



NORD

June 2004 – In This Issue:

Ruf Daytona Dinner

Rennsport Reunion II

Annual Concours - New Location!

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STERN



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 - I love this picture! Be sure to go online and see the colors. Rennsport Reunion II Porsche Gathering, photo by Steve Beddor.

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Call Christie Boeder 952 593-5544.

Address changes

PLUS!

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

**Call Jon Beatty at
952 449-0187
or email:**

jon@minnetonkasoftware.com

Leave your name, address
and both home and work
phone numbers.
Your application/s will be
sent out right away!

Address Changes:

Name: _____

Old: _____

New: _____

Send to:
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17113 Mtka. Blvd. Suite 300
Minnetonka, Mn. 55345
Reminder: Annual Dues are:
\$20 for January to December
Check your mailing label
for your expiration date!!!!

Letters to the Editor . . .

Great event!!! Congratulations to the Drivers, Event Masters, Registration, Safety, Corner Workers, Instructors, Rescue workers and all the many other people that cooperated together to make this a successful, fun event.

We had a really great group of students on Friday. I hope they went away with new knowledge, a little better understanding of the track and the capabilities of their cars, and memories of an exciting weekend. I know the students I talked with had really big smiles on their faces. (I apologize for not have your driving certificates ready over the weekend, we will get those to you!)

Thanks To Cal, our Register for 2004. This was his first registration event of the year and I though it was extremely well organized! It seems that everyone wanted to register at the exact same time, but if you were pre-registered, sent in the entry form, contact form and 2004 tech form and presented your identification at check in, this was the fastest registration I have personally experienced. I think I had my packet of everything I needed, had talked with both Cal and Bob and was away from the table in about 14 seconds!

Thanks to Chip, Teresa and others for sharing experiences and great stories with the rest of us at the Saturday Social as part of our Nord Stern 45th anniversary celebration. It is truly amazing that we have so many great

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New Ulm Heritagefest . . .

Christie Boeder

Nord Stern has been invited to caravan down to New Ulm, MN on July 10, 2004 to part take in the festivities at the Heritagefest running for 2 weekends, July 9-11 and July 16-18. There will be a German Auto Rally as a part of this year's Heritagefest and the Mercedes-Benz Club of Minnesota has organized a group inviting members from Nord Stern, Audi, BMW and VW clubs to join them in a caravan to New Ulm.

Departure time will be 9:00 AM, leaving from the Lion's Tap Restaurant parking lot in Eden Prairie. They have designed a scenic route, forming a plan to showcase the cars at the Fest. Additionally, the leaders of the festival have agreed to waive the normal \$9 entry fee, however, please let Paul Bergquist know if you plan on joining. He can be reached at 952 937-1822 or via email at: PBASSOCINC@aol.com or contact Kathy Austinson from the Heritagefest organization at hfest@newulmtel.net or 507 354-8850.

This festival has been selected by the Minnesota Office of Tourism as one of the top annual group tour festivals in Minnesota. The spirit of Gemultichkeit comes alive for the thousands of visitors from far wide as they enjoy European entertainers, LynnMarie, 69 Cents, New Odyssey and non-stop music (**and of course, you can't forget the food and beer!**). It sounds like a wonderful day to enjoy our cars, the countryside, the music, the beer, the fun. Give Paul a quick call with any questions you have and let him know if you are planning on attending.

Not much else to report, spring has sprung, the cars are out and about (I am always amazed at all the P cars I start seeing on the roads in our part of the metro area—many of which I don't know, many of which I do!) and it's time to drive. We are looking forward to all the upcoming summer events and activities as I hope many of you are. So many members work very hard setting up and organizing fun events and now it's up to us to participate! See you at the 'next event!'

Welcome . . . New Members

(and returning members!)

We hope to see you
at upcoming events!



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??!

Judi and Bill Britt

Excelsior, MN
2003 Boxster S

Bonnie and Graham Brown

Minneapolis, MN
1997 993 C2S

Janet and Gunnar Johnson

Plymouth, MN
2000 911

Sarah Stanley and

Louis Kidder

Edina, MN
1988 911 Cab

Tamara and Jason Velick

Minnetonka, MN
2004 Cayenne S

Tracy and Kevin Ward

Prior Lake, MN
Boxster 1999

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!

Unser Leiter...

by Ed Hazelwood

"Thanks also to those of you that had comments and suggestions on some of the changes that were made and for other options to consider. We have been reviewing the results from the changes as well as the comments received and are looking at any adjustments we might want to make. You are welcome to send me an email with your comments and ideas."

A few notes and thoughts in June as the driving season is just getting started for us in the north. We have completed our First Fling event at Brainerd and will have completed the first Nord Stern Autocross of 2004 at St. Cloud by the time you read this.

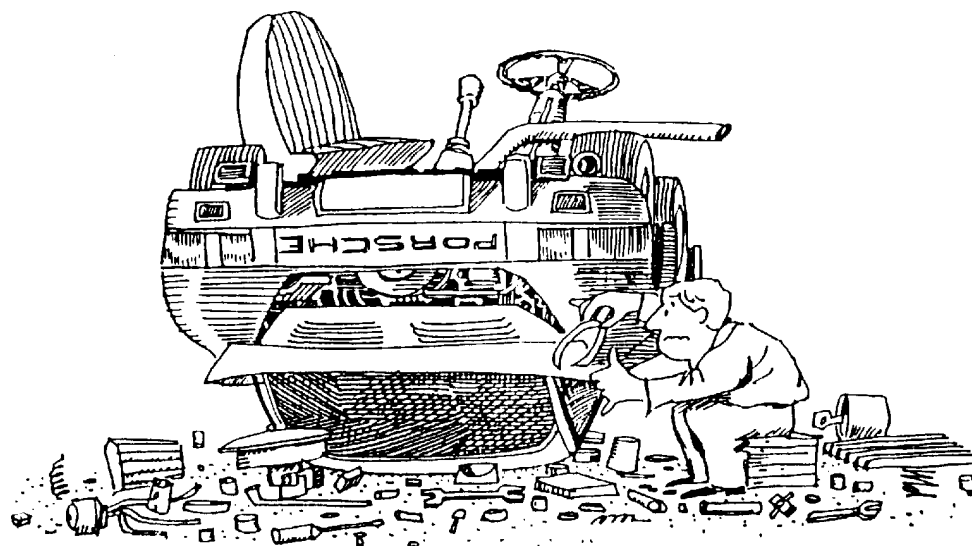
I would like to congratulate all those that helped make the First Fling at Brainerd a huge success! We had an excellent turnout of students on Friday and an excellent field of drivers for the Saturday and Sunday events. The event masters for both events really had everything well planned and any changes that were required were made very quickly. Thanks to **Bruce Boeder**, **Jon Beatty** and **Bret Bailey** for a great weekend; fun and safe. **Cal Townsend** did an excellent job of setting the registration up with a packet ready for each driver including a welcome letter!

