



NORD STERN

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PORSCHE

October

2004

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

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Online issues, past and present are available in pdf format at <http://www.nordstern.org/Newsletters/index.html>

Front Cover - Okay, Jill, I could NOT resist this shot for the cover! Wow, what a lovely new car for the Daneus: 2002 Targa that's a gorgeous deep blue (what's the official name, Jill?). Photo by Jill Daneu

Back Cover - Mike Jekot's Ivory 1964 356 at this past summer's Concours. Entry was 4th in Street Class A. Photo by Dana Nybo.

Address changes

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and the Nord Stern
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“Now, the only issue I want to nag everyone about concerns our dues. Partly to help cover the cost of our monthly newsletter, we are a region that charges dues. The dues are yearly (that means ONCE A YEAR unless you do a multiply year pay).”

It's Fall, time for the change of seasons, time get in those last few precious days of driving. And that's exactly what the Boeders did this past weekend. The annual Fall Color has now come and gone and boy, what a weekend it was. The weather was absolutely fabulous and with the sort of non-summer we have had this year the sunshine and warmth were greatly appreciated by one and all. Turns out the fall color foliage was not much in evidence but I don't think any of us cared. It was way too much fun zipping up to Canada, winding our way along U.S. Highway 61 to cross the border (ahhh, they did like the choo-choo train of Porsches! and yes, we were very polite and didn't act like a bunch of frustrated race car drivers . . .) and venture up to the niftiest 'Kountry Kitchen' where we dined on delicious homemade rolls, dessert and oh, yes, there was a main course! All of which was excellent. I won't take the time here to detail the weekend, suffice it to say that John Dixon and crew once again organized a great weekend for the 60+ folks in attendance. And no, you don't have to drive a 'P' car (we can't since our two really are strictly track cars now!). Watch in an upcoming *Nord Stern* for some commentary and pictures. Some day, everyone needs to get this on their calendar. It really is a most relaxing weekend. We loved it!

Now, the only issue I want to nag everyone about concerns our dues. Partly to help cover the cost of our monthly newsletter, we are a region that charges dues. The dues are yearly (that means ONCE A YEAR unless you do a multiply year pay). I am continually amazed at how many members neglect to send that little check in at the end of the year. And it truly is little; \$20 for 12 issues of *Nord Stern* is truly a bargain (right?!). There will be a full page reminder nag running in *Nord Stern* starting with next month's issue and this is also an initial reminder notice. Don't let your subscription lapse!

Don't let yourself get into the position of several members last year who realized about 3-4 months they were receiving the newsletter. By the time they called, they were missing several issues. It so happens a couple of them archive their issues (I am SO flattered!) and wanted me to fill in their missing issues (names will remain secret, I promise!) and after a bit of scrambling I located replacement issues. But as a warning, I don't have a lot of extra issues each month. So take heed, check your expiration year on the mailing label and get your dues up to date (or like the Boeders, we multiple year paid so are now LIFE members (that means 20 continuous years of paid dues). See you at the next event (check the calendar there is some new stuff! New location for the business meeting, new tech session, date is set for the annual meeting/awards dinner and your voting slate is included).

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Website Certificate of Authenticity

by Jack Bair, PCNA

I am pleased to announce that information on the PCNA Certificate of Authenticity program is readily available on the Porsche website.

Please go to the Porsche website: Porsche.com. Please click on North America; click on USA; click on Owner Services and then Certificate of Acceptance.

—Best regards, Jack Bair/PCNA

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??!

Tyler Christopherson
Edina, MN
1982 928

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).

William Cliby
Rochester, MN

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.

Aaron Mogensen
Minneapolis, MN
1986 944

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.

Chris & Mindy Olson
Medina, MN

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!).

Larry & Pam Pearson
Alexandria, MN
2000 Boxster S

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

Russell Schwanke
Big Lake, MN
1984 944

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!

“Towards that end I am asking you for your input in any and all of those areas; membership, driver education, driver training, instructors program, social and any others that you would like to comment on.”

