure, Doug Arndt, and Andrew Arndt's fiancé, Sarah



The evening also featured original artwork by Nord Stern member, Mike Jekot, here with his scene of a young Dr. Ferdinand Porsche (editor's note: the story behind this picture is being solicited for inclusion in next month's issue!) A picture is truly worth more than a thousands words but this photo does not dothe painting justice!



For once, club photographer extraordinaiare is caught in a casual pose! L to R: Fred and Jill Daneu

Friday Night Social at The Complete Garage Combines Cool Stuff and Cool Artwork!

by Bruce Boeder, all photos by Christie Boeder

On April 9th, Nord Stern members **Susan Arndt** and **Doug Arndt** hosted members of Nord Stern for an evening social at their business, The Complete Garage in Hopkins. As the name implies, the store sells everything for the garage, from floor coatings to cabinets, specially designed refrigerators (check out the photo in the upper middle of page 18!) to bike racks. Truly a toy store for all of us big girls and boys. Also joining the Arndts was **Mike Jekot** exhibiting new examples of his art for those of us

with the car gene. A good time was had by all as people dreamed and schemed about what they could do to their garages to enhance their hobby. Thanks to Doug and Sue for a great evening of socializing and car talk!

More can be found about the Arndts' business at www.completegarage.com.

2004 Kalender

May

2004

- 14 **Friday Night Social at 7:00 pm**
Location: Gasthaus Bavarian Hunter in Stillwater
Eventmaster: Roy Henneberger
RSVP 952 474-7716 or henneb@charter.net
- 16 **Maplewood Import's 4th Annual Auto Fair**
Maplewood Imports, 2780 N. Hwy 61
See page 7 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
- 12,13 **'Fast Fling' Driver Education**
Brainerd International Raceway
Eventmasters: TBA
- 12 **Annual German CarFest**
Location: Rice Park in downtown St. Paul!
Saturday, 9 a.m. to 3 p.m.
Eventmaster: Paul Bergquist, 952 937-1822 or pbassocinc@aol.com
- 12 **The Emperor's Ball**
Landmark Center/St. Paul
5:30 pm to Midnight
www.emperorsball.org or 651 489-4656
- 18 **Friday Night Social at 7:00 pm**
Location: Maynard's In Excelsior
Eventmaster: Roy Henneberger
RSVP 952 474-7716 or henneb@charter.net
- 19** **Celebrating 40 Years Fast Years**
40 Years of 911 on Display
Carousel Automobiles
Get your own, signed copy of the fabulous poster designed by Carmichael-Lynch and

featuring 3 local 'famous' vehicles and their drivers/owners! Proceeds to benefit Courage Center! Stay tuned for further details!
Eventmaster: Mark Bouljon 763 744-9170

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
- 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 to other Car Clubs**
St. Cloud Driving Facility
Eventmasters: Harvey Robideau 952 221-0443 and 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, tw820@aol.com
- TBA **Annual Nord Stern Concours d'Elegance**
Sponsored by Maplewood Imports and Carousel Automobiles. Details and location to be announced - possibly at Lake Calhoun in Minneapolis
Eventmaster: Mitch Berry 952 992-2959,
Luis Fraguada 952 496-2288

*** Denotes New Date/Event

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

(call 1-800-BlueFin to reserve your spot!)
Eventmaster: John Dixon 952 939-9071

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:
jfmbsa@msn.com

September 2004

17 **'Last Fling' Driver Training**
Brainerd International Raceway
Eventmasters: Lee Jacobsohn 612 922 8458

18,19 **Last Fling Driver Education**
Brainerd International Raceway
Eventmasters: TBA

24-26 **12th Annual North Shore Fall Color Tour**
BlueFin Bay

October 2004

2*** **Oktoberfest Rally Time! Gimmick Variety**
**Location: In the Northwest sector of the
Metropolitan Area**
Eventmasters: Lon & Lorry Tusler
763 383-1798

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

Isn't it All Social?

by Ed Vasquez

Editor's Note: End of March was the time for the annual Nord Stern New Member Social at Davanni's in Edina. We had a great time getting together with old and new members for an informal evening of presentations about our club (and I use the term 'old' and 'new' quite loosely and definitely not literally!), what sort of activities the club sponsors throughout the year while at the same time revealing bits and pieces of the various personalities, characters, and general culture to be found among the club. It was a fun evening of sharing for those new members were brave enough to venture forth to find out 'just what does Nord Stern do!' Several of the newer members commented about having never run into an organization as welcoming as Nord Stern. Speaking from many years of participation, I can truly say I feel that is an integral part of the club's culture and continues to be part of our 'mission' as so inferred in our newsletter's motto: Getting there . . . is half the fun (guess what the other half is!). Ed Vasquez, New Member Ambassador, wrote the following for the evening and I definitely think it's worth sharing with one and all and 'says it all!'