The changes we made for this year were very well received with enthusiastic participation and we received many compliments by email and phone. Thanks to all of you that took the time to say thanks to all the Nord Stern members that worked so hard to put on a great event for us.

Thanks also to those of you that had comments and suggestions on some of the changes that were made and for other options to consider. We have been reviewing the results from the changes as well as the comments received and are looking at any adjustments we might want to make. You are welcome to send me an email with your comments and ideas. Be assured any changes we made were the result of many hours of discussions and considerations by the Nord Stern officers, Committee chairs in committee, our Board members and during the monthly business meetings.

Thanks again to all of you for participating. Please look closely at the next events listed below and plan NOW to register and attend these events.

July 12-13:	Road America Track event - DON'T miss this one!!!
July 25:	St. Cloud Autocross (open event and MAC)
August 6-8:	BIR Drivers education and PCA Club race
August 22:	Concours and special 45th Nord Stern event



Letters to the Editor . . .

. . . continued from page 5

people in our organization, and to hear from a few of them about their car (or cars), who had the car previously, why they are a part of Nord Stern and the experiences they have had over the years, was fascinating!

—Well done, Ed Hazelwood

Ed, I could not agree more with your comments! I was one of the students that participated Friday and the warm welcome I received was impressive. I unfortunately had the misfortune of finding out what corner three can do to a 944 clutch plate. This could have served as a “session spoiler” but thankfully it went the complete opposite direction. **Jim Benson**, my instructor, took the time to connect me with the fine people at Auto Edge. They in turn had the replacement clutch plate in their trailer and were able to get me back on the road in time for the last session Saturday. Both Jim and Auto Edge stuck with me through all of this even though I am sure both had many other more enjoyable things to do. There were so many other people that welcomed me and my wife without reservation and as a result we had a unforgettable weekend that I am sure will be repeated many times in the future. Thanks also to Rick from Afton, Cal, everyone that conducted the driver’s meetings.

Sorry for such a long note, I could go on and still not thank everyone involved. Nord Stern . . . there is no substitute!

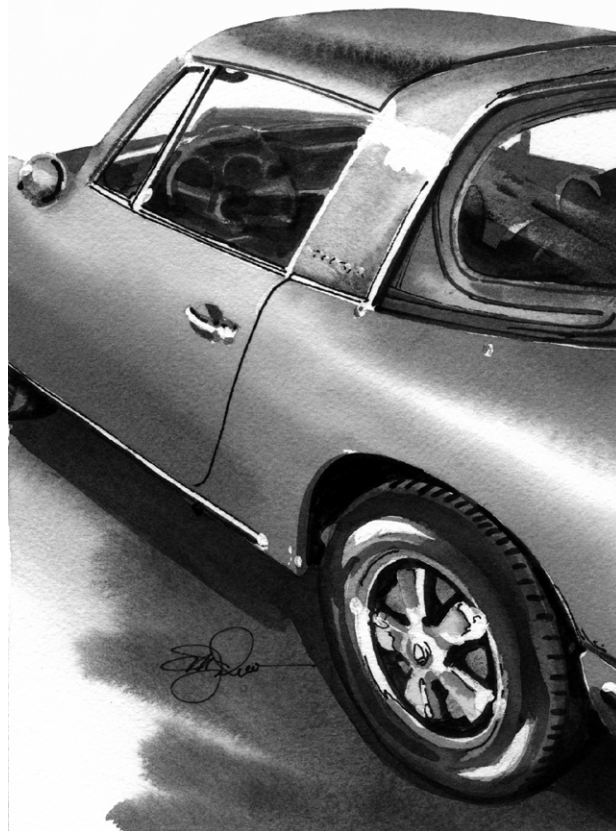
—Kris Meacham

This was my first weekend at the track and as a new member I would personally like to thank all of the club folks that put time into organizing and running this event. I thought all aspects including registration were extremely painless and the safety guys did a super job of getting the message across and staying on top of things at the track.

And, a BIG BIG thanks to my instructor Steve Watson for his time Friday and drilling the basics into me. It is much appreciated.

I’m into the track thing hook, line, and sinker now . . .

—Brian Gale



Targa Soft Top, by Mike Jekot

**YES, NORD STERN
IS CELEBRATING
45 YEARS IN
2004!**

Celebrating



Years

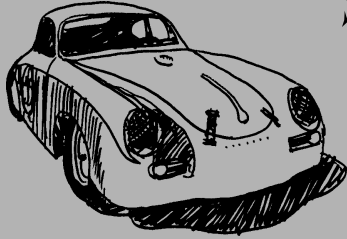
*Get your very own anniversary coffee mug. They will be available at upcoming events and feature our special commemorative logo. Cost: \$12 each
Contact Chip Smith at 952 942-6686
or email: chip13@mn.rr.com*

The Ultimate Combination!

10th Annual German Car Fest

Saturday, June 12, 2004

9:00 am to 3:00 pm



Rice Park, St. Paul

- The great annual get-together of German car fans: our friends from Audi, BMW, VW, Mercedes-Benz, will all be there to celebrate our first decade of existence!
- This year in a brand new setting: Rice Park in the heart of Downtown St. Paul.
- With many vendor exhibits—including the Dentman, Jurgen Holzer.
- With food and entertainment provided by the Rheinfest organization.
- With the Musikmeister 30-man German Brass Band!
- Go to the Emperor's Ball right next door in the Landmark Center from there.
- Only \$10 per car Entry Fee.
- Car Show: 9:00 to 12:30 pm. Awards at 1:00 pm.
- People's Choice Award: 1st, 2nd and 3rd overall
- Get ready for the best German Carfest yet - Be there!

**For additional information, please call Paul Bergquist at 952 937-1822
or email at: pbassocinc@aol.com**

Registration tent will be located at the corner of Washington St. and 4th St. W.

This is t the SE corner of the Ordway Theater. (or) SW corner of Rice Park. The best way to reach this area, is to go north on Washington Street off of Kellogg Blvd.

2004 Club Race to Benefit Courage Center . . .

by Bobby Piper, Fundraiser Extraordinaire!

"Courage Center needs your help! Non profits are getting hit very hard in these times of budget cuts and a tough economy."

It's time to start thinking about the Courage Center Auction, which will take place on Saturday, August 8th after the Club Race Enduro. Do you have any goods or services you would like to donate for the auction? Past items have included fishing trips, boat charters, gift certificates for AutoEdge, FlatSix and Johnson Autosport, artwork, wheels and tires, Porsche watches and jackets, diamond earrings, racing memorabilia, etc., etc.

