



NORD STERN

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JULY 2004

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NORD STERN STAFF

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
952 593-5544 or editor@nordstern.org

Bill Berard, Ad Mgr.
7100 Valley View Rd.
Edina, MN 55439
952 942-5314 (h) 952 921-4955 X1 (day)

Jill Daneu, Staff Writer/Photog	952 432-3486
Ron Faust, Staff Writer/Photog	507 282-3294
Scott Mayer, Photographer	952 937-5698
Teresa Vickery, Staff Writer/Photog	952 474-7126

Please contact staff for any event coverage you need

e-mail address: editor@nordstern.org website: <http://www.nordstern.org>

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Front Cover - Prototype 0-1 (Don Meluzio's car and behind it, Bob Fleming's 1965 911
Photo by Bob Fleming

Vorstand

President

Ed Hazelwood
4431 Colfax Ave. S.
Minneapolis, MN 55409
612 237-9319
racerone@pcparts.org

Vice-President

Chip Smith
9565 Bennett Pl.
Eden Prairie, MN 55347
952 942-6686
chip13@mn.rr.com

Secretary

Eleanor Renwick
10415 Buckingham Dr.
Eden Prairie, MN 55347
952 944-7919
Eleanor.renwick@signatureflight.com

Treasurer

Susan Salata
4616 Fairway Hills Dr.
Eagan, MN 55123
651 454-6208
ssalata@tela.com

Advertising

Bill Berard 952 921-4955 X1
mmabill@aol.com

Ambassador to New Members

Ed Vazquez 952 937 6990
edmn911@aol.com

Autocross & Time Trial

Bob Via 651 777-6924

BIR Relations

Roger Johnson 763 557-9578

Board of Directors

Jim Holton 952 937-9530
Mark Skweres 651 454-6208
Scott Anderst 651 261-0831

Concours

Mitchell Berry 952 882-2959
Luis Fraguada 952 496-2288

Club Race Chairperson

Roger Johnson 763 557-9578

Dealership Contacts

Carousel Automobiles
Darin Szabo 763-744-9108

Maplewood Imports

George Andeweg 651-483-2681

Driver Education

Phil White 612 667-1773 (wk)
rs_america@comcast.net

Driver Education Registrar

Cal Townsend 952 431-4442
Twn820@aol.com

Driver Training

Lee Jacobsohn 612 922 8458

German Car Fest

Insurance Chair

Jim Breakey 612 209-1508

Membership

Jon Beatty 952 449-0187
jon@minnetonkasoftware.com

Met Council

Bob Kosky 952 938-6887
4tun8@usfamily.net

Newsletter

Christie Boeder 952 593-5544
editor@nordstern.org

Shop Relations

Andrew Busche 612 824-3547
andrew.busche@watsonwyatt.com

Rules

Bruce Boeder, Chair 952 593-5544
Ron Lewis 952 932-0505
Harvey Robideau 952 474-5563
Chuck Porter 952 348-8150

Rally

Lon & Lorry Tusler 763 383-1798

Social

Chris Harbron 651 882-0475
chrisharbron@comcast.net

Safety

Ron Macfarlane 612 944-7919
Jim Breakey 763 593-9579

Tech Inspection

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Timing and Scoring

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Address changes

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Nachrichten vom Herausgeber...

Christie Boeder

“It is with some excitement, some dread . . . that the club has decided to change the printing process of Nord Stern after enjoying many years of ‘offset’ production.”

In the interest of getting this issue out and into your hands, I am not going to spend much time in this column on anything beyond an explanation of how we producing your newsletter starting with the July 2004 issue. It is with some excitement, some dread (meaning initially a lot more work for me!) that the club has decided to change the printing process of *Nord Stern* after enjoying many years of ‘offset’ production. While the quality of offset printing is wonderful, it is time consuming and tends to be more expensive than some of the ‘newer’ options in the printing world. Starting with this issue, *Nord Stern* will now be printed utilizing the Docutech technology. What this means for our newsletter is a quicker production schedule and what that means for me, as editor, is that I can work on issues in a far more timely manner than was possible with offset printing. Issues were requiring up to a month in production before being mailed and in this day and age with changes and additions to the schedule of events occurring rapidly and sometimes at the last minute, our newsletter was no longer functioning as it should. Newsletters need to be timely, informative, entertaining and communicate as much info for members as possible. While we may lose some of the sharpness of our photographs, *Nord Stern* will now be out much quicker! Additionally, the online version will include all ads and still show the great color in our photos. It will be interesting to hear back from members about the changes. Don’t be shy!

Beginner’s Guide: Club Race ‘Loonacy’...

Roger Johnson

Are you a member who has seen all the information about the Club Race in *Nord Stern*, but has never taken in the event? Not sure what you need to do to attend, what goes on, and how to go about taking it in? Here is a quick and dirty guide to attending your first “Loonacy”.



Where? Brainerd International Raceway; 6 miles north of Brainerd/Baxter on Highway 371. If you don’t dally, you can make it in 2 hours from Maple Grove. Enter at the main gate. You can’t miss it.

When? August 6th—8th. Practice on Friday. Saturday features more practice, the practice starts and fun race, and then a 60-minute enduro. Sunday morning is qualifying, afternoon

the sprint races. Late Sunday is our famous “Total Loonacy” inverted start race (handicapped start with the slower cars getting a head start.)

How much? There is no charge for admittance. You will sign a waiver of liability and that’s it. If you are a Porsche enthusiast, there is simply no reason to miss out on this.

What do I do? First thing you want to do is turn left after the gate and follow the road to the paddock area where all the cars are. Park anywhere and wander around to check out the cars. I’d suggest your first stop be the information tent (the big tent on your left) and check out the displays there and say “Hi!” to the folks there. Be sure you get a schedule so you know what is going on. Then go check out the cars. Not just the racecars, but also the transporters and the other spectator’s

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Welcome . . . New Members

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



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

James & Rosalita Benson
St. Paul, MN
1997 993

Marty & Susan Kaye
Victoria, MN
1999 996

Fred & Karen Shearer
Mound, MN
1988 911 Targa

Michael & Julie Stieger
Grand Forks, ND
2001 Boxster

Michael & Margaret Wolf
Eagan, MN
1999 Boxster

Also, **Kim & Keith Fritze**
have a: 1995 993 Carrera
Coupe

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!

“Our events to date have just been awesome! Our eventmasters and all the Nord Stern personnel involved have made this a great season . . .”

Here we are in July already, halfway through our Minnesota driving season and still no sign of summer! You can probably count on the hot weather showing up just in time for our July Road America event or the August Brainerd Driver Education and Club Race or during our August 22nd Concours and 45th Nord Stern Anniversary celebration at the Southdale Mall in Edina.

Our events to date have just been awesome! Our eventmasters and all the Nord Stern personnel involved have made this a great season already. The new students have been very enthusiastic and our instructors have been very generous assisting anyone with all their questions.

The “Womens Only” training sessions this year (yes there were 3!) were a great success. Thanks to **Teresa Vickery** for organizing and running this series, and thanks to all the students that made the program work. We certainly enjoyed the opportunity to meet the BMW and Audi drivers that participated in this joint effort. Thanks again to all of you.

We have an increased interest in all levels of Driving Training, and Driver Education, car handling or Autocross, so let me know of your particular interest. We are discussing organizing additional classes and in possibly providing different levels of training, such as novice, intermediate, advanced or special interest classes.

Please contact me, or any of the Nord Stern chairpersons to let us know where your interests are. We need YOUR input as these classes are not currently in the schedule.