Isn't It All Social?

Would you like to know how to wash and wax your car?

Concours

Would you like to know how to repair your car?

Tech Sessions

Need to know how to drive your car?

Driver Ed

Would you like to go from start to finish on a track without another vehicle next to you?

Autocross

Would you like to attend a charity event, auction, and watch Porsche's Race?

Club Race

Would you like to drive up North and stay at a lodge with other Porsches?

Fall Color Tour

Would you like to get lost and found with other Porsches?

Rally

Need to time your Porsche driving experience?

Time Events

Need to socialize out of your car?

Friday Night Socials, Awards Banquet, and Holiday Party plus all of the above

Need some great magazines to read about Porsche activities, find parts, reputable shops that work on your car, dealers, etc?

Panorama and Nord Stern (our award winning local magazine)

Would you like to join us in the fun?

E-mail Ed Vasquez @ Edmn911@aol.com or Call 952 937 6990

"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

DRIVING EVENTS

- The meeting will be held at 7:00 AM
- Appetizers and coffee will be served
- "Chalk Talk" led by a professional mechanic
- We'll talk about various driving situations!
- Bring your friend or two!

... "Join us even if you have a 2000 year old car!"

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



Car Noise . . . Those clunks, clanks, squeaks, and rattles say a lot about a vehicle's health.

by Peter D. duPre, courtesy Keith Jones

“ . . . most of us have seen talking cars in movies and cartoons, few of us really believe that cars can talk. OK, there have been a few production cars that told us the “door is ajar” and “the lights are on,” but as a general rule cars don’t speak.”

While most of us have seen talking cars in movies and cartoons, few of us really believe that cars can talk. OK, there have been a few production cars that told us the “door is ajar” and “the lights are on,” but as a general rule cars don’t speak. They do, however, have their own “language” — rattles, clunks, squeaks, and mechanical noises. When your car starts “speaking,” you need to listen.

We all know the everyday noises our vehicles make and become used to them. You know when your vehicle is running well because you can hear it. However, a new noise may be a warning of mechanical problems. Try to figure out where the sound is coming from and when it happens. Then, ascertain what type of sound it is, such as clicking, clanking or squealing. Your mechanic needs this information and it must be accurate. What you call buzzing, the mechanic may call a rattle.

To assure that you and your mechanic are speaking the same language, here is a list of some common “strange” car noise and their probable causes.

❖ **Buzzing:** Vibration of a loose fascia, vent, knob or wiring connector rattling against ductwork usually causes this bee-like noise. Debris in the ductwork also causes buzzing. High-pitched buzzing from under the vehicle usually means the heat shield on the catalytic converter is loose.

❖ **Clicking:** A metallic-sounding clicking noise that becomes more frequent as the throttle is applied may be caused by bent or loose fan blade hitting the radiator or protective shroud. This is especially true on older vehicles with metal fan blades.

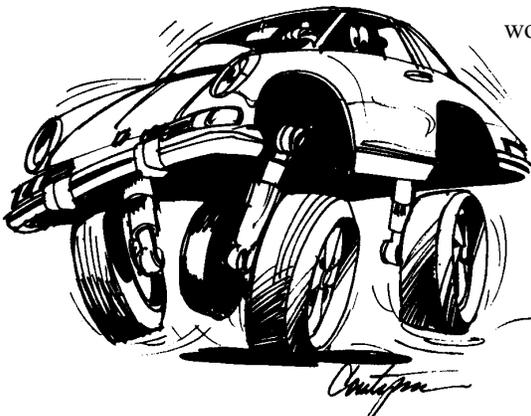
❖ **Clunking or thumping:** A heavy, metallic sounding noise that usually happens as the vehicle is put into gear. On rear-wheel drive vehicles it can indicate a failing universal joint on the drive shaft. Also, check for loose items stored in the trunk.

❖ **Grating or grinding:** Metallic grating or grinding sounds occurring when the brakes are applied means worn brake pads or shoes. Good brakes are vital to vehicle safety. Get them repaired right away.

❖ **Growling:** On older vehicles, a growling sound coming from under the dash means a worn speedometer cable. In the engine, it can mean the crankshaft bearings are worn. Growling sounds may also be an indication of rear end problems.

❖ **Hissing:** If it sounds like air escaping, it probably is. Check the tires for a puncture or loose valve stem. Escaping steam from a blown radiator hose also hisses. When checking for steam, open the hood carefully. Steam burns can be nasty.

❖ **Knocking:** A metallic knocking sound like a hammer hitting a metal door could mean worn piston rod bearings, allowing the piston rod to knock against the inside of the engine, destroying it in minutes.



❖ **Pinging:** If the engine makes noises that sound like loose gravel in a tin can, you probably have pre-ignition, a condition caused by improper timing or by using the wrong octane fuel.