Courage Center needs your help! Non-profits are getting hit very hard in these times of budget cuts and a tough economy.

Any and all items are acceptable.

There will be a silent auction for items under \$200 and a live auction for those above that value. Please contact me with any questions or to make a donation. Thanks in advance for your help! Contact **Bobby Piper** at:

rpiper@urmmortgage.com
w) 952/837-6535
c) 612/599-2877



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Ruf Daytona Dinner

by Steve Beddor

“Ruf is importing this car to North America as a 49-state legal production car. Normally aspirated, the RGT RS is rated at 395 hp with 297 ft. lbs. of torque with a wet weight coming in under 3,000 lbs despite a well-appointed interior . . .”

One of the many social events at Rennsport was the “Taste of Pfaffenhausen” dinner hosted by Alois and Estonia Ruf. They flew in the finest Bavarian chief from Pfaffenhausen, Herr Baur, to oversee the preparation of a wonderful dining experience for over 120 Ruf enthusiasts.

At this dinner, the Rufs debuted their latest creation—the Ruf RGT RS. The RGT RS is similar to the GT3 RS but unlike Porsche, Ruf is importing this car to North America as a 49-state legal production car. Normally aspirated, the RGT RS is rated at 395 hp with 297 ft. lbs. of torque with a wet weight coming in under 3,000 lbs despite a well-appointed interior (hound’s-tooth fabric) and features that include air conditioning.

Alois Ruf is a big fan of the classic lines of the 1973 Carrera RS, and it was the inspiration for the styling of the 996-based RGT RS. As a result, the RGT RS has a ducktail and the resulting lines of the car are fantastic. Each RS also comes with a detachable rear wing that attaches on top of the ducktail for added down force for more spirited driving. Inspired by the IROC race series in which the Carrera RS was the spec car back in 1973, the RGT RS is being made available in IROC inspired colors with each car having the same “RGT RS” silver script down each side with matching silver brake calipers. The RS on display was painted in a stunning Mexican Blue. (editor’s note: see the online version of the newsletter to appreciate this lovely color!) Production is being limited to just 35 cars.

The other highlight of the dinner was a sneak preview of the soon to be released Ruf DVD “Faszination Plus.” Those of you who are familiar with the original “Faszination” video know that it has achieved cult status as Ruf’s former test driver, Stefan Roser, power slides the original Ruf Yellowbird around the Nürburgring Ring—and this was years before drifting became a recognized motor sport. Some of the longstanding Nord Stern members may have been even been lucky enough to have been at Brainerd 15 or so years ago to witness Stefan’s style. He wowed us in person as he burned through every rear tire we could lay our hands on.

The “Faszination Plus” DVD includes the original “Faszination” show as an added bonus, but the main focus is an updated version in which Stefan comes out of retirement to take the wheel of a new Ruf R turbo (590 hp model) and hang it out there. As much as I enjoy the new motor sport of drifting, it is one thing to drift a front engine, rear drive that is set up to slide, but to take a standard Ruf, rear-engine, rear-drive and slide it at speed is taking drifting to a whole new level—and Stefan has been doing it for over 20 years. He is the master and the highlights of the DVD shown at the dinner left me in awe!

Rennsport Reunion II - One Racer's Perspective

by Steve Beddor

“Porsche makes a tremendous effort to empty out various museums for this event. Some are just for display, but most race cars are to be seen in action, at speed racing, on the track, with many in their original livery.”

There is a new Porsche tradition and it's called Rennsport Reunion. And based on the success of the first two, it's clear that the tradition will continue into the future—every third year.

The first Rennsport Reunion was held three years ago at Lime Rock Raceway in Connecticut, and it was an absolute hit to have so many rare Porsches gathered for a single event.

I was unable to attend the Lime Rock Reunion in 2001, so I was not about to miss it again. I submitted my race entry last November on the first day registration opened for the 2004 Rennsport Reunion II held this month at Daytona International Speedway. It appears Porsche intends to hold these reunions in their key U.S. markets as the third reunion is already being planned for the California Speedway in 2007.

A Rennsport Reunion is primarily a gathering of historic Porsche race cars, providing a rare opportunity for the Porsche faithful to see legendary Porsches, all in one place. Porsche makes a tremendous effort to empty out various museums for this event. Some are just for display, but most race cars are to be seen in action, at speed racing, on the track, with many in their original livery. What



934s & 935s
photo by Steve
Beddor

a wonderful opportunity to see everything from the early giant slaying 356's from the 1950s to Mark Donahue's famous 1,500 horsepower, Sunoco Can-Am car, to the 917 featured in Steve McQueen's "LeMans" movie.

While the race cars are the main focus, Reunion's have become a celebration of all things Porsche in all the various ways enthusiasts enjoy them. Activities range from Concours displays to test drives through a Cayenne obstacle course. And the people-watching is every bit as interesting: Jerry Sienfield, Bobby Rahal, Norbert Singer, Jo Hoppen, Brian Redman and Hurley Haywood.

The event is massive. So massive that I only experienced a fraction of the event, so let me share with you one racer's perspective: Massive? Try some 500 race cars entered for just five races. Based on race group classifications, the Gmund Cup race had 200 cars entered.

Some club racers frown upon big races such as this as it means little track time. They're right: each race group would get only an hour or less of track time per day. But to me, it's a fun challenge to have so little time to learn a new track before a race. Plus,

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Rennsport . . .

. . . continued from page 11

there were so many other things going on that I appreciated having some down time to take in some of the other happenings.

Nord Stern was well represented by Clint Sawinski, Mike Courtney (finished 2nd in class in his race), Bill Berard (finished 1st in class and 3rd overall out of 94 cars), Peter Kitchak who entered cars in several of the races (taking 1st in class and 3rd overall in one race and 2nd in another). Also racing were former Nord Sterner's Joe Rothman and Hank Godfredson.

I entered my Ruf CTR2sport, so when the organizers saw that it was a 3,000 pound, licensed and insured street car, it's understandable that they slightly underestimated its performance and put it in the Salzburg Cup race. The Salzburg Cup is for production based race cars such as 944 and 911 turbos. There were 120 cars entered in the Salzburg Cup. To give non-racers some perspective, at big PCA club races such as Sebring and Road America, the largest race fields are 50 cars, so running with 120 cars is a whole new world!