Enjoy the summer, I'll see you at the events! Be certain these are on you schedule;

- ◆ July 12 and 13 at Road America in Elkhart Lake, WI
- ◆ July 25—St. Cloud Autocross
- ◆ August 6, 7 &8—BIR Driver Education and Club Race



*left, “Turbo Flight”
artwork by Mike Jekot*

NORD STERN CONCOURS/2004

CELEBRATE THE 45TH ANNIVERSARY
OF THE NORD STERN PCA REGION

SOUTHDALE SHOPPING CENTER/ SUNDAY AUGUST 22
SOUTH-EAST PARKING AREA / BY THE RESTAURANTS

REGISTRATION/ 8:00 - 10:00 AM
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JUDGING CLASSES

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LATE AIR COOLED - 911: 1990 TO 1998

EARLY WATER COOLED - ALL 924; 928; 944; 968

LATE WATER COOLED - ALL BOXSTER AND 996

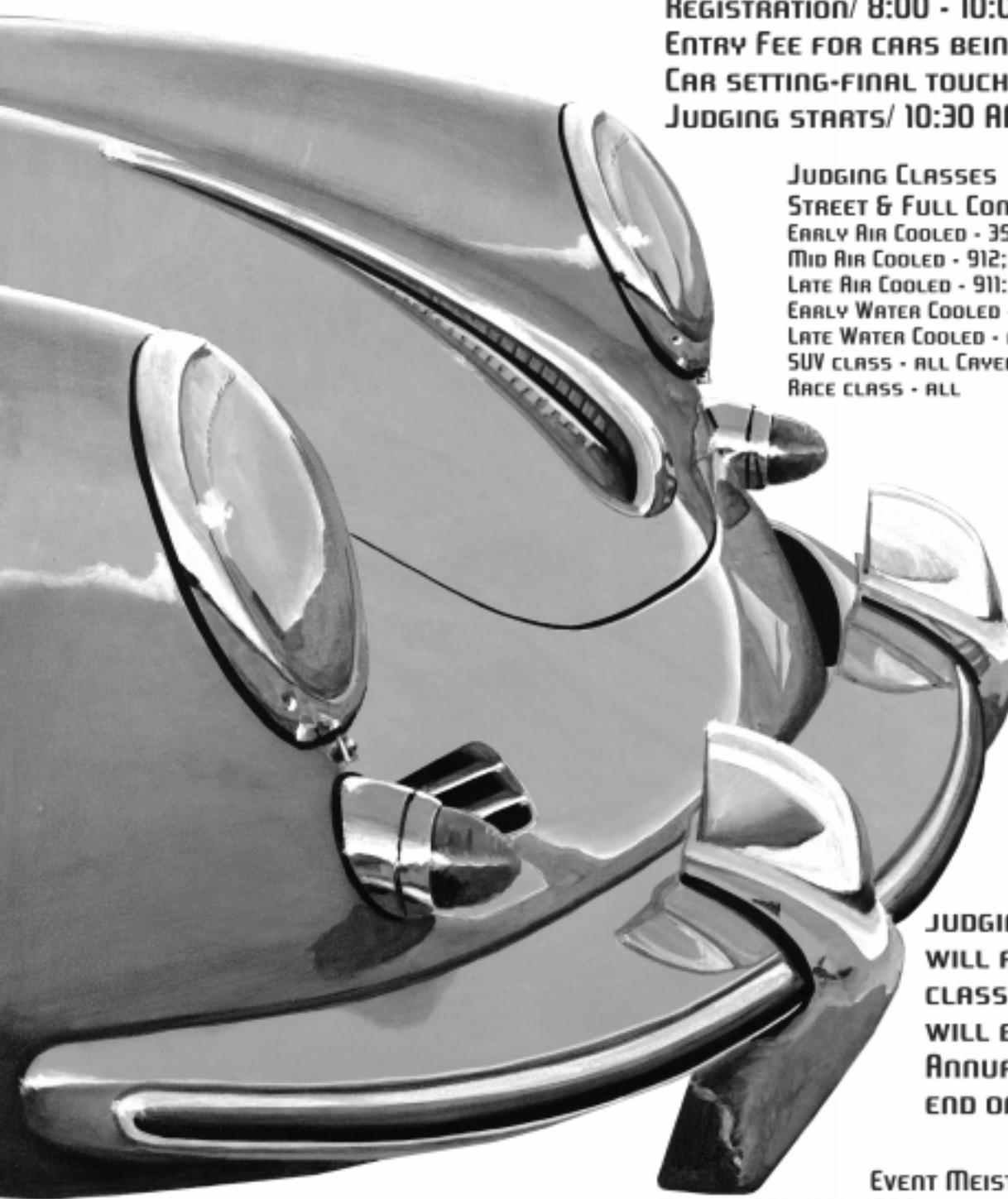
SUV CLASS - ALL CAYENNE /NEW CLASS THIS YEAR

RACE CLASS - ALL

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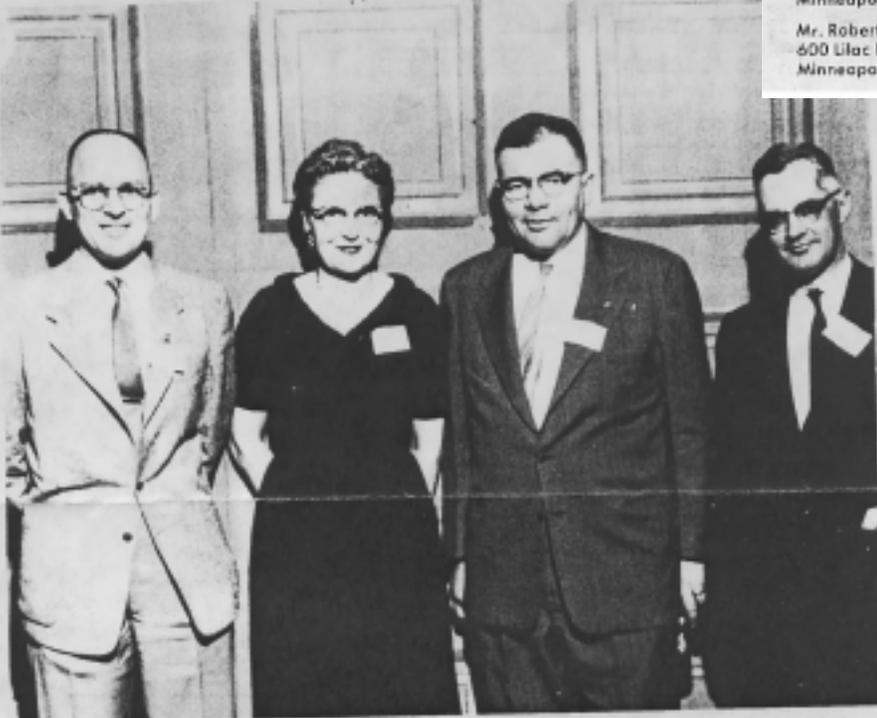
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Officers of the About-to-be-Chartered PCA group in Minnesota. Henry Riel, Treas.; Wiggie Woolery, Secretary; Bill Woolery, V. Pres.; Earle DeLaitre, President.



This page is dedicated to our 45th Anniversary! Submitted by long-time member, Elmer Langren, are two reproductions from very early *Panos*. To the left is a picture that appeared in the February 1959 *Porsche Panorama* showing the officers of the newest PCA club, Nord Stern, in Minnesota. This photo has appeared before but this year is a good one to recycle it! I love the suits and formality!

Above, right, is a roster of new members as it appeared in the September 1960 *Pano*.

Carmudgeon Chronicles

About world peace . . . and lots of new members

by Ken Kamstra

“Did you know that we humans are born with a car gene, I went on? When it’s triggered, we become emotionally involved with our cars. A little nutty actually. Dr. Erhard Von Geernoggin discovered the gene; called it ‘Auto Erotic Dependency.’ AED’ for short. Millions are addicted with it, especially in America.”

I think I may be onto something. A car-centered idea for peace in the Middle East, maybe even the world. If I have your attention now, bear with me while I start from the beginning.

The germ of the idea was born on Alitalia Flight 103, heading for Rome. Predictably, my reservations were screwed up but Alitalia squeezed me into one of the last two seats available. “Smoking section,” right next to the toilets. Smoking is of course mandatory for all Alitalia passengers.

As the blue haze thickened, I wondered who would be my seat mate. Staring into the murky aisle ahead, I thought I could discern a figure making this way toward me.

“Excuse me,” the man said in precise Oxford English. He was definitely a Middle Easterner. Young, handsome, dark. Didn’t look like a terrorist, but one never knows these days. I stood so he could sit next to me.

He lit a foul-smelling dark cigarette. I brooded; tried to breath. Wondered when the flight attendance would bring my martini. She was probably lost in the clouds of smoke. Neither of us spoke.

Finally, I asked, “You make this trip often?” Not an imaginative query, but an ice breaker.

“No often,” he replied, “mostly I go to London or Paris.”

That seemed a bit snooty to me, but things got better. He was a Kuwaiti; a government-paid landscape designer he said.

“You plant trees, shrubs and stuff in the deserts” Does that really work?”

He chuckled; assumed me that “there are beautiful landscapes in my country.” Then he added, “people do pay through the nose for a single tree.” He handed me his business card. Seemed legit. I’ll call him Ahmad; not his real name.

We were bonding.

Our talk turned to the Iraqi wars. The first one, of course, on his Kuwait turf and the second one still going on in Iraq. The one with all the terrorists blowing up everything including perfectly good cars.

“We would never blow up our cars,” I said, trying not to sound too morally superior. “We love them too much. Why, I have been known to throw my body over my car just to protect it from hail.”