❖ **Rattles:** These can be caused by anything from a loose jack handle in the trunk to a broken or loose shock. Check for loose items before seeing the mechanic.

❖ **Squeaks:** Most squeaks are in the suspension system and are caused by a combination of road dirt and a lack of lubrication. Pressure wash the suspension and get a lube job. Spraying door seals with a Teflon lubricant will usually cure squeaking doors.

❖ **Squealing or screeching:** A loose drive belt can cause a high-pitched squeal under the hood. If the sound

happens as the brakes are applied, the wear indicators are telling you the pads are worn.

❖ **Tapping or ticking:** A light metallic tapping or ticking sound may mean that the valves aren't getting proper lubrication or need adjustment.

❖ **Whirring:** A whirring, whirling sound may be an indication of pending automatic transmission trouble.

❖ **Whistle:** Caused by disturbed airflow around the vehicle, whistles can be difficult to pinpoint. Anything from a loose molding, antenna, mirror, roof rack or slightly open window can cause a whistle.

Peter duPre has been writing about cars and car care for over 30 years. He has authored automotive technical manuals and been published in numerous automotive magazines.

Nord Stern April Business Meeting

Minutes

by Eleanor Renwick, Secretary

“This is the last meeting until fall. As a result of excellent planning, great events are scheduled for the rest of the year. . . . Vice-President, Chip Smith has prepared 45th Anniversary publicity for all events. A special banner will be displayed, commemorative coffee mugs are for sale, and much more is pending.”

The meeting was called to order by President, Ed Hazelwood. This is the last meeting until fall. As a result of excellent planning, great events are scheduled for the rest of the year.

Vice-President, Chip Smith has prepared 45th Anniversary publicity for all events. A special banner will be displayed, commemorative coffee mugs are for sale, and much more is pending.

Advertising: actively seeking more ads; those we have to date are paid.

Shop Relations: Most events are completed, with one more to go - the novice tech session at Maplewood, which will provide a good basic overview of car prep for new members. The swap meet was a huge success; a sign-in sheet provided feedback on membership interest.

Insurance: standard coverage is ready for all events; let Jim know if any deviations from standard for those scheduled.

Autocross/Time Trials: Both Autocross events are open with the second autocross included in the Met Council event list. At BIR, timed runs for First Fling are planned for Saturday, April 24th at 1:00. Novices will have an instructor with them during their first timed runs. There was much lively discussion about different categories and plans for spicing up the competition and reorganizing the event to attract participants.

Safety: equivalent safety stickers have been given to registrar for inclusion in packets, as well as guidelines for helmet fit. Safety stickers will also be available at BIR for those that qualify. Questions were answered about the check-off item on tech forms regarding the changes to seat belts/equivalent safety.

Concours: planning and discussions continue regarding the possibility the event might be held at the Lake Calhoun executive lot. Planning for 50 cars, contact event masters to sign up. Additional qualified judges will be needed for the event. Event masters are meeting this week with park board to discuss final plans and date.

Club Racing: posters should be finished soon. Need lots of participants to make this a success.

Driver Education: ambulance is ready. Registration is ready. Jon Beatty and Brett Bailey are event masters for First Fling. We will need 99 cars at Road America to break even. Registration costs for Road America are available on the Nord Stern web site.

Registration: to date, there is light response for First Fling, which is typical of events. Usually participants register during the week of the event. Packets will be ready to hand out, helmets inspected at separate location, and people missing items will be directed elsewhere to manage check-in.

Membership: about half of the PCA numbers for our region are registered with Nord Stern and we are still contacting those potential members out there. Late renewals are coming in. New member social was very successful with many very positive comments. Cayenne members are welcome at Drivers Ed.

New Member Ambassador: some new members seemed disappointed that there is not another DT scheduled between the spring and fall events. The Women's Only event was presented at the new member social. The PCA letter sent to new car owners serves as a model for introducing Nord Stern to them as well.

Met Council: 5 event series championship this year; Nord Stern's July autocross is included in the series.

Newsletter: have found a possible assistant for our newsletter editor, details to follow.

Rally: Saturday afternoon, Oct. 2 is the date this year for a gimmick type rally - we'll call it Oktoberfest. It will take place in the NW area of the metro. Watch the newsletter for details. Lon and Lorry Tusler are the event masters.

Taste of the Track: Pam will contact a list of instructors qualified for driving and able to provide information about the club. The registration form used last year will be used again and/or modified if needed. Participants will obtain instructor signatures, and will be asked to complete a survey afterwards. The goal is to encourage Porsche drivers to join the club and/or participate in driving events. Cost is \$25. The program will be presented during the mandatory drivers meetings.