Even though the track is over 3 miles long, it was very crowded with 120 cars. But the first thing that concerned me was my left rear tire. In the infield section of the track, the car's rear end would slide out with the slightest amount of throttle coming out of the right turns. I like to drift as much as the next guy, but the last thing you want in the high speed banking is a rear tire that is down to cord, running flat or coming off. But the car felt solid in the banking. Puzzled and concerned, I pulled into the pits to check it out, but everything was fine. Later a fellow racer would clue me as a Daytona newbie that the infield portion of the track is old, weathered, and slick as soap. It was actually a relief to learn it was the track, which was something I could adjust to.

Daytona is a track that favors horsepower with the majority of the track high-speed banking. Now 28 degrees of banking may not sound like much, and at speed it does not look like much. But stop your car up in the middle of



962 Repsol
photo by Steve Beddor

the banking and you feel like it could roll over with the slightest wind gust. Standing straight up on the banking, one can almost touch the banking with an arm extended. In short, it is steep!

At first, with Ruf power under my right foot, I was having a gas taking the high line on the banking and passing 10 to 15 cars at a time, but it was also nerve-racking. With so many cars on the track, there was simply no open space, and my closing speed was such that there was little chance that the 10th, 12th or 13th car had any idea that I was about to strafe by. As a result, I had to be very tentative with my passing three abreast because the track was fairly narrow and it was hard to read the other drivers so quickly. Several times on the banking I had to jump on the binders which is a very unsettling thing to do in the middle of a corner at speed.

Recognizing the safety issue, the next morning the organizer moved me up to the Weissach Cup race group as a more appropriate classification for the Ruf. Weissach was one of the smaller race groups—just 62 cars entered! But those 62 cars included one 906, three 908s, four 910s, two 934 turbos, sixteen 935 turbos, three 956 turbos and eighteen 962 turbos!

The shoe was now going to be on the other foot, so I set my side mirrors lower (because 962's are so low and I wanted to be sure I saw them before they buzzed by). And not wanting to start off my first session holding up my new

Continued on page 15



*'Under the Big Top' with Peter Kitchak's 962
photo by Steve Beddor*

Nord Stern Rules Changes Proposals

by Bruce Boeder

Nord Stern Rules Change Proposals: It's that time of year again to look at revising the Nord Stern rules. Anyone desiring any changes to the existing Rules should describe those changes in writing and provide them to the rules committee chair, Bruce Boeder, in writing, not later than July 15th. The rules committee will consider any proposals, and also consider any other changes that they think might be appropriate. For instance, there will be at least one new car classed this year, the Carrera GT.

Once the rules committee has received any proposals, it will draft proposed changes to the rules, which will be published in the October issue of the Nord Stern newsletter. Any comments on the proposed rules changes will be solicited from the general membership before November 15th. After November 15th, the rules committee will consider any comments and determine if the proposed changes should be accepted or rejected. The final proposed Rules will be provided to the Nord Stern Board of Directors

by December 7th for final approval by the Board, not later than December 30th.

In the event that the board of directors rejects the proposed changes, the reasons for the rejection shall be communicated to the rules committee. The committee shall then address the board's concerns and, if appropriate, develop a new proposal. The rules committee and the board shall then determine whether the new proposed Rules need to be provided to the membership for comment. If not, the board of directors shall approve the new proposed Rules, and they can then be issued by January 1. If it is determined that the new proposed Rules should be provided to the membership for comment prior to adoption, the old Rules shall be utilized for another year, with that announcement being made by January 1. The new proposed changes should then be incorporated into the process for the following year.

Rennsport . . .

. . . continued from page 13

race group, I intentionally gridded at the back of the pack. To add to the pressure, my first session with this group was the race qualifying session, and I had yet to get anything close to a half lap of clear track, at speed, on a track that I have never raced on before!

Yet it was great to finally have some clear track and gradually build up speed as I start to figure out this track. Thankfully, I have run several other NASCAR super speedways in the past, so I had grown accustomed to the peculiarities of ovals—such as looking out of the extreme upper left corner of my windshield to see what is up ahead on the banking. On about the third lap as I am straining my eyes peering up through that little 4 inch corner of windshield, I have to blink my eyes a few times trying to make out a car way up ahead on the banking. *“I’m reeling in a 962? I AM reeling in a 962!!!”*

Now the banking at Daytona is very bumpy, and the car bounces around a lot, and at 160 m.p.h. that’s a bit unnerving. Sometimes more than a little self-talk is needed to keep the right foot mashed down on that throttle when every sensory input is screaming at it to lift, (*“a little lift won’t hurt . . . hey, hey what are you doing . . . I said LIFT!”*). But the prospect that I may be able to reel in a 962 . . . in 6th gear . . . on the banking . . . at Daytona is all the motivation I needed to keep that foot planted and take the ride of my life. Not only do I catch the 962, but I come out of the banking pulling along side him and then past him going into the tri-oval at 180 m.p.h.!

I am grinning ear-to-ear with delight. Perhaps it was ailing or perhaps an inexperienced driver was at the wheel, but it was still a thrill. *“But wait . . . look up ahead . . . there is another 962*

. . . let’s go get him.” To make a long session short, it ended up being one of the most exhilarating track experiences of my life. At one point, I passed two 962s, one after the other, in one section of banking and somewhere along the line turned a lap time placing me 12th out of what would end up being a 50 car field.

Taking my place on the grid surrounded by 962s and 935s was exciting, yet I certainly felt very out of place driving a modern Ruf street car with the Minnesota plates still on the back (complete with “05” tabs I might add). It did not help that someone stepped up to my window and suggested that I could make history at the start of the race. When I asked how, he said I had the rare opportunity to make history by being the one to take out some of the finest and rarest 962s left in the world by overcharging the first



corner and collecting four or five of them as I careened off the track. It’s at times like that I wish the rules allowed us to race with our windows up.

For the start of the race, they implemented a rule of which I was not accustomed. The rule says that once the green flag waves, racers cannot break out of our two-by-two formation, let alone pass, until their car passes the start line. This may sound like a minor detail, but it has a big impact on how a race starts and with so much power on tap under my right foot, it was hard to comply. But it is a good rule for a race such as this as the start finish line is so close to the first corner that we all end up entering turn one in a somewhat safe and sane manner.

With the really quick 962s and 935s starting ahead of me, the race was not as thrilling as qualifying, but it was still a great rush to be able to dice it up with such legendary race cars. I was even able to knock off a few seconds from my best qualifying lap time and a few 962s in the process to finish 12th overall. And 12th place never felt so good!

Continued on page 18

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 _____



Rennsport . . .

... continued from page 15

Rennsport Reunion III at California Speedway in 2007—mark your calendars.



Announcing Nord Stern's Annual
Concours d'Elegance

New Date, New Location!