“Really,” he said in that damned perfect English.

Ahmad wasn’t impressed but at least I had maneuvered the subject to cars.

“Did you know that we humans are born with a car gene, I went on? When it’s triggered, we become emotionally involved with our cars. A little nutty actually. Dr. Erhard Von Geernoggin discovered the gene; called it ‘Auto Erotic Dependency.’ AED for short. Millions are addicted with it, especially in America.”

Continued on page 12

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:

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World Peace . . .

. . . continued from page 10

Never missing a chance to plug my book, I added, "I wrote a book on it."

"Maybe I am addicted, too," Ahmad confided. I keep a Ferrari at my flat in London and my Porches in Kuwait. We have lots of gas for our cars.

"We have car clubs but we worry about our gas supply." I said. Then I expounded on the boundless merits of our Mercedes Club, Porsche Club, BMW Club, Ferrari Club and more. Told him how we hold races, rallies, driving schools, concour competitions and lots and lots of parties. I tried to further explain my theory of Auto Erotic Dependency addiction.

"But most can't afford cars," said Ahmad.

He had a good point. I hate when people do that. Had to think fast; our plane was beginning its descent into Rome Airport.

"We can help them get cars. They don't have to start with fancy Ferraris like yours. My first car cost less than a

hundred bucks and I coddled it like a classic. My country could finance a swap of cars for weapons. We have gazillions of used cars and I hear just about everyone in Iraq has a basement full of weapons or knows where they can steal some. We could call the program 'Wheels For Weapons,' I said, inspired by my own spontaneous idea powers. "Maybe you could get things started in Kuwait."

Ahmad was reaching for his luggage.

"Someday, loving your car could replace hating your neighbor. Or, if a grudge absolutely had to be settled, it could be done with a good old drag race."

Ahmad was fast disappearing into the smoky haze, anxious to deplane and maybe get away from the crazy American. Then, he turned to me, smiled and said, "My friend, you may be onto something!"

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

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\$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.**

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Cal Townsend, Registrar
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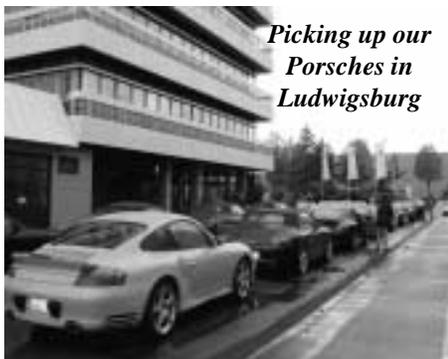
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Co:Driver _____

Respecting Porsche

Text and photos by Frank Stanton, Coastal Empire PCA Region, October 2003

“Having returned from the 2003 Fall PORSCHE Fest Trip through Germany, Austria, Switzerland and France—a breathtaking adventure—I understand now that



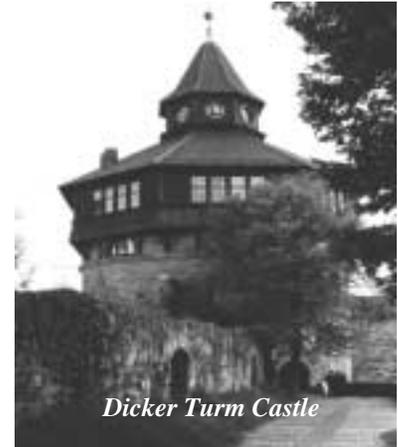
Picking up our Porsches in Ludwigsburg

life should not be measured by the number of breaths we take, but by the number of moments that take our breath away.”

In the spring of this year, my wife and I noticed an advertisement in the PORSCHE Panorama magazine placed by Fast Lane Travel. The trip sketch intrigued me enough to place a call to Peter Sontag (CEO of Fast Lane Travel). After talking with Peter several times for assurance of the quality level of accommodations and travel plans, we booked the experience.

Having returned from the 2003 Fall PORSCHE Fest Trip through Germany, Austria, Switzerland and France—a breathtaking adventure—I understand now that life should not be measured by the number of breaths we take, but by the number of moments that take our breath away.

Upon arrival at Stuttgart Airport via Delta Airlines on Friday, October 3, Peter Sontag greeted the others and us in our tour group and escorted us to the Hotel Inter-Continental, Stuttgart. That same evening we enjoyed cocktails and dinner at the Dicker Turm Castle, where we met the rest of our fellow tour travelers and the three PORSCHE tour professionals who would accompany us through the entire trip.



Dicker Turm Castle

Saturday was an exciting day. We were driven to PORSCHE AG in Ludwigsburg and took possession of the 911 we earlier reserved, correct even to our color preference. As the luggage truck took our suitcases ahead to our next hotel, we began a trip south to a village in the Black Forest for lunch. The afternoon drive took us to our waterfront hotel, situated on Lake Constance. The day closed as we enjoyed a delicious dinner aboard the antique motor yacht, the M.Y. Emily, cruising Lake Constance.

Sunday provided a unique Bavarian Castle Rally Day as we drove through the first snowstorm of the year in the Bavarian Alps. Here my respect for the 911 began to grow — if you keep your foot down, it will correct your driving mistakes — and you know when it does. We drove through “tunnels” formed by ice and snow that caused the trees to bend completely over the narrow roadways. The reward for our first drive in the snow was a view of Castle Neuschwanstein (Walt Disney modeled his castle in Orlando after this one). We were lost from the group on the return, but “instinct navigation” saved the day and we returned early enough to attend the rally dinner.

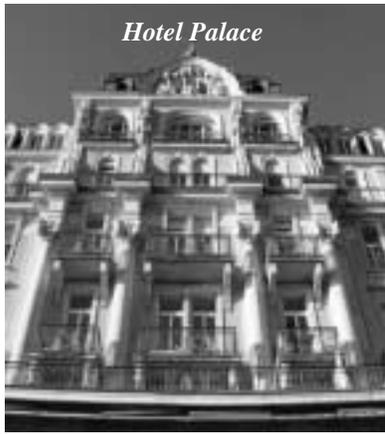
Following a late Monday breakfast, we took the 911 back through western Austria and into Switzerland. The route offered many switch backs with hairpin turns, and by now I had learned how to relax and enjoy the roads that were

the first snowstorm of the year in the Bavarian Alps. Here my respect for the 911 began to grow — if you keep your foot down, it will correct your driving mistakes — and you know when it does. We drove through “tunnels” formed by ice and snow that caused the trees to bend completely over the narrow roadways. The reward for our first drive in the snow was a view of Castle Neuschwanstein (Walt Disney modeled his castle in Orlando after this one). We were lost from the group on the return, but “instinct navigation” saved the day and we returned early enough to attend the rally dinner.



Neuschwanstein

Following a late Monday breakfast, we took the 911 back through western Austria and into Switzerland. The route offered many switch backs with hairpin turns, and by now I had learned how to relax and enjoy the roads that were



Hotel Palace

built to exploit the capabilities of the PORSCHE. The magnificent Swiss countryside prepared us for the 5-star Hotel Palace located on the shores of Lake Lucerne. It deserves its reputation as one of the top three hotels in Europe.



Lake Lucerne

We departed Lucerne for spectacular mountain driving as we traveled the upper Alps of Bern going through the



Driving in the snowy Alps

snow pass of Lake Thun, and arrived in Lenk for the evening. During the day, the 911 and I were becoming one—as I learned how it likes to be driven. Early

evening we were driven to the mountaintop for a Cheese & Wine party at a family cheese factory, where the cheese is still made by hand. A wonderful lamb dinner concluded this active day.

The next day we left Lenk to drive up and across into southern France for lunch and a visit to the amazing Bugatti auto collection in Mulhouse, France. After lunch we dashed back to Stuttgart on the “no limit” German Autobahn. Even with no speed limit, I found the driving to be very

regimented, safe and dependable. Before long, we were at our highest speed ever, but still well behind those who felt comfortable at 140, 150 and 160 mph.

The four day balance of our visit was back at the Hotel Inter-Continental in Stuttgart with side trips to medieval Rothenburg, a tour of the PORSCHE Factory complete with lunch with the employees, a medieval dinner at the Castle Götzenburg—and to top it off—hot laps at the Weissach Track with the professional PORSCHE Factory test drivers.



The Porsche Factory's new Car Dealership



Hot laps at Weissach

For our concluding Saturday evening festivity, we went to a true German Oktoberfest. Imagine seeing 5,000 Germans standing on the tabletops singing beer-induced Country & Western songs — what a sight! Could there be more to see here? We think not. It was time to go home.