Timing and Scoring: autocross - will further organize car classes and schedule for St. Cloud events when open to participation by other clubs. For the BIR First Fling we will set up Friday night for timing on Saturday; logistics of timed runs were discussed based on new ideas for change. Results of timed runs will be posted on Saturday evening.

Rules: no report

Driver Training: no report.

Social: no report

New Business: June 19th open house at Carousel with cars from each year on display—posters and other items for sale with proceeds to Courage Center. It is a big challenge to bring the cars all together, please come to the event and show support. Need membership table. Promote club race.

On-line registration is progressing; not quite ready for first fling, but should be ready in next two weeks or in time for the next event

Closing: this week, Friday Night Social, last tech on Saturday, next meeting TBA next fall.

Respectfully submitted,
Eleanor Renwick

Fast Fling Driver Training

Friday, June 11, 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:**

<input type="checkbox"/> First Fling; April 24/25	<input type="checkbox"/> Club Race DE; Aug 8/10
<input type="checkbox"/> MidSummer: June 12/13	<input type="checkbox"/> Last Fling: Sept. 18/19
<input type="checkbox"/> Road Am. July 12/13 (\$250/\$225 for PCA members, 1st & 2nd driver. \$275/\$250 for non-PCA, 1st & 2nd driver. \$50 late fee applies.)	

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 _____

“When I was a kid in school I was constantly embarrassed by things like having to wear three coats and a ridiculous hat because my mother thought it was cold, or eating only sandwiches made with brown bread because my mother thought that white bread wasn’t good for you, or not having a bike with a banana seat because my mother read it wasn’t safe, and so on.”

Most track junkies will understand when I say here that my mother doesn’t quite share my enthusiasm for driving at the track. This lack of sympathy dates back to my embryonic state. While other expectant moms would occasionally clutch their swollen stomachs and joyfully exclaim, *“Oh, he’s kicking,”* my mother would simply look confused and worried, *“I don’t know what he’s doing in there.”*

It’s called heel-toe, mom. Sheesh. When I was born the doctor slapped me to initiate my respiratory system, but I didn’t cry. I said, *“VROOOOM!”* and began peeing all over him.

When I learned to talk I kept asking why the engine in our car was in the front. My mother wouldn’t let me watch *“Speed Racer”* because it was too violent, so I used to create elaborate diversions (such as setting the house on fire) and then sneak into the TV room to watch it. She used to wonder why, when we were driving, I kept asking my father to engage the *“saw that cuts up the wheels of the other cars.”*

When I was a little older and started doing PCA track events, I told my mother I was going to *“driving school”* to improve my driving. Most of you recognize that this isn’t a lie, however I was well aware what she was thinking of when I said *“driving school,”* and it wasn’t a PCA drivers education event.

Then one day my parents, with no influence from me at all (really), bought a house in Connecticut. In the northwestern corner. About 15 minutes south of Lime Rock.

“YES!” I exclaimed. *“That’s perfect for when I go to the track.”* Oops. *“The track? Don’t tell me you’ve started gambling.”*

“Gambling? No mom, not the track for horses, the track for cars.” Oops.

“What?!?!? Oh my god. You’re going to get KILLED!”

“Mom. Don’t be ridiculous. No one’s been killed at the track in . . . It’s been at least...well...errrr... Never mind.” Ooops.

“THAT’S SUPPOSED TO MAKE ME FEEL BETTER?! I forbid you to go.”

“Mom. I am an adult. This is what I like to do. It’s fun. Now give me back my rattle.”

“It’s not fun. It’s dangerous. If you love your mother you’ll stop going.”

Grrrr. Mothers. Hmph. I needed some sympathy. I needed to know that I wasn’t the only one with an over protective mother who was prone to worry, so one day at Lime Rock I talked to some of my track buddies to get a consensus about what their moms thought about it.”

“I am forbidden to be here.”

“I’m grounded.”

“My mother doesn’t even know I own a Porsche.”

“She doesn’t like it.”

“It’s one of those topics we don’t talk about.”

“She forbade me to go and I went anyway, so now she’s hoping I get injured so she can say she told me so.”

“If my mother found out I was here she’d disown me.”

“She disowned me.”



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1978 911SC

"My mother thinks I need to be smoother in Big Bend."

Of course there are all types, however it was clear that most mothers satisfied the archetypal social membership criteria for their class: worry.

That's right, mothers worry. It is their nature. It is their right. Who are we to deny them their due? It was this deep and profound insight that led me to calmly accept my mother's worries and try to work with them, rather than against them.

"Well, Mom," I said. "I have to do this. The track has become a part of me that I can no longer ignore. But I promise to be as careful as possible, and I promise I will upgrade safety before I upgrade performance." "Safety Upgrades?" she inquired."

"Yes," I explained. "Racing seats and five-point harnesses, for example. I will be installing them as soon as I save up enough money."