Thanks to all of you that provided suggestions during the year for events, meetings, membership, social and all those areas that make Nord Stern what it is. We have made several changes this year to improve the events and services we offer to our membership with the following goals in mind:

- Improve the event
- Offer something for the widest audience
- Make it easy to participate
- Increase participation
- Make it affordable
- Provide a development path
- Provide new events and training

While we have given it our best in 2004, we know there is much room for improvement regarding programs and events that should be expanded or added to meet the demands of our entire membership. Towards that end I am asking you for your input in any and all of those areas; membership, driver education, driver training, instructors program, social and any others that you would like to comment on. Feel free to call me or send an email with your comments and suggestions (612 237-9319 or racerone@pcparts.org).

To help summarize and discuss the comments and ideas that we have received during the year, as well as those we expect to receive, I have formed a President’s Advisory Group with a wide range of experience and interest with a short term assignment to review all the comments, add new ideas and to discuss and provide a written findings and suggestions report to be completed by years’ end. This information will be passed along to the new President and Officers for 2005.

YES, NORD STERN
IS CELEBRATING
45 YEARS IN
2004!

Celebrating



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Contact Chip Smith at 952 942-6686
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Just for Fun . . .

*Courtesy PCA National
Editor*

How many of you see yourself
in this little boy?

Paste this URL into your
browser and click on the link at the
bottom of the page for the Porsche
film.

[http://www3.us.porsche.com/
precision911/pcna-com/2/
default.htm](http://www3.us.porsche.com/precision911/pcna-com/2/default.htm)

Come Meet The New 911!

Saturday, November 13, 2004

Time: 10:00 am to Noon

Maplewood Imports

(see location/address info on facing page)

Porsche is proudly presenting the new 911 in two outstanding versions:

-  325 bhp 911 Carrera featuring a 3.6-litre flat-six power unit
-  911 Carrera S powered by a 355 bhp 3.8-litre

Both models come with a newly developed six-speed gearbox and updated suspension featuring active damper control as standard on the 911 Carrera S. This new, intelligent suspension control system appropriately named PASM (Porsche Active Suspension Management) is also available as an option on the “regular” 911 Carrera, giving the new coupés in their classic 911 line an unprecedented standard and quality of driving dynamics: Benefitting from this sophisticated technology, a routined driver at the wheel of the new 911 Carrera S is now able to lap the Northern Circuit of Nürburgring some 20 seconds faster than in the former 911!

George Andeweg will walk us through features and highlights of the newest member of the Porsche family. There will be a shop tech at our disposal as well, so bring your questions!

Eventmasters: Andrew Busche 612.824.3547
George Andeweg 651.765.2340



Annual Meeting and Awards Dinner

Join us on the evening of November 20th

Midland Hills Country Club

2001 Fulham Street

Saint Paul, MN 55113

(located right between the Twin Cities near UM)

Featuring Prez Ed Hazelwood, master of ceremonies, honoring the winners, runners up, and booby prizes for the Nord Stern year. Get together at this great new location and join all your favorite club leaders and members in celebrating another fabulous year of exciting events and accomplishments. Officer elections will be announced

(be sure to get your vote mailed in!).

Plus, watch a slide show of 'the year in review!'