Postscript: Our pre-trip expectations were high. Peter Sontag assured us a quality experience. Reflecting on the trip, we have this opinion: Sontag was a “Master of the Understatement.” It was a superb experience.



Bugatti Museum

Small World Postscript: Dr. John Sullivan of Great Falls, Virginia and his bride participated in this PORSCHE Fest tour as part of their honeymoon. John has been one of the top PORSCHE Club

Continued on page 20

Rennsport Reunion 2 . . . Daytona April 2004

Photos and Text by Bob Fleming

“Cars are here that have never been gathered together. Drivers and restored race cars reunited. The sound and fury of screaming 4 cylinder 356’s flat out on the high banks. Input overload. Meeting folks who have been voices on the phone and letter writers for the past 20 years. Seeing cars that have been Poster Art since I was a kid. Feeling the rumble of 800 horsepower rolling past, within feet, blipping the throttle. Adrenalin rush. . .”

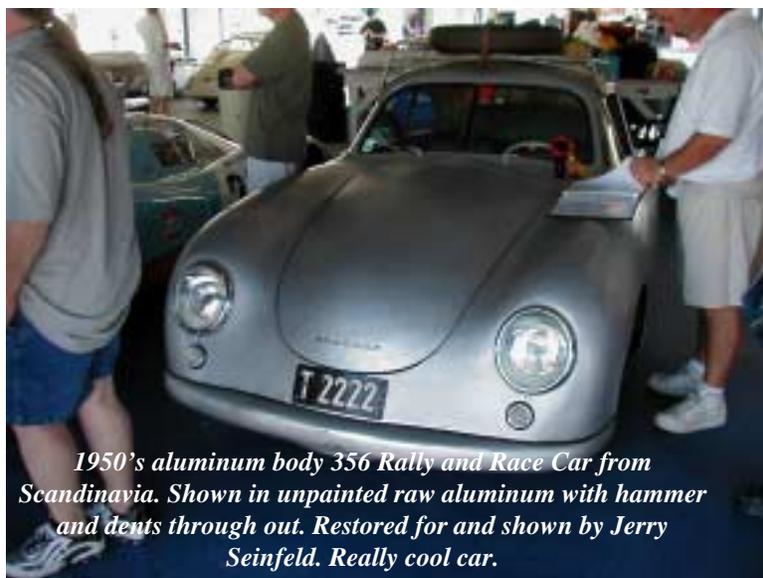
Missed Rennsport Reunion 1. Missed Porsches 50th at Monterey. I was not to miss this one! Within days of hearing the Second Rennsport Reunion was a “go” plans were made for the trip to Daytona International Speedway. I have never been to Florida. The particulars would be worked out later. It would be a 3 day drive each way, 3 days at the event and Judy could fly down for a week and fly back. Hmmmm definitely a do-able plan. Within days information about the event starts to amass. Brian Redman and his Intercontinental Events (promoter and organizer of Historical and Vintage Racing Events) is putting together this gathering of cars and people. Porsche is hosting a celebration of 40 years of 911. PCA and three local regions are on board for hosting, hospitality, car corrals and worker support.

The significance of pairing Daytona 24 Hour heritage with Porsche is a BIG event. A look through the history of that race, at that track, and Porsche and Daytona cannot be separated. Then layer on the appearance of over 40 winning Porsche drivers,

many with direct ties to this track and that race. Add special events and grids for every Porsche from a little Blue bent window 1952 356, to the monster 917/30, to the ground pounding CanAm cars, to the lightning quick 962 and with grids for current PCA racers. And, they all turned out. This group pulled it off with flying colors. The weather was even perfect.

PCNA sponsored a display of every model year 911 from 1965 on and then added on Don Meluzio’s Prototype 1963—hand built—custom fabricated stunning example of F.A. Butzi Porsche design.

Some event impressions: Cars are here that have never been gathered together. Drivers and restored race cars reunited. The sound and fury of screaming 4 cylinder 356’s flat out on the high banks. Input overload. Meeting folks who have been voices on the phone and letter writers for the past 20 years. Seeing cars that have been Poster Art since I was a kid. Feeling the rumble of 800 horsepower rolling past, within feet, blipping the throttle. Adrenaline rush. Color combinations that are imprinted from past faded Auto Magazines—brilliant and startling in the intense Florida sun. This can only be described as **BIG FUN**.



1950’s aluminum body 356 Rally and Race Car from Scandinavia. Shown in unpainted raw aluminum with hammer and dents through out. Restored for and shown by Jerry Seinfeld. Really cool car.

The trip down had just one glitch, at Palm Grove (about 20 miles north of Daytona Beach) the fuel pump on TK falters. 356 racer and expert mechanic Vik Skirmants stopped his towing rig, looked over my problem, blessed the fuel pump and it continued pumping till it reached the hotel parking lot. PepBoys had a pump and a little fix in the parking lot and my old 911 was good to go.

On arriving it was evident that this was the gathering of notables and kindred souls from all forms of Porschedom. There was a steady stream of trailers and support vehicles all heading to the track. I followed them into the raceway through the tri-oval entrance. You come out from under the bleachers and right out onto the track. You don't think of it being this big. Within minutes there are familiar faces and cars. Steve Beddor is setting up in the pits. The crew for Peter Kitchak have his vehicles unloaded, including a fresh Black 962, prepped, and buttoned up for the night. The real stuff begins on Friday.

The event has Friday practice sessions with Parade laps. The line-up for street vehicles to enter for parade laps far exceeds the allotted times and space. Saturday is morning qualifying, Historic car parade laps at noon and a concours in pit lane in the afternoon. With driver signings mid afternoon and an intimate dinner at the track - for 800 people. Sunday is warm ups and racing. What may sound like an open schedule compresses into too few hours and far more cars and people whom you would like to spend time with. Saying nothing of the vendor row, book stores, and the Porsche Boutique.

Friday night includes a dinner hosted by Alois Ruf and his gracious wife Estonia as an introduction to his new car



Elva Porsche. Lightweight English frame and Porsche 547/5 fiat fan engine

“RGT RS”. It's held at a local steak house. The meal is prepared by Alois's chef and includes flown-in German beer. I meet people that I have known for years, haven't seen in years, bought old parts from weeks before this event, and a couple that have just purchased a 1964 911. Quite a special evening. Look for the Ruf RGT RS, it is a very striking tribute to the 1973 RS - including a duck tail.

Saturday I have my brush with Jerry Seinfeld. While standing next to his aluminum bodied racing 356. Jerry strolls by. He is approachable and cordial and listens to my chatter about the 1964 911's. He shows more interest in the space between numbers 049 and 149 than how many still survive.

Jerry has brought a great Porsche. The Aluminum 356 race and rally car from Scandinavian. It is unpainted and shows hammer marks and a rough surface over all. The documentation of the car's history includes races entered, wins and placements. The patina'd aluminum next to all the shiny cars was a complete contrast.

The event attracted the largest gathering from the Early 911 Porsche 232 Registry owners. I met Josh Sadler for the first time. He is the CEO of Autofarm in London, had car number 024. Alois Ruf just completed a superb restoration of number 037. Jerry Seinfeld has number 049. Mine is 149. Keith Martin from Virginia has 182 and Eade Hopkinson has 221. Don Meluzio was showing 13 327 the 901 prototype and Brumos was showing Bert Flaggs 902 (912) prototype. It's the only gathering of those cars and owners to date.