"Why don't you put them in now?"

"Well, they're expensive. I don't have the money right now."

In an unprecedented (and unexpected) burst of logic, my mother realized that she could not stop me from going to the track, but that she could make me safer. *"Let me buy them for your birthday."*

My face betrayed my shock. *"Who are you and what have you done with my Mother!"* I exclaimed.

"Better you have the safety now."

"Mom! Stop it! You're embar . . . errr . . ." I stopped my instinctive response in mid-sentence. When I was a kid in school I was constantly embarrassed by things like having to wear three coats and a ridiculous hat because my mother thought it was cold, or eating only sandwiches made with brown bread because my mother thought that white bread wasn't good for you, or not having a bike with a banana seat because my mother read it wasn't safe, and so on. In fact, the list is quite long. Would you believe I grew up in the city and my mother wouldn't let me play in the street? She seemed to think that because we lived across the street from a park that I should play there. All my friends from school played in their streets.

Anyway, it was clear that I had paid my dues. Now, I was just discovering, was time to collect my pension."

"Oh. OK. I guess if you feel you must buy me this equipment, I won't stop you."

I installed my seats and harnesses with a combination of pleasure and disbelief. Later, at the track, someone noticed them."

Continued on page 34

Moms

. . . continued from page 33

“Hey, nice seats!”

“My mother got them for me,” I said.

“Your mother? If my mother knew I was here . . .”

“I know,” I interrupted. *“But this is safety equipment.”*

Understanding dawned. Ignorant of the coats, the brown bread, the banana seats, he said, *“What a perfect thing for a mother to buy.”*

Indeed. Somehow or another, my mother and I hit a chord. For Christmas I’m getting a roll cage. It’s very safe, you know. Thanks mom.

Tech Quiz

Compiled by Mary Anne Nowakowski, Courtesy Chicago Scene

- 1 What Porsche model was the first one to be marketed with rear tires of larger size than those in front?
 - a) 356
 - b) 911
 - c) 944
 - d) 550/1500RS
- 2 The official driving school of Porsche Cars North America is called?
 - a) The Porsche Cup
 - b) The Driver's Edge
 - c) The Porsche Driving Experience
 - d) Porsche Driving Improvement Program
- 3 PCA's Club Racing program celebrated what anniversary in 2002?
 - a) 10th
 - b) 15th
 - c) 5th
 - d) 1st
- 4 Taking advantage of the shorter overall length of the 4-cylinder engine in the 914/4, the Porsche engineers mounted the engine as far as possible from the fire wall between the engine bay and cockpit, for what reason?
 - a) For safety
 - b) For environmental reasons
 - c) To reduce noise transmitted into the interior
 - d) For future racing considerations
- 5 When initially introduced in 1989, the first production models of the Type 964 (911) were designated as the?
 - a) Carrera 4
 - b) Carrera 2
 - c) Carrera
 - d) Carrera 6
- 6 Which of these Type 964 variants was not available in 1994?
 - a) RS America
 - b) American Roadster
 - c) Turbo
 - d) Speedster
- 7 Towing capacity of 8 cylinder Cayenne models is?
 - a) 6,500 pounds
 - b) 15,000 pounds
 - c) 7,700 pounds
 - d) 10,000 pounds
- 8 PCM system in the Cayenne controls the?
 - a) Security system
 - b) Engine management system
 - c) Communication system
 - d) Passenger comfort system
- 9 The Porsche GT2 has a center opening at the front edge of the hood that brings air to a heat exchanger and exhausts over the luggage compartment to provide:
 - a) Extra cooling
 - b) Better aerodynamics
 - c) Ventilation for the brakes
 - d) Downforce
- 10 The brake discs on the Type 993 were the first to offer this performance enhancing feature on all road cars?
 - a) ABS
 - b) Powder-coated "Porsche" script
 - c) Mono-block piston calipers
 - d) Cross-drilled rotors front and rear

Answers: 1) d 2) c 3) a 4) c 5) a 6) b 7) c 8) c 9) b 10) d

914/6 stub axle. Several Panorama advertisers have the 914/6 stub axles. The biggest problem in the rear is the handbrake, as 914/6 calipers are hard to find. If you don't want or need a handbrake, you can use 911 rear vented calipers, a 911 rear vented brake disk, spacing the disk 1/8" out from the hub to center it in the caliper. There are also several really big brake options offered aftermarket out there, but with the drive train you describe, you shouldn't need anything much bigger than what I describe.
Jon Lowe - PCA WebSite - 12/10/2003

Q: I'm building a 914 into a 914/6 for timetrials/ autocross. The car is highly modified w/ full cage connecting all suspension mounts, all interior stripped, Carrera frt suspension and rear brakes, GT flares, fuel cell, etc. The question is: I'm thinking about pulling the motor out of my '72 911E, it's a 2.4 w/MFI, all stock, 80k miles, smokes a little on startup(probably worn valve guides). I wonder how this motor will perform, how will it hold up if I don't do any work to it and would a set of "S" cams from a '74 2.7 be a good idea? My other option would be the 3.2 eng I'm thinking of buying for the 911(maybe I should leave the 911 stock and put the money into the race car?) Any coments pro or con will be appreciated.