Sunday, August 22, 2004

Location: Southdale Mall (S.E. corner), Edina

We are being welcomed by The Cheesecake Factory, PF Changs and Louis XIII Restaurants
and Southdale Mall Management

An area of the parking lot by the restaurants will be cordoned off for our concours

Judging begins at 10:00 am

Awards to follow—Watch your *Nord Stern* for further details!

2004 Kalender

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 hennneb@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! See pg.
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

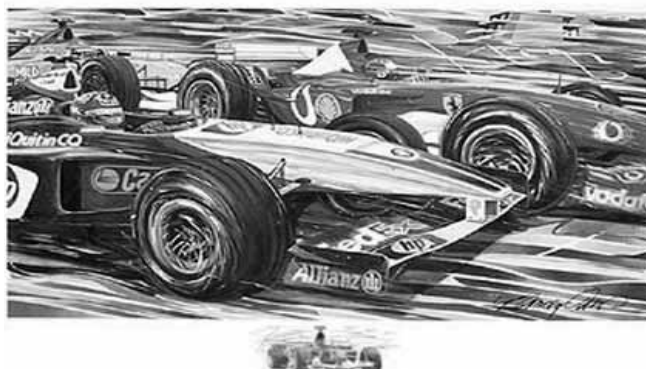
August

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
- 22** **Annual Nord Stern Concours d'Elegance**
New Location! Southdale Mall - S.E. corner
Eventmasters: Mitch Berry 952 992-2959,
Luis Fraguada 952 496-2288, see pg. 19
- 19,20 **Blackhawk Farms Raceway DE**
Eventmaster: Ron Lewis 952 932-0505

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or call David Schaal 651.983.8238

WWW.RACETRACKART.COM

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

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

Your preferred collision repair & paint center for Porsches and other fine automobiles since 1958

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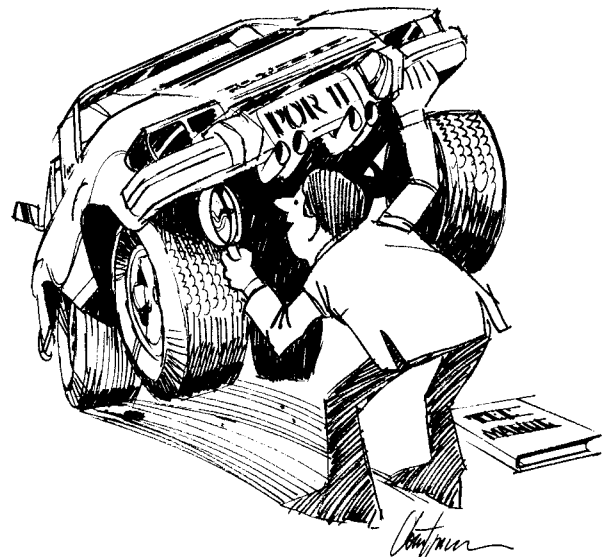
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FAX: 763-541-0371





*Mark your calendars today for a
very special event.*

*All 40 years of the 911 on display
Saturday, June 19th*

CAROUSEL PORSCHE

*Contact Mark Bouljon for more information
763-744-9170*

This year marks the 40th anniversary of the world's best know and loved sport car, the Porsche 911. First shown to the world at the Frankfurt Auto Show in October, 1963, the 911 has become the design and performance benchmark in sporting vehicles.

To celebrate this major milestone, Carousel Porsche will present a display of 911s at tis new dealership facility on Saturday, June 19, 2004. Featured will be one model from each of the production years, from 1964 to the present, including nearly all of the major body styles and options. These cars will be ones used regularly by their owners—not show cars.

Owners of the displayed cars hail primarily from the Twin Cities metro area, but will also be coming from as far away as Fargo, ND and Cedar Rapids, IA. These enthusiasts will be available to talk to visitors and answer questions about their cars from 10:00 am until 3:00 pm.

In addition to the forty cars in the basic display, Carousel is pleased to announce that several unique and important race cars will also be displayed, courtesy of the Kitchak Collection. Among these will be the winner of the 1973 Targa Florio, the factory entered 911 RSR, which showed the way for a generation of world-beating 911 race cars.

The public is invited to view this display of living sport car history. Refreshments will be available and there will be no admission charge. The factory commemorative poster—Porsche 911 Forty Fast Years—will be on sale, autographed by the owners of the cars shown on the poster All proceeds will go the The Courage Center in Golden Valley, MN

For further information, call Mark Bouljon at 763 744-9170, Carousel Porsche



*Bill Berard (far right) on the podium at the Rennsport Reunion
All photos on this page by Dick Beers*



Porsche #1



40 years of 911

"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
- Appetizers and
- "Chalk Talk" led
- Bring your friend

... "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

Wow, A great event run by Teresa Vickery and Susan Anderson saw 50+ women avidly participating in a Q&A session covering multiple automotive issues ranging from 'how to find a mechanic' to 'why tires are important' to 'what tires are best in what situations' plus 'why do cars behave as they do in various driving situations!' Teresa and Susan's presentations were excellent—fun and informative! Everyone had a wonderful time!

NEXT UP - Some on track driving skills

Thank you Teresa and Susan! (and all others who helped organize this series!)

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



Out and About at First Fling 2004

photos by Ed Tripet



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Complete Garage

Blackhawk Farms DE & Time Trial

Thursday & Friday, August 19 & 20, 2004

Blackhawk Farms is a challenging, nine turn, 1.95 mile track located just south of Beloit, WI, an easy 5 - 6 hour drive from the Twin Cities. The track was resurfaced last year and features a paved paddock.

A block of rooms have been set aside at the Ramada Inn in S. Beloit.
Call 815 389-3481 and mention rate code: PCA

■ **Eventmasters:** Ron Lewis 952 932-0505 and Randy Hallenbeck 262 538-0728

■ Nord Stern 2004 Autocross Championship Series event.

■ **Cost: One Day:** \$180 1st driver, \$150 2nd driver. Two Day: \$250 1st driver, \$220 2nd driver. **Late fee: \$40.**

■ **Registration:** Registration limited to 50 drivers to maximize track time. Registration must be postmarked by July 28th to avoid late

fee. No refunds for cancellation after 8/12/04.

■ **Requirements:** Snell 95 or newer helmet, 2.5 lb. mounted fire extinguisher, roll bar (to Club Racing specifications) for cabriolets, 96 db noise limit, PCA membership card, valid driver's license, long sleeve cotton shirt.

■ **Tech Inspection:** Cars must pass tech inspection. Tech location, time and host hotel will be identified in your registration package. For more information contact eventmasters.