Polizei Targa

Continued on page 27

Time Trial Results: Fast Fling, June 11, 2004

OA	CP	Class	Car	Driver	Best Lap	Points
1	1	P2	6	Rick Polk	1:44.480	20
2	1	12M	90	Pat Kelly	1:49.690	20
3	1	4M	46	Bob Viau Jr.	1:54.906	20
4	1	10M	9	Ron Lewis	1:55.262	20
5	1	P3	11	Jim Seubert	1:57.062	20
6	2	4M	143	Bob Houston	1:57.151	16
7	1	P4	461	Bob Viau Sr.	1:57.181	20
8	1	11M	122	Sean Wheatley	1:58.408	20
9	1	8M	277	Harvey Robideau	1:58.477	20
10	1	5M	104	David Anderson	1:59.754	20
11	3	4M	295	Ron Johnson	2:00.062	13
12	1	9M	82	Bret Bailey	2:01.445	20
13	2	8M	244	David Schaal	2:01.532	16
14	2	9M	193	Jeff Lawrence	2:01.651	16
15	3	9M	70	Dale Nelson	2:02.622	13
16	2	5M	31	Ed Hazelwood	2:02.842	16
17	1	2M	945	Tom Rempfer	2:02.861	20
18	4	9M	131	Mike Courtney	2:03.843	11
19	5	9M	42	Steve Sherf	2:04.377	9
20	2	11M	317	Doug Holm	2:04.981	16
21		OPEN	7	Dave Galey	2:05.554	
22		OPEN	108	Jeff Softing	2:05.557	
23	2	4M	74	John Perl II	2:05.619	16
24	1	9W	821	Becky Bailey	2:06.426	20
25	1	4W	923	Jill Allington	2:06.432	20
26	1	2W	64	Pam Viau	2:06.497	20
27	2	P4	330	Mike Macaluso	2:06.934	16
28		OPEN	130	Bijan Haveida	2:07.150	
29	3	4M	253	Bill Houghton	2:07.445	13
30	4	4M	224	Lon Tusler	2:07.630	11
31	5	4M	41	Bill Votel	2:08.812	9
32	3	8M	47	Ron Faust	2:09.775	13
33	2	2M	10	John McCarthy	2:09.913	16
34	1	3M	865	Glen Larson	2:10.006	20
35	1	P5	56	Roy Henneberger	2:10.458	20
36	1	7M	158	Peter George	2:10.591	20
37	1	8W	166	Eleanor Renwick	2:12.968	20
38	6	4M	114	Luis Fraguada	2:16.540	8
39	7	4M	721	Dave Marple	2:17.666	7
40	2	12M	855	Mark Dekutoski	2:23.299	16

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Steve Sherf, shown here enjoying this early light weight Porsche 911 at Brainerd International Raceway. Steve is a true Porsche enthusiast and a valued Mortgage Marketing customer. our service is so nice, Steve came in twice.

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Cannstatter Oktoberfest



Drs. John & Melonie Sullivan at the Cannstatter Oktoberfest

Racers in his class for the past five years. He mentioned that he held the pole position at Roebling Road Raceway three times, and has won the event twice. John spoke highly of Roebling Road and stated that he plans to return to race at the Florida Crown's 5th Anniversary Club Race on December 6-7, 2003.

For information on PORSCHE Fest trips, please contact:

Fast Lane Travel, Inc.
2519 McMullen Booth Road
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The author, Frank Stanton, and his wife, Clara

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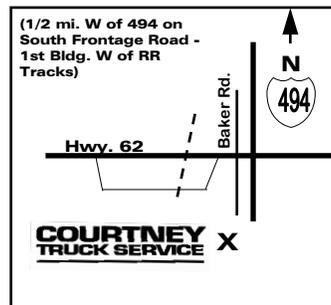


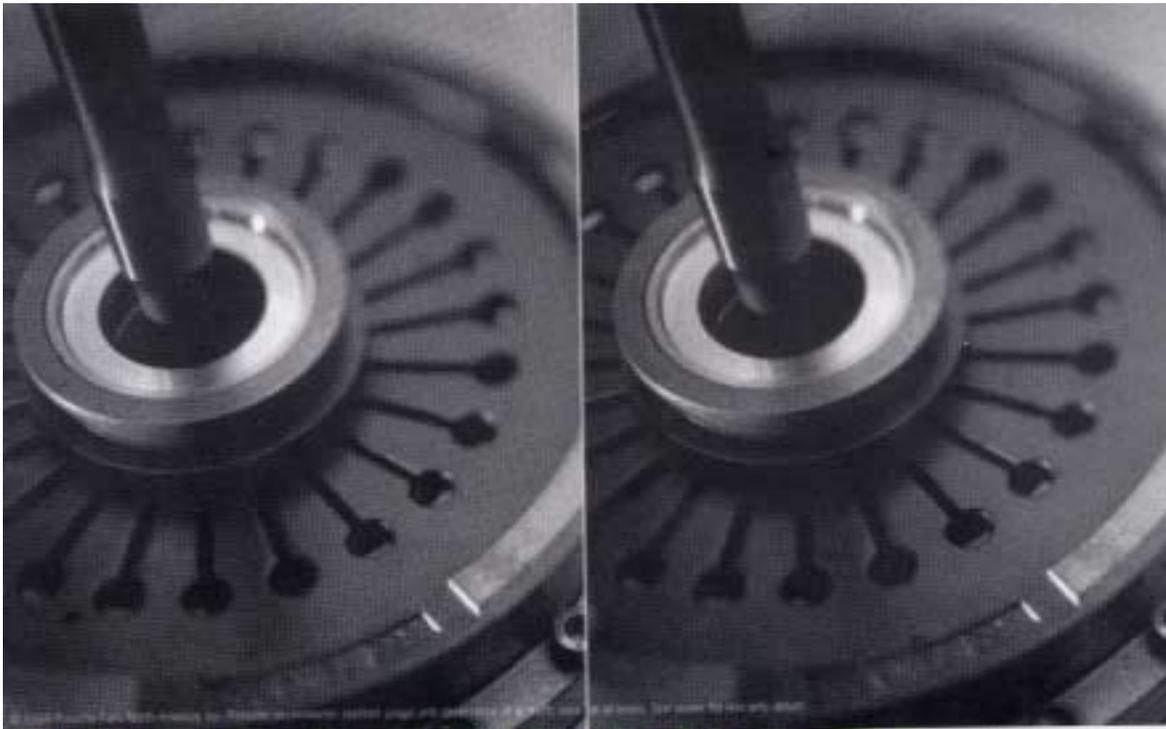
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PORSCHE

2004 Kalender

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: Dave Anderson
- 16 **Friday Night Social!**
Time: 7:00 pm
Location: Toby's on the Lake (Oakdale on Hwy 120 at I-94)
Eventmaster: Roy Henneberger 952 474-7716 or email: henneb@charter.net
- 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**
Eventmasters: Scott & Margo Anderst & Larry Yost
- 7,8 **Nord Stern BIR Club Race and Driver Education**
Eventmaster: Roger Johnson 763 557-9578
Registrar: Cal Townsend, twn820@aol.com
- 13 **Friday Night Social!**
Time: 7:00 pm
Location: Maynard's in Excelsior

Eventmaster: Roy Henneberger 952 474-7716 or email: henneb@charter.net

- 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. 8
- 19,20 **Blackhawk Farms Raceway DE**
Eventmaster: Ron Lewis 952 932-0505
- 27-29 **Run for the Hills, Part Deux**
Sponsored by Dakota and Rocky Mountain Regions. Groups leaving Sioux Fall and Denver to the Black Hills. Contact: John Forrette: jfmba@msn.com

September

2004

- 10-12 **Kansas City Region DE at Heartland Park, Topeka**
- 17 **'Last Fling' Driver Training**
Brainerd International Raceway
Eventmasters: Lee Jacobsohn 612 922 8458

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- 18,19 **Last Fling Driver Education**
Brainerd International Raceway
Eventmasters: TBA
- 17-19 **Great Plains Region DE at Heartland Park, Topeka**
- 24-26 **12th Annual North Shore Fall Color Tour**
BlueFin Bay; See page 38
(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

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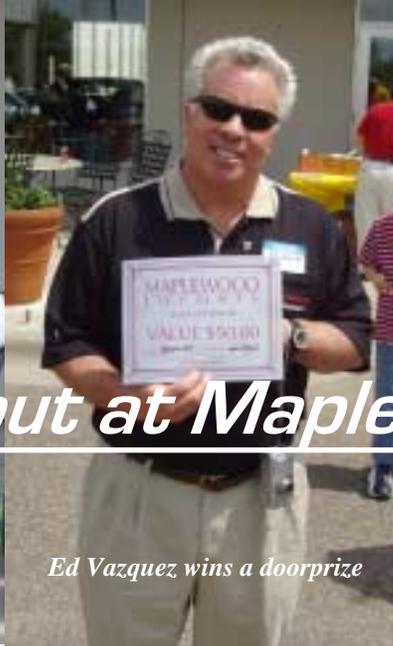


**Nord Stern
member John
Mayer doing some
'agricultural racing'
at this past spring's
Rennsport Reunion
2! at Daytona.
Looks like fun!**

Out and About at Maplewood's Auto Fair



Best in Show to a 356 owner



Ed Vazquez wins a doorprize



Fred Daneu and Ken Benson stand guard over an entry



Eventmaster George Andeweg of Maplewood



Check out these shines



Jeanne Andeweg handles registration



Jerry Patten votes for his favorite entries



Future Nord Stern members



Hubby Luis worries that Vilma's hand is leaving a spot



Lon and Lori Tusler check out the Ferrari



Old and new models alike



Photographer and Fred Daneu test the camera



Keith Gruebele says, Hey, these are my initials, do I win the car?!