A: A 2.4E engine would be a nice one. I've driven a 914/6 conversion with a 2.4T engine, and it was a ball to drive. The 2.4E has good power across a wide powerband, and is very tractable. The mechanical injection system will fit ok, and it is easy to adapt the 914 plumbing and wiring to match.

Startup smoke for a 911 is not uncommon, although with 80K miles, you might want to do a top end job while the engine is out of the car. 2.7 S cams from a US car will actually produce less power as they are very mild, being designed for CIS injection and won't work well with your injection. 2.7 Euro Carrera cams are essentially the same as pre-CIS 911S cams, but would require your MFI injection pump be modified to match, and you also would likely need new pistons and cylinders to clear the valves. The downside of using your 911 engine is that the 911E will no longer be original, but I don't know how important that is to you.

A 3.2 would also make a good engine. It has a lot of power, so you'd want to avoid jackrabbit starts in 1st gear on the 901 style transmission you have in the 914, or you may break 1st gear. You will also need a special flywheel to fit the early style clutch, but these are available from a variety of specialist firms. Jon Lowe - PCA WebSite - 9/10/2003

Q: Dear Jon; Please set me straight on engine block differences. As I expand my research into performance improvements for this project (from h...) I repeatedly come upon the phrases "long block" and "short block". Let me thank you now for your help. I greatly appreciate and respect your knowledge and your ability to teach.

A: The term "long block" means a complete engine, less all peripherals such as alternator, sheetmetal, intake, exhaust, flywheel, etc. A "short block" is generally the same thing, except the cylinder heads are not included. Depending on the engine type, a short block may not include the oil pump or oil pan. It is wise to get a list of exactly what a rebuilder includes in each, as there can be variations from rebuilder to rebuilder, and from engine type to engine type. Jon Lowe - PCA WebSite - 6/20/2003

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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 20	(Sun) Rally-x	LOL	
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 22	(Sun) Rally-x	LOL	
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AUG 28-29	NCCC SUPER WEEKEND	COM/SCCM	ST CLOUD
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SEPT 13	Met Council Mtg.		
SEPT 25	AUTOCROSS	MAC	MIDWAY STADIUM
OCT 3	Rally-x	LOL	
OCT 9	(Sat) AUTOCROSS	MAC	MIDWAY STADIUM
OCT 17	AUTOCROSS	SCCA (LOL)	LA CROSSE, WI
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1975 914-4

90k miles, white with black interior, equipped with 2.0 engine modified

to 2.2; carbs and upgraded suspension. Comes with spare engine with carbs and extra set of tires/rims. This car has been set up for autocrossing and has been driven sparingly the last 8 years. \$8,000. Jack Maruska 507-645-8578.

1986 911 Carrera Coupe

Guard's red/tan, aggressive looks and sound. Additions: SS Bursh exhaust, Lowered, SS brake lines, Weltmeister front strut brace, Turbo tie rods, K&N cone air filter, MOMO steering wheel, Cool brake kit, Recaro SRD with crotch belt cut out, Heavy rear torsion bars, Kouni adjustable front shocks, Corner balanced (130Lbs). Niceties: Cruise control, Sun roof, Power windows, Bumper mounted radar detector, Air, New Comp T/A's on O.Z Racing rims, Red bra, Cover. Not installed currently: Roll bar, "Frozen" front rotors, Weltmeister short shift kit, 5 point TRW seat belt harness, Original seat, exhaust, shocks, rims, etc. Mileage 67'263 no winters, no wrinkles. Maintained at Schneider Motorsports and Auto Edge. Great car! Price \$23,850. Pius Eigenmann, phone 763 553-9911, or email: piuseig@comcast.net.

1984 911 Targa

Guards Red, tan interior, 75,000 miles. Runs great, transmission rebuilt summer 2002. Asking \$18,500. Contact Dave Schuldheisz at 218-829-6293, Baxter, MN.

1986 Porsche 944 Turbo

Very nice clean 2 owner car! 106,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Lowered 1" with progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Autothority 2.5 chipset. Recarro driver's seat. Alpine AM/ FM/ CD player.

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944 is track ready (Auto Edge) with Hot Lap, harness, and many mods. Also have two sets of wheels with rubber, original phone dials and set of Mille Miglia. \$7,850. Trailer is a custom built with front end locked storage. \$2,850—contact Steve at 612 845-0478 or email at steve@paraide.com. Can email photos.