Rush this form along with your check payable to PCA/Milwaukee Region to:

Randy Hallenbeck
P.O. Box 445
Merton, WI 53056

Driver _____ Phone # _____

Ability Level (check one) _____ Novice _____ Intermediate _____ Exper. _____

Second Driver _____ Phone # _____ Ability: N/ I/ E (circle one)

Address _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Are you an Instructor? Yes/No _____ Would you like an Instructor? Yes _____

NS Class (if known) _____ Car numbers, if known _____

Driver #1 Dates Attending _____ Entry Fee: _____

Driver #2 Dates Attending _____ Entry Fee: _____ Total: _____

"In consideration of the use of the facilities at Blackhawk under the rental lease of Milwaukee Region, I agree to be solely responsible for any property damage to the Blackhawk facility caused in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, and shall pay within seven (7) working days of invoice for all reasonable property damage in which I or my vehicle was involved."

Signed: _____ Co:Driver _____

Time Trial Results at First Fling 2004

1	2M	20	Chris Dvorak	NS	944	2:04:500***	2:08:124	2:04:500
2	2M	67	Charles Porter	NS	944	2:08:389***	2:12:735	2:08:389
1	2W	64	Pam Viau	NS	924 S	2:08:299***	2:11:695	2:08:299
2	2W	167	Betsy Porter	NS	944	2:19:483***	2:23:882	2:19:483
1	4M	46	Bob Viau Jr.	NS	944 S2	1:54:155***	1:57:262	1:54:155
2	4M	789	Nick Summers	NS	944 S2	1:57:611***	2:01:499	1:57:611
3	4M	110	Brian Hanson	NS	968	1:59:727***	2:01:568	1:59:727
4	4M	77	Steve Michals	NS	968	2:00:698***	2:02:515	2:00:698
5	4M	295	Ron Johnson	NS	968	2:01:396***	2:02:724	2:01:396
6	4M	74	John Perl II	NS	944 S2	2:06:011***	2:11:993	2:06:011
7	4M	850	Andy Busche	NS	944 T	2:08:004***	2:15:916	2:08:004
8	4M	924	John Perl II	NS	944 S2	2:08:410***	2:08:593	2:08:410
9	4M	79	Chuck Ready	NS	968	2:11:327***	2:14:614	2:11:327
10	4M	944	Randy Chadwick	NS	944 S2	2:12:064***	2:17:738	2:12:064
11	4M	114	Luis Fraguada	NS	944 S2	2:12:792***	2:15:336	2:12:792
12	4M	721	Dave Marple	NS	968	2:22:534***	2:28:434	2:22:534
1	4W	923	Jill Allington	NS	944 S2	2:07:984***	2:10:375	2:07:984
1	5M	104	David Anderson	NS	944 TS	2:00:871***	2:02:737	2:00:871
2	5M	31	Ed Hazelwood	NS	951S	2:05:531***	2:05:531	2:13:892
1	7M	158	Peter George	NS	911S	2:08:147***	2:09:887	2:08:147
2	7M	116	Rick Moe	NS	911S	2:23:891***	2:26:539	2:23:891
1	8M	277	Harvey Robideau	NS	911SC	1:58:752***	2:01:777	1:58:752
2	8M	303	Shannon Ivey	NS	911SC	2:07:666***	2:13:446	2:07:666
1	8W	166	Eleanor Renwick	NS	911SC	2:17:972***	2:20:301	2:17:972
1	9M	27	Rick Polk	NS	911	1:56:780***	2:01:340	1:56:780
2	9M	82	Bret Bailey	NS	911	2:03:059***	2:05:810	2:03:059
3	9M	193	Jeff Lawrence	NS	911	2:03:128***	2:03:955	2:03:128
4	9M	42	Steve Sherf	NS	911	2:06:488***	2:09:286	2:06:488
5	9M	421	Jeff Sherf	NS	911	2:07:800***	2:10:513	2:07:800
6	9M	452	Michael Stieger	NS	Boxster	2:22:736***	2:25:501	2:22:736
1	9W	182	Becky Bailey	NS	911	2:06:759***	2:12:770	2:06:759
2	9W	552	Julie Stieger	NS	Boxster	2:26:025***	2:28:794	2:26:025
1	10M	9	Ron Lewis	NS	993	1:55:480***	1:59:619	1:55:480
2	10M	38	Cliff Anderson	NS	993	1:58:943***	1:59:941	1:58:943
3	10M	911	Ed Vazquez	NS	911 C2	2:13:393***	2:20:662	2:13:393
1	11M	122	Sean Wheatley	NS	996	2:01:675***	2:06:078	2:01:675
1	12M	90	Pat Kelly	NS	GT3	1:50:036***	1:50:036	
2	12M	109	Scott Robertson	NS	996 Turbo	2:00:128***	2:05:207	2:00:128
3	12M	858	Steve Hayden	NS	911 Turbo	2:06:559***	2:07:057	2:06:559
1	12W	901	Suruchi Kelly	NS	GT3	2:02:455***	2:05:042	2:02:455
1	P4	461	Bob Viau Sr.	NS	944 S2	1:55:941***	1:56:903	1:55:941
2	P4	330	Mike Macaluso	NS	911SC	2:10:413***	2:13:027	2:10:413
1	P5	56	Roy Henneberger	NS	944	2:06:772***	2:09:728	2:06:772

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 (\$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 _____

The Great Bratwurst Rallye

"Run for the Bun"



Saturday, October 2, 2004

Registration 12:00

First car out 1:00



**Time, Distance, Fun rallye, around
the NW metro, outside the 494
loop**

Time in route, about 3 hours



**OctoberFest type food &
libations at the end of the road**



\$35.00 per car, 2 people per car



**NordStern members & anyone
driving a Porsche invited**



Location Details to Follow

**Contact: Herr Eventmeister, Lon Tusler
lon@enscabling.com**



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EDINA MINNESOTA 55439

1978 911SC

Oil Separator. . .

. . . continued from page 40

dipstick tube. The oil dipstick now lives in the factory holder between the oil filter and coil. On a 912 application the dipstick would remain in its factory location and oil would return via the vent in the right cylinder head.

These separators serve a dual purpose on engines that utilize carburetors. Normally a breather would be attached from the engine directly to the air cleaner, allowing the thick oil vapor to enter the carburetor and travel to the float bowl and to its air correction jets. This can cause poor running and unnecessary carburetor maintenance. With this modification, the air cleaner fitting should be installed directly above the carburetor velocity stack. This will draw the pure vapor through the carburetor and not contaminate the entire carburetor fuel system. This extends service intervals.

P.S. This modification also works well for cars that are not raced but just use oil because they have blow-by from age. These separators will remove the oil from the blow-by and return it to the engine case. The fuel/exhaust portion

of the blow-by gas will then be re-burnt as it enters the intake system, greatly reducing overall oil consumption.