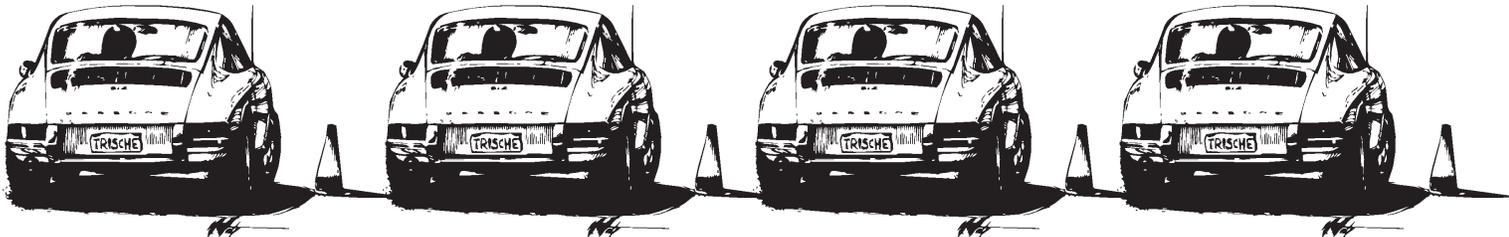
Website is: <http://midlandhillsc.org/>

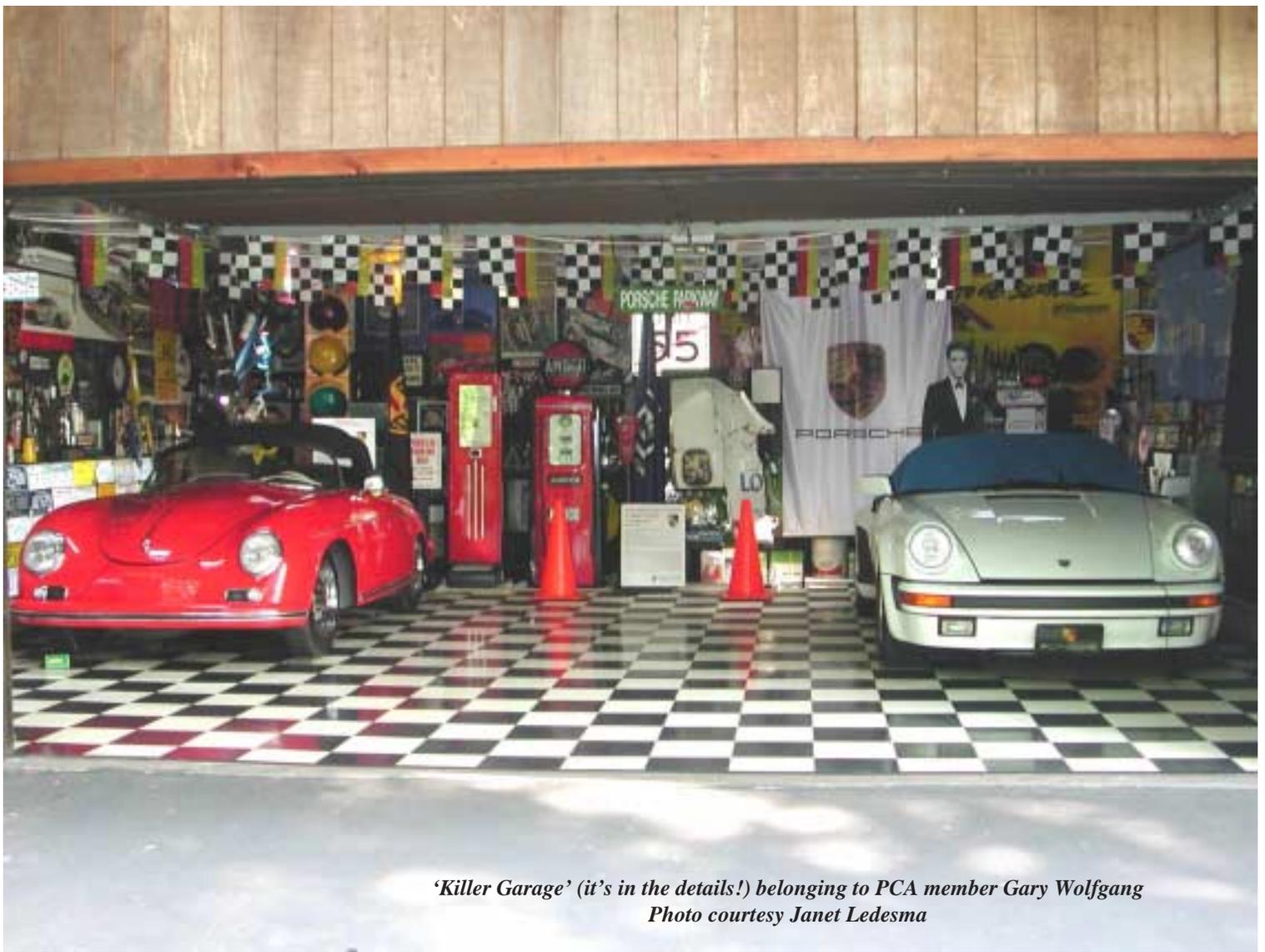


For reservations or more information, call Social Chairman, Christine Harbron at 651 882-0475 or email her chrisharbron@