Vilma Fraguada, Boxster's new model



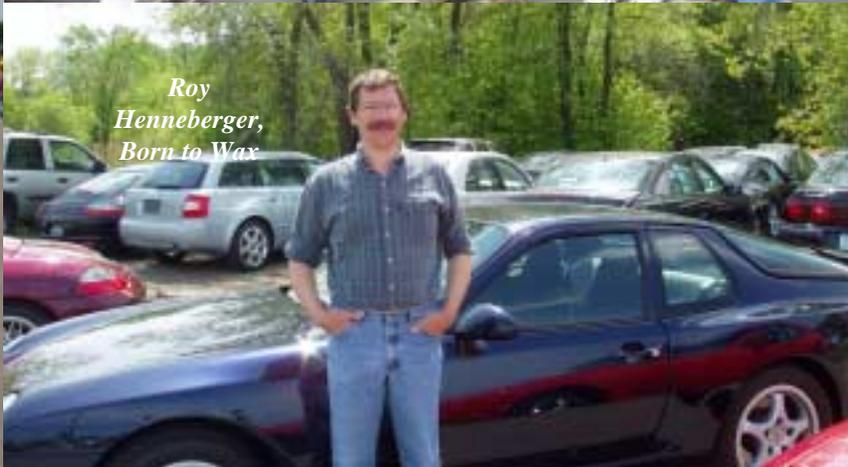
Kris and Will Meachem



R to L, Mark Brabek, Jill Daneu, Jerry Patten, Keith Jones and Marty Kaye stand guard over an entry



Nice lineup



Roy Henneberger, Born to Wax

Nice 356



Older or newer, the lines are superb!

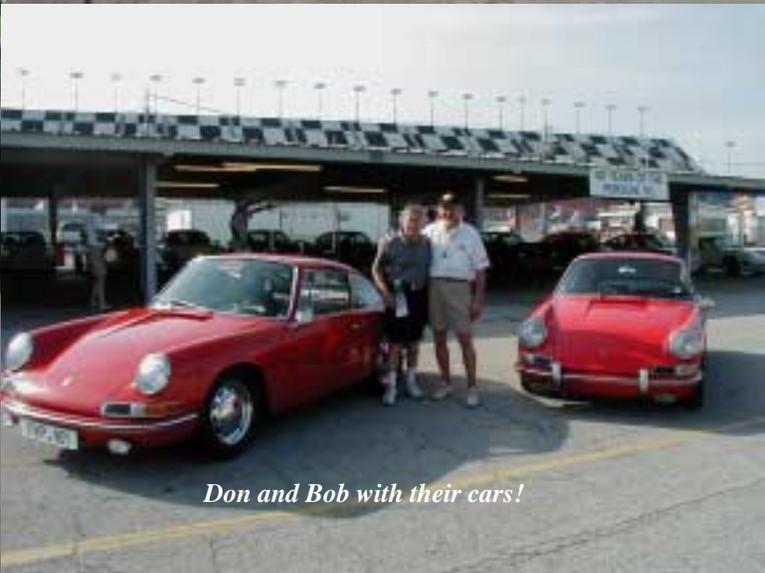


Wow...robin's egg blue (see newsletter online to appreciate this color!)



Scott, Kelly, and Peter Mayer

*Brumos Race Truck, was the factory vehicle with as much race history as most cars in the garages.
Photo by Bob Fleming*



Don and Bob with their cars!

Rennsport . . .

. . . continued from page 17

Another old car connection is the restorer of two of those cars. Dennis Frick was the restorer of both the Don Meluzio 901 prototype and the Brumos 902 prototype. He also did the White 356 Police car that was buzzing the pits (see photo to right). Dennis was racing the Spice/Porsche, but also brought along a one-off 904 (perfect reproduction) on a 914-6.

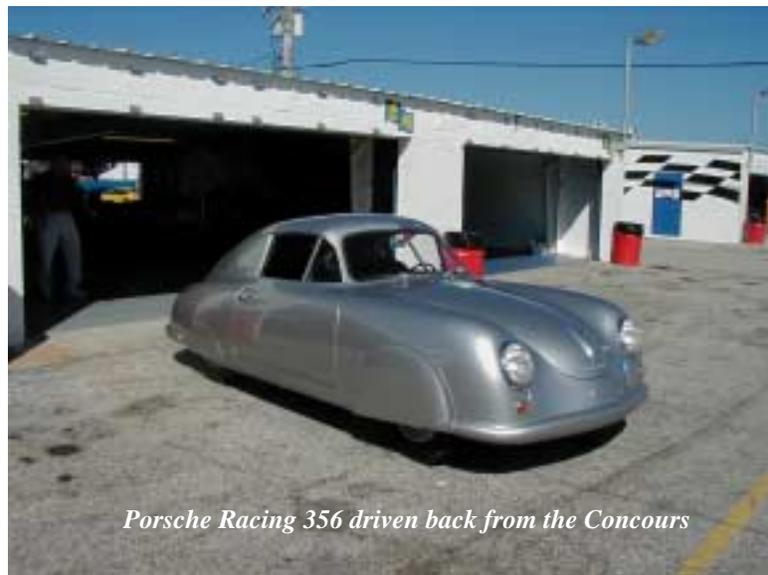
Every where you turned was another great looking and unique car. Even the car corral had hundreds of cars from across the US and Canada with a very large local turnout. In the pits I saw three 911R, geez there were only 20 made.

Tuners and collectors brought out the "A" list. The car magazines can have stories and cars for months.

Some of the other home town folks were Dick Beers, Lon Tusler and his wife were seen there. John Mayer not



356 and 911 Police cars, siren and blue lights flashing as they buzz the car corrals.



Porsche Racing 356 driven back from the Concours



only raced his beautiful black 356, he put some moves on some very fast 911's. I think John has this 'arrive and drive' thing down.

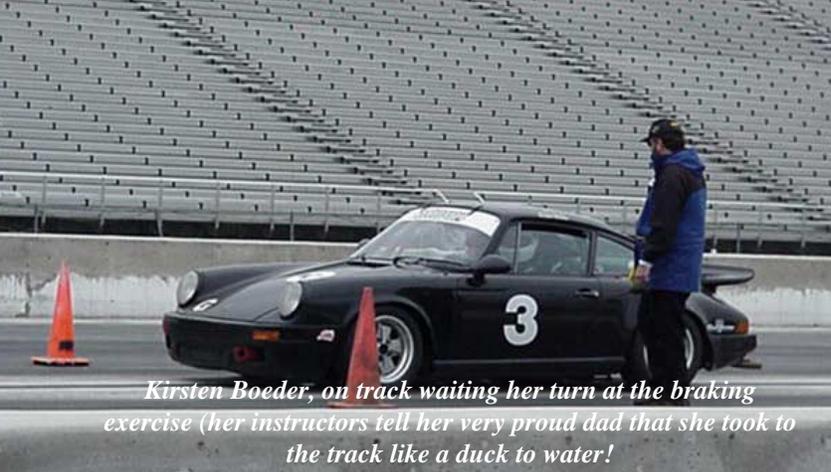
The following trip to Miami and Key West was very, very good. We loved Key West. Can you say key lime pie . . . key lime pie on a stick . . . key lime pie drinks . . . Hmmmm, wonderful ending to a great event. My cars odometer rolled to 355,000 miles on the return trip. I can't wait to the next Rennsport Reunion, Steve says it is going to be in California. I'll see you there.



Record holding Salt Flats 356

Top Speed over 145 mph.

This car (above) was weight balanced for records of low 130 mph and high 130 mph. It danced at both speeds . . . so they removed all the extra weight and drove it to the record. From the story it was a white knuckle drive for all three records.



Kirsten Boeder, on track waiting her turn at the braking exercise (her instructors tell her very proud dad that she took to the track like a duck to water!)



Eventmaster and Instructor Teresa Vickery holds her audience in thrall with her wonderful presentation skills!



A very happy, but tired, group of graduates. A great school with a great group participating. Thanks, Teresa V. for organizing and putting on another fabulous Women Only Driver Training Event!



The driver's lounge at BIR sure has gotten comfy but everyone is paying close attention (even those non-female instructors!)

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What about Octane? RON? MON? AKI? Wha? . . . Help!

by Robias Theobald, Red River Region/Canada

“Ten years ago, I set out on a hunt to find the best pump gas to run in my motocross bike. I raced, but I wasn’t prepared to spend the coin on VP or Sunoco race fuels. Since then, people have asked for my opinion many times. Rather than giving you my opinion, today I will give you the facts.”