Parts List

JAZ Oil breather tank with 12AN fitting #605.225.01-\$53.95

930.107.321.01-930 Oil separator—\$64.10

931.107.221.01-931 Oil separator—\$73.55

944.106.245.01-944 Coolant hose—\$23.98

944.106.241.03-944 coolant elbow—\$6.00

911.125.341.01-911SC vacuum fitting—\$20.68

Good Luck!

1. The Type 993 introduced this “visibility” feature as standard on all versions:
 - a. Semispherical headlighs
 - b. Modular ellipsoid projection headlights
 - c. Xenon headlignhts
 - d. Tracking headlights
2. The new 911 Carrera Targa is the first 911 ever to offer:
 - a. Ten cylinder engine
 - b. Glass roof
 - c. Electric Glass roof
 - d. Hatchback entry to the rear deck
3. The automatic transmission used by Porsche in the 928 was made by?
 - a. VW
 - b. BMW
 - c. Daimler-Benz
 - d. Auto Union
4. In 1973 the Porsche 917/30 used what size engine?
 - a. 5.0 liter
 - b. 4.5 liter
 - c. 6.0 liter
 - d. 5.4 liter
5. The Porsche Carrera 6 used the basic 911 6-cylinder engine with more power and less weight. How was this accomplished?
 - a. By using plastics
 - b. By decreasing its size
 - c. By changing from aluminum to magnesium and from steel to titanium
 - d. By eliminating the spare tire
6. Which item was not a main technical feature of the Porsche 959 when it was first announced?
 - a. Four-wheel drive with variable torque split
 - b. Six-speed gearbox
 - c. Tiptronic transmission as an option
 - d. Four shock absorbers per wheel
7. Porsche was the first to make the following standard equipment:
 - a. Triple horns
 - b. Chrome bumpers
 - c. Windshield washers
 - d. Replaceable wiper blades
8. Changes for the 1968 911 included:
 - a. Door handles with recessed thumb buttons
 - b. Wider wheel rims
 - c. Both a and b
 - d. Black trim around the windows
9. The type 993 engine displacement for US models was?
 - a. 3.2 liter
 - b. 3.4 liter
 - c. 3.6 liter
 - d. 3.8 liter
10. The Type 993 AWD version differed from the Type 964 C4 version primarily due to?
 - a. Viscous coupling versus computer DME controlled AWD system
 - b. 4” longer wheel base than the comparable C2 version
 - c. Introduction of Tiptronic S on the 993 C4
 - d. Carbon fiber aerodynamic underbody panels to protect AWD system.

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

Headlights

by John M. Elliott, *The Northern Star*

“The early headlights were right from the horse carriages: candles and kerosene lamps. They were adequate for walking speeds, but little beyond. The next step up was gas lights. Acetylene gas burns in air with a bright white light, but is so unstable that it can’t be just compressed into an empty cylinder, it would have a tendency to detonate.”

Not too long after cars came about, driving in the daytime, did someone discover, probably by misadventure, that it would be nice to have lights for driving at night. The early headlights were right from the horse carriages: candles and kerosene lamps. They were adequate for walking speeds, but little beyond. The next step up was gas lights. Acetylene gas burns in air with a bright white light, but is so unstable that it can’t be just compressed into an empty cylinder, it would have a tendency to detonate. Each car with gas lights had to have its own acetylene generator, usually a two-compartment brass can, with calcium carbide chunks in the bottom, and water in the top. When gas was wanted a valve was opened that let the water drip slowly onto the carbide, and the gas was generated. After a few minutes, when the gas had pushed the air from the lines, one opened the headlight and lit the gas. When the carbide was exhausted, a stinky caustic mess had to be cleaned from the bottom container, and the carbide replaced.

To overcome this complicated and messy operation, the Prestolite Company found that filling a gas cylinder with plaster and acetone allowed it to safely combine with acetylene gas and sold cylinders on an exchange basis. This way, just turn on the valve and the gas comes out safely, with no mess.

Along about the teens, electric lights became popular on autos. Many had just storage batteries, and no generator, so had to be charged at home (most likely in the cities, as there was no electricity in the country). Electricity provided instant light at the click of a switch and didn’t blow out in the wind. The bulbs were just sealed glass envelopes with a resistive tungsten filament, and in an inert atmosphere. Current passing through the resistance generated so much heat that the wire got white hot, emitting visible light. A reflector doubled the useful output by making it all go out the front, and a few years later, lenses came to be. Bulbs were designed to put out as much light they could for a finite time period, after which too much tungsten had left the wire, and the wire would fracture (bulb burn out). The tungsten that had left the wire deposited itself onto the glass of the bulb darkening it over its life span.

The thirties brought the popularity of high and low beams. Close-up light for the city, and long range lights for the country. Some cars had 3 combinations, like high beam on the right and low beam on the left, as well as both high or low. The cheap cars had only one beam,, but used a resistor to dim the lights.

The advent of the sealed beam occurred about 1940, where the bulb, reflector and lens were made into one sealed unit. This had several benefits: first, dirt couldn’t collect on the inside of the lens or on the mirror. Second, the tungsten that leaves the filament has a much larger glass area to deposit itself upon so it doesn’t darken as much. And third, the filament, reflector, and lens stay in alignment. Along about the sixties, units were so precise that 3 alignment lugs were cast into the glass so that a device could align the headlights by position without even turning them on. Theoretically, replacing the unit with a new one retained the alignment.

America, in 1958, went to 4 headlights instead of two, a trend that did not last. This was another case of Quantity vs.. Quality. We will see this happen again the ‘80s when many a car

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Headlights . . .

. . . continued from page 35

comes with fog lights that are completely worthless in fog. If they shine in your face, they will be lighting the fog more than the road. A very sharp cut-off pattern is necessary.

While there must be a balance between light on the road, and light into the on-coming drivers eyes, progress was still to be made. By going back to the small bulb, but making it out of quartz, and including iodine (halogen) in the atmosphere, it becomes possible to raise the operating temperature of the filament without decreasing its life. The quartz runs red hot and, with the iodine, the tungsten that evaporated off the filament has nowhere else to go but replate back onto the filament. It can't do it perfectly, so the bulbs eventually burn out but it puts out a bright light. This also brought us away from sealed beams, but with modern seals, this is not a disadvantage. Also, spare bulbs take up less space.

When we drove our bus to Central America, we knew we would be driving in difficult conditions at night, even though that was not the plan. While the American spec. was 35-Watt low-beams and 55-Watt high-beams, we were able to purchase off- road bulbs with a 90-watt low-beam and a 130-Watt high-beam. This gave a noticeable improvement in performance and the 120 amp generator saw little increase in load. Putting your hand in the beams path, you could feel the heat in the light.