1975 914 1.8

Very nice Minnesota native. Stored all winters. Original except 195/65 Michelin X-Ones, K&N air filter, Bursch muffler (original still on hand), Euro tail lenses and H4 headlamps. New clutch, oil seals, and fuel and vacuum lines. Interior nice with no cracks in dash or tears in upholstery; seats re-done in 2002. Certificate of Authenticity, owner's manual, tool kit, original spare, all service and parts records. Custom bicycle rack available, if you'd like it. New (Porsche) baby forces sale. \$5,500. E-mail pics available. Contact Charles Stephens at 507 354-3642 or chasx00@yahoo.com.

1974 911

California car with stripped chassis rebuild 9,000 miles ago and an engine rebuild 5,000 miles ago. Stored in winter. Black/Black, Sparco seat with fabricated aluminum base, GT Enterprises air dam, factory whale tail, replica factory roll cage, Momo wheel, and RS interior door panels and door release. Quaife rear end, solid bushings, double heim joint front shock tower bar, front and rear torsion bars (22mm/29mm), SC

Brakes, and front and rear Weltmeister bars. 1978 3.0 liter aluminum case. Interior edges rounded, 8.5 to 1 compression, front mounted oil cooler, SSI exhaust, MSD ignition and rev limited, fuel pressure regulator and 46mm Webers. Extras-parts, original seat and rear flairs. All work by Nurburgring. \$18,000. John Finalyson, 952 835-3825 (day) and 612 925-9376 (eve).

1974 914/2.0 Roadster

Guards red/black, ready for track, 2 Butler seats w/5 point harness, roll cage, no rust, new paint, Eibach springs, Koni struts, Padrini and stock wheels, fresh prof rebuilt engine by Auto Edge, super trap exhaust, original interior/seats/struts included. \$7,500/OBO, John Cousins, 2500 Kennedy St. Minneapolis, MN 55413, 612 331-3620 or jcous25000@aol.com.

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1975 1.8-L Porsche 914

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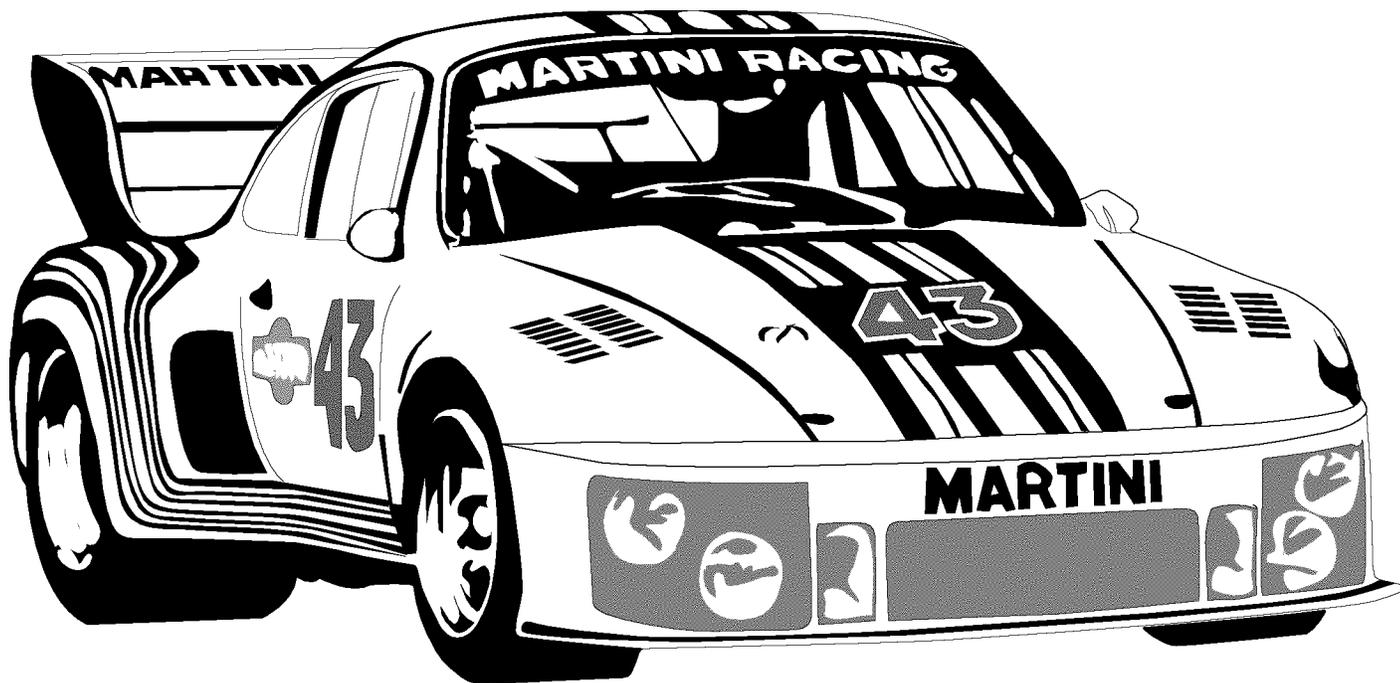
vintage magazines with 914 technical information. \$6,900/OBO Kelly 651-457-1404.