I hear conversations very often about what’s the best gas, where to buy the highest octane, and so on. Ten years ago, I set out on a hunt to find the best pump gas to run in my motocross bike. I raced, but I wasn’t prepared to spend the coin on VP or Sunoco race fuels. Since then, people have asked for my opinion many times. Rather than giving you my opinion, today I will give you the facts. Bur first, let’s get some terminology down.

Detonation - Gasoline burns in an engine. When the temperature in the combustion chamber gets too high, the fuel explodes. This is called detonation. Detonation is harmful to your engine because an explosion doesn’t drive the piston down in the same manner as the intended controlled burn. (see; knock, ping)

Knock - sounds like a hammer hitting the engine. Caused by detonation.

Ping - sounds like a rattling coffee tin full of marbles. Caused by detonation.

RON - research Octane Number. This was the original method of testing Octane. A special test engine designed to withstand knocking is used with the fuel to be tested. The engine’s compression ratio is adjustable. The engine is run at a set rpm while the compression ratio is increased until it starts to detonate the fuel. The engine is run again at the same compression level with two different types of fuel. Iso-octane (knock resistant) fuel and N-heptane (knocks easily). These fuels are mixed in different ratios until they show the same level of detonation as the original test fuel. The RON number is the percentage of iso-octane in the mixture used to get the matching results.

MON - motor octane number. It was realized that the RON measurement wasn’t accurate enough so another test was developed. The MON test is much more stringent. The same test engine is used, however this time detonation is created by adjusting several aspects of the engine including load, rpm, and intake manifold temperature. Although more accurate, a lower number is always generated.

AKI or (R+M/2) - antiknock index. Fuel companies avoided using the more accurate MON number because it was lower. To prevent confusion, the government made it mandatory for these numbers to be averaged. This is the “octane number” you actually see on the pump. Nowadays fuel octane is commonly tested using electronic analyzers rather than the engine tests mentioned earlier although they still determine RON and MON numbers based on those guidelines.

Now that we’ve got our definitions down, what’s the best gas for your Porsche? Well, what would you say if I told you that the fuel with the highest octane isn’t necessarily the least likely to knock? Doesn’t this sound backwards? Lets compare two 91 octane fuels. Fuel A is $94\text{RON} + 88\text{MON}/2 = 91\text{octane}$. Fuel B is $93\text{RON} + 90\text{MON}/2 = 91\text{octane}$. Since the MON number derived by tests closer to everyday engine usage, Fuel A is actually more likely to detonate because its MON number is lower.

Check your owners manual, there’s a chance that the Octane recommendation in your manual is actually a RON number. Since the RON number is always higher, a good rule of thumb to use is to subtract 3 to get the equivalent pump octane. So if your Porsche manual recommends RON 94 fuel, 91 octane fuel should be good.

Continued on page 30

Gas . . .

. . . continued from page 29

Years ago I called Petro-Canada, Imperial Oil, Shell, and Mohawk/Husky. Whereas I don't remember the actual numbers, at that time, in Winnipeg, the fuel with the highest MON on their premium fuel was Petro-Canada. (Before the Petro-Canada SuperClean days). Things have probably changed. The person working the pumps won't know more than lift the level and squeeze the handle on the pump nozzle, but contacting the supplier directly will get you answers you want to know.

What about Ethanol blended gasoline? Ethanol blended fuel is an example of a higher octane mixture called oxygenated fuel. There are two types of oxygenated fuels; MTBE and ethanol (a.k.a gasohol).

Oxygenated fuels get their name because the alcohol releases oxygen as it burns. This leans out the mixture slightly. If you have a carbureted vehicle you may want to fine tune your jetting to prevent your engine from running hotter. Hotter running engines mean more carbon deposits and this could eventually cause sticking rings, and eventually, engine failure.

MTBE blended gasoline contains Methyl Tertiary-Butyl Ether, a methanol blend based on Natural Gas. MTBE is uncommon in Canada. Petro-Canada in Vancouver sells MTBE blended gas in their 94 Octane SuperClean. MTBE is more effective at raising octane than ethanol, however there have been growing concerns in the USA with increasing MTBE levels in drinking water in those areas where the fuel is sold. This makes the sale of ethanol more desirable for the Canadian Government. Fuels such as Mohawk and Petro-Canada SuperClean contains a 5-10% mixture of corn/grain based ethanol. Fuel companies claim that modern engines are built to burn ethanol blend without negative affects. However if you have an older Porsche you may want to be selective with how often you fill up with this stuff. There are a few negatives to fuel with "natural gas line antifreeze: first off, ethanol attracts moisture, but can't absorb much of it. Moisture that isn't absorbed ends up in your engine. Ethanol is also a good solvent capable of washing away lubricants. While this may keep you gas line clean, it also washes away the very oil that lubricates your cylinder walls. People have reported finding rust on cylinder walls and main bearings of an

Continued on page 35

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■ **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.

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P.O. Box 445
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Second Driver _____ Phone # _____ Ability: N/ I/ E (circle one)
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Car _____ Model _____ Year _____

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

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

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■ **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.

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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 SEPTEMBER 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? _____

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- **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:**
 - Club Race DE; Aug 8/10
 - 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.) or see page 11

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 _____

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Gas . . .

. . . continued from page

engine that has been sitting after running ethanol blend. Both Mohawk and Petro-Canada claim to sue additives to reduce these side affects.

All that aside, will higher octane get you more horsepower? In short yes, to a degree. If you car's mixture and ignition timing is computer controlled, your power output will be reduced if your fuel octane rating is too low. If you are stuck in heavy traffic, you won't see a difference. If you have your throttle wide-open, alongside a similar car, your fuel octane will make a difference. A dyno test would show that you may get an increase of a couple ponies; a couple more if you go 94 octange, avgas or race fuel.

My owner's manual recommends 91 Octane, but I don't get knocking with 87 octane, why spend more on premium? Higher octane fuels burn at a cooler temperature. That's why they are used in higher compression engines. Most cars can detect lower octane fuels and electronically retard the ignition to prevent detonation. This is good for occasional fill-ups, however the engine runs hotter causing carbon build up. Eventually this could lead to sticking piston rings.

What's avgas (100/130)? I wasn't going to mention avgas, but to be complete I will briefly explain. Avgas is

High Octane Leaded Fuel used for aviation. It has both RON an MON rating and is over 100 Octane. Avgas is regularly used at racetracks as it is quite available in Manitoba. Avgas is, however, designed to run at a constant rpm.

I'm sure I haven't answered the question of what gas you should use, but that becomes opinion, not fact. I will leave that much up to you. Your homework is half finished, all that's left is the final decision or where to spend your money.

Editor's Note: Obviously this article has specific references to some of the Canadian gas companies and I personally can't give the equivalent companies in the

USA selling similar gas but the definitions and explanations are clear and helpful. I thought I would include this article this month because recently had been a series in *Nord Stern* on gasoline so I wanted to include this one, too. Additionally, on our club's website there is a link to a file listing the gas stations around the state that sell non-oxygenated gasoline.



1) At the initial introduction of the Type 993 series in January 1994, with the exception of a more aerodynamic front and rear bodywork, over 90% of the car was actually a carryover from the Type 964 series.

True or False

2) Both the 964 based turbo 3.3 and 3.6 have a running gear similar to the Carrera 2, but the higher power, greater weight and wider track require different parts, such as the rear suspension arms.

True or False

3) Bolder wheel flares and rear wheels moved rearward identified the 1969 911 models.

True or False

4) The original 15" wheel diameter that was used in the first Porsche models was retained all the way through the 1989 model year as a stock size

True or False

5) The 964 series Carrera 2, launched as a 1990 model, was the first 911 available with a fully automatic transmission.

True or False

6) When driven in rough terrain, the Cayenne does not use the Porsche Traction System integrated as a standard feature in the power divider.

True or False

7) The traction management system on the Cayenne has a multiple-plate clutch operated by an electric motor that varies power distribution according to conditions.

True or False

8) Each 6-cylinder engine for the Boxster is completely assembled by a single, small team, and dyno-tested to check that it achieves the specified performance data.

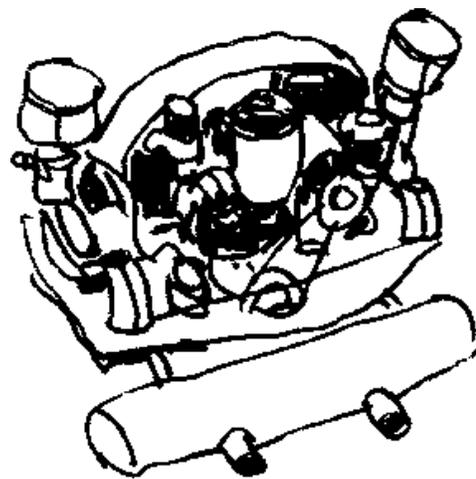
True or False

9) The 3.2 liter engine of the 911 Carrera has a more free flowing exhaust and new heat exchangers.