Sealed halogens gained popularity, being a mass produced, economical unit. You can still buy the whole unit for under ten bucks on sale, while just the bulbs of other headlights cost 3 time as much. Go figure!

Canada mandates daytime running lights (DRL's). Later research has show little reduction in accidents. My own

research verifies this, as when someone pulls out in front of m, its because they didn't look, not that they didn't see me.

The amount of light out for energy in is very poor with filament bulbs, halogen notwithstanding. So along comes gas plasma discharge bulbs (HID - High Intensity discharge, if you prefer). This gas, which excites the molecules to emit visible light, sort of like a neon light, but white. Because there is a significant drop in the heat output, efficiency is increased maybe 3 fold, and the whiter light provides better sight. There have been a lot of complaints about these lights blinding on-coming drivers. Some of it is just apparent (because the white light is more visible) and some is real (cause if it lights the road better, it shines in the face better), especially in the softly sprung American cars which have the tendency to title up with a rear load. If you do your own research, you will note that some makers of cars with these lights are fine, others a problem.

Interestingly, when *Consumer Reports* did an article on lights, a car with halogen lights beat out all the cars with gas plasma lights. So, just because you have the latest technology does not mean you can see the best. What's next? They are working on white LED headlights. No doubt, light Emitting Diodes will be the future. They have a 10 fold energy advantage over filament, don't require a high voltage supply, can be extremely compact, and could last the life of the car.

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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	
AUG 27-28	Ojibway Pro Rallye	LOL	
AUG 28-29	NCCC SUPER WEEKEND	COM/SCCM	ST CLOUD
SEPT 5		LOL	ELKO
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
OCT 31	Rally-x	LOL	
DEC 6	Met Council Mtg		

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

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(Lawn Tractor) with grass/leaf bagging attachment. \$750. Pius Eigenmann at 763 5539 911, or e-mail: piuseig@comcast.net

911 (1986) Carrera parts

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offer. Stock air box, make offer. Pius Eigenmann 763 5539 911, or email at: piuseig@comcast.net

2000 Dodge Durango SLT PLUS

58k mi, loaded with all opts incl: leather, premium sound, tow pkg, 4.7 I SOHC V-8, limited slip, ABS, 3.92 axle, 3rd row seats, rear a/c, Mobil 1, new Michelin LTX M/S tires; \$17,490. 952-934-2556, Mark Kittcock

Wanted

Wanted: 6x16 Fuchs wheel for 911. Prefer very good condition. Have 7x16 Fuchs to trade. Other for sale or trade 911 items. Mark Bouljon at 763 744-9170, days.

1980 911SC

68k Original Miles Black/Black All original parts including leather sport seats and Fuchs alloys. Modifications: All Glass Carrera Tail; Glass front air dam with oil cooler and brake intakes; Charlie Bars; Big Torsion Bars; Solid Bushings; RSR Rear Shocks; Turbo Tie Rod Ends; Adjustable Spring Plates; All Suspension Parts Nickel Plated; New ATE Rotors; Turbo Master; Jongbloed Wheels with Hoosier Tires (2-Track Days); Padded Custom Roolbar; Simpson 5-Point Harness-Cam Lock (2); OMP Seats; New Half Shafts; Ltd. Slip; Solid Motor Mounts; Rebuilt motor with all updates (6-DE events) The perfect DE car or Club Racer (with a couple of mods). \$26,500. If interested, email for complete list and photos. Paul Olson phone: 320-358-0600 (Day) or Email at: paulo@lacalhene.com.

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. Nakamichi power amp. Asking \$12,000 with original phone dials. Have HRE 8 x 17 and 9 x 17 with BFG Comp tires for another

\$2,000.00. Will sell HREs separately. Jim DeBenedet 651-483-1006 (h) or 651-436-2075 (w).

1986 944 and Custom Trailer
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.

Oil Separator for High Speed Driving

“On certain model cars Porsche installs a device known as an oil separator. The purpose of this device is to separate the oil from the vapor. The oil is then returned to the crankcase and the pure vapor is sent to the intake system, decreasing the amount of oil that is lost in the combustion process.”

During any high speed or long sustained speed event we all know that additional oil consumption is expected. The reason for that is not because the engine is consuming more oil past the rings or valve guides. The reason is that the oil is being churned up, causing a higher than normal vapor in the oil. This oil vapor is then drawn into the intake system of the engine and burned through normal combustion. On certain model cars Porsche installs a device known as an oil separator. The purpose of this device is to separate the oil from the vapor. The oil is then returned to the crankcase and the pure vapor is sent to the intake system, decreasing the amount of oil that is lost in the combustion process. The models using these devices are usually very high revving, high horsepower per liter cars (Turbo charged cars) or large displacement per cylinder engines (944/968).

The 944, 951, and 968 use a separator that is specifically designed for their application and does not transfer well to other applications. The remaining two turbo charged cars (911 Turbo and 924 Turbo) have devices which do adapt well to other models. There are also after market versions that work well, but not as well as their more expensive factory counterparts. This is due to the fact that they have only one chamber, instead of the two that the factory units use.

The first is a JAZ after-market unit installed in a large displacement 911 racing engine. It has been modified to let the oil automatically return back to the engine case. The valve located on the bottom of the container is normally closed and is supposed to be drained periodically. It is now left in the open position, and a 12 mm banjo fitting has been bored out to accept a standard 14 mm threaded banjo bolt. This banjo bolt is installed where a temperature sensor would normally go. A 7mm breather hose is installed between the two.

The second is a 911 turbo unit (part #930.107.321.01), installed on a high performance 914/6 with PMO water shield air cleaners. This unit works well on most all 911 applications with a vented air cleaner, because the breather hose fittings are of the correct diameter. This eliminates the need for hose adapters or reducers. The bottom return hose is a 944 coolant hose (part #944.106.241.03). It is normally used to join the water pump to the heater pipe on the right side of the cam housing. For our application, we attach the large end to the oil separator and the small end to a fitting on the engine breather cover (as in Figure 1). A breather cover that has a 14mm threaded boss must be used. The fitting we use comes from the left side of a 911SC air box, where the brake booster hooks up. (part #911.125341.01).

The third is a 924 Turbo unit (931.107.221.01) installed on a late 356. This unit works well for all 356 and 912 applications, due to the exact breather hose diameter mating. The top hose is one half of a 944 coolant hose (944.106.245.01) used for its tightly bent angle. This hose is normally used to join the radiator to the coolant reservoir. The middle hose is a standard 22 mm breather hose. A 12 mm thread insert has been pressed into the center of the bottom tank fitting. A CIS injection fitting with a 7mm barb is then installed. A 7mm breather hose is attached and run from the tank to the oil

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