1989 944 Turbo (S)

Red w/ Blk int; 96,500 miles; stock with factory M030 susp (koni), S4 front brakes, LSD trans w/ cooler; current maintenance and complete records. Excellent street or track/DE car. Call/email for details. \$14,750. Jim Benson 763 786-5856, jkb@tela.com

1987 944S Track Car

PCA Club Racing Class H; Blk w/ Blk int; all maintenance current; motor (16V) and trans rebuilt w/in last 8k miles; Bilstein race coilover susp; Full cage, seats, belts; 2 sets of 16" whls; other misc spares/parts. Call/email for details of maintenance and upgrades. \$16500. Jim Benson 765 786-5856, jkb@tela.com



Q&A: 914 Engine 'Inquiries!'

Courtesy PCA Website; Tech Q&A

“Long ago I would have said to leave the original lines alone, but now they’re getting so old it’s probably a good idea to replace them. We used to be able to get the original plastic hose from the Wurth Co., but they no longer carry it.”

Q: Have decided to replace the 31 year old fuel lines in our much loved 914 2.0. My research say we should also move the fuel pump to the front trunk. Is there a special location or tip I should know of? I’ve also read that some people leave in the original plastic lines in the tunnel.

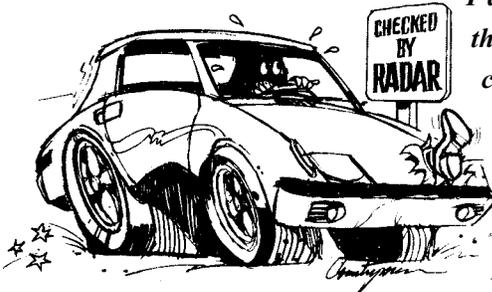
A: You could go to the trouble of mounting it like the 75/76 models, but I don’t think it’s worth the trouble. I think an easier place is just above the steering protection pan. You can mount it to the bulkhead in front of the pass. footwell. Use rubber cushion mounts or else it will transfer noise and vibration into the car. Always look on other side of panel before you drill! You could also mount it directly to the protection pan. Long ago I would have said to leave the original lines alone, but now they’re getting so old it’s probably a good idea to replace them. We used to be able to get the original plastic hose from the Wurth Co., but they no longer carry it. I think a good alternative might be soft alum. tubing, haven’t done this yet, just thinking out loud! Whether steel or alum. the tricky part will be running them through the tunnel and into the proper brackets. Take out the seat to give yourself better access. Ed Mayo - PCA WebSite - 3/2/2004

Q: Am about to replace my 1.8l with at 2.0l that I previously owned. I am going to have my flywheel machined, and I wanted to lighten it at the same time. For weight, how low would you go for “spirited” street driving, and is there any reason not to take all weight off the outside mass?

A: The amount of weight that can be easily removed is about 5-6 lbs. that can be accomplished by machining the outer circumference of the wheel, which is where you want the weight removed from. The closer you get to the middle , the less effect the lightening accomplishes. For proper clutch action make sure the depth is machined to 22.5mm, also make sure if you have the surface machined on a flywheel grinder that the edge is cut square by lathe machining, otherwise the pressure plate won’t sit flat on it’s mounting surface. Ed Mayo - PCA WebSite - 2/14/2004

Q: I am planning to install a 2.4 MFI T engine into my 914-4, which is a dedicated track car. Other than the needs of the motor itself (oil tank, fuel delivery, mount, sheet metal, etc.), are there any other items that I MUST change/install at the same time?

I am assuming that the motor will bolt right onto my 901 trans, so there is no immediate need to change to a 911 rear suspension. Is this correct? Thanks for your help.



A: The 914/4 and 914/6 rear suspensions are the same, and in no way similar to the 911 rear suspension. The brakes and spring rates on the /4s and /6s are the only things that are different. Since this will be used as a track car, I highly recommend that you go to larger brakes for the front and rear. The additional speed you will be able to carry down straights will overwhelm your stock 914/4 brakes. The easiest thing to do is to change out the front struts/hubs/calipers for 911 units (911SC are a good choice). This also necessitates 5 bolt wheels. For the rear, you will need a 911 rear hub and a

Continued on page 35

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Question: What can a Porsche fan do in a Minnesota winter to feed his obsession and prepare for warmer weather?

photos by Wright Nee