True or False

10) The wheelbase for the 1982 924, 1982 924 Turbo and the 1983 944 is the same.

True or False



7) True 8) True 9) True 10) True

Answer: 1) False 2) True 3) True 4) False 5) True 6) False



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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		

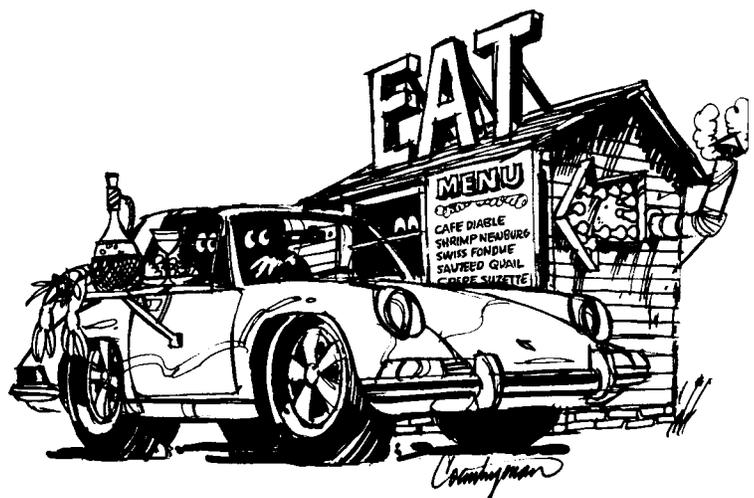
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- CONTACT: BOB KOSKY 952-938-6887
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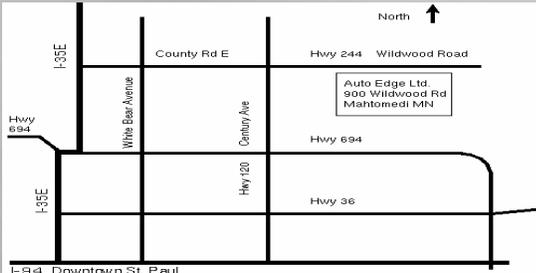


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Chip and Tale: Part I

“Pat, however, advises that you practice, practice, practice on an “experimental” vehicle (Yugo, Trabant, Vega, Pinto, etc.) before applying this

For those of you who were unfortunate enough to miss Pat “da Man” Yanahan’s magic stone chip repair technique demonstration at this year’s “Chili Tasting, Concours School etc., held February 29 at Rizza Porsche, your humble servant finally succeeded in having Pat put together a written description of his almost greatest claim to fame. Pat, however, advises that you practice, practice, practice on an “experimental” vehicle (Yugo, Trabant, Vega, Pinto, etc.) before applying this to your prized Porker, for obvious reasons. Pat advised that a Mercedes door mercifully donated itself as his first victim—both the door and he survived, he reports.

Pat breaks his magic act down into two major steps: Number one: (make it so), the preparation of the surface and painting. Number two: the sanding and finishing. Be safe and do this in a well ventilated area. Use eye protection as this will involve “close, up-front” work—no hospital trips are necessary as part of his process.

First, prepare the surface by removing all wax from the chip area—household dish soap and then a commercial wax remover. Pat uses a PPG product called “Acryli-Clean Wax and Grease Remover DX330, usually available at a good hardware store. Follow the can’s directions. Pat uses a fluorescent trouble light to scan the paint surface to identify the

chipped areas, then places a small piece of masking tape next to the chip and draws an arrow on the tape to point to the chip (helps to later locate the repaired chip area, hopefully). Next, to get the paint to adhere, the “valley” of the chip (not dolls) must be cleaned out—no dirt or rust allowed. Pat uses toothpicks with a round pointed end and old, used dental tools—he does have his ways, doesn’t he! Make nice with your DDS at your next visit and ask him/her to save the broken picks for you—maybe you’ll get some free laughing gas as a pain deadener next time.

Once you get down to a clean bottom of the chip (primer or bare metal, depending on impact results), again use the wax and grease remover to clean out all dislodged junk and dust so that

you have a clean surface that has small microscopic edges for the new paint to grab onto. What you want is a nice valley as shown in the BEFORE illustration.

Now, the paint—APPLY SPARINGLY—PATIENCE WILL HAVE ITS JUST REWARDS. Two to Four tiny applications of paint versus one big glob is how to proceed. You DO NOT want the big glob as shown in the DURING part of the illustration. This is the mistake most beginners make. Try to let the paint dry

Before



to your prized Porker, for obvious reasons.”

Continued on page 42

Chip . . .

. . . continued from page 41

During between applications (have a beer, watch the first half of LeMans for the 63rd

time) since you don't want big mountains of paint to sand down and adversely affect the surrounding undamaged area. Tool time: paint, small pointed end toothpicks or EX applicators. PaintScratch.com is a good source for about any vehicle touch up paint—supply the factory paint number from your Cardex. Number, not name of color as the formulas may change even though the name stays the same. If you have faded paint and you really want a perfect match, take off your gas filler lid and take to a professional auto paint supplier for a custom color match. BTW, Pat advises not to use the brush typically found on the screw head of touch up paint bottles—applies much to much paint

Loonacy . . .

. . . continued from page 5

cars. There is a lot to see. Don't be afraid to strike up a conversation with anyone you meet. We are all enthusiasts and love to talk about our hobby!

Where do I watch the races? Feel free to go almost anywhere in the paddock and the infield. The exceptions are the hot pits and the track itself. Be sure to climb the stairs and watch a bit from the top of the main tower building. You'll get a great view of much of the track. Make your way into the infield. There are two ways to get into the infield. Next to the main tower is a pedestrian tunnel that goes under the track to the grandstands on the other side. From there you can go anywhere, but remember the track is 3 miles around so it's a pretty good walk to turn 3. The other alternative is to drive around the infield. Just go back toward main gate and when you get close to the gate you will see a bridge on your left. Go over the bridge and you're there. Top of the grandstand at turn 4 is an awesome place to watch because you can see much of the track.

What do I do after the races? Come back to the paddock and visit with the drivers. They will be excited about the race they just ran and be more than happy to talk. The only stupid question would be, "*Are you having fun?*"

What do I need to bring? Camera, sunscreen, an umbrella/raincoat, maybe food or drink but the concession stand is open. Alcoholic beverages can be brought into the

and is too big an applicator. Start with a pointed tooth pick or the EZ applicator which has a microscopic sponge on the end of the plastic stick (Griot's garage sells em, too.). Four hours after the first small dab—remember, a little dab will do ya. Pat usually rests up for a couple of days between each layer is applied—told you he was a patient guy.

Since age has the tendency to lessen one's visual acuity, work in a bright lighted area—this will help you see when you try to build up the paint in stages so you have a small "dome" to the cross-section of the valley of the chip. Make sure your paint is dry (at least overnite) because now the fear and the fun begins—SANDING AND POLISHING to get to the flat AFTER surface that will make your baby shine. Be sure to stay tuned for next month's exciting conclusion. I hope Pat gets enough rest in the meantime because I sure don't know how to end this story!

track, but cannot be consumed until after the last checkered flag falls for the day. This includes all areas of the track.

Where do I stay? Rooms are tough in the Brainerd area at this time of the year. Start calling around now.

Can I camp? Camping is readily available in the paddock and in the infield and also free. There are showers available. Motor homes are welcome.

How can I spend my money? Check out the information tent. There will be several "Loonacy" items for sale there as well as impressive displays of Porsche merchandise from Carousel and Maplewood Imports (including new cars!). On Saturday afternoon there will be a huge silent auction of Porsche and other stuff with all the proceeds going to Courage Center. A live auction of the really cool stuff takes place at 6:30 PM on Saturday and is extremely entertaining. Help us support this great organization. The auction would be worth the trip alone.

How can I get on the track myself? Simple. Buy a racecar! However, if that isn't in the cards, on Saturday and Sunday at lunchtime we will offer parade laps of track at a nominal speed, but you get the view the racers get. Only quieter. If you want to participate in the parade laps, go to the information tent and pickup and complete the proper form. We ask that you make a cash donation to Courage Center and suggest \$20 as the amount, but of course you are free to give as much as you like. If you want to go a little faster ask anyone about Nord Stern's Driver Education program. *See you at BIR!*

Racing

is not insane.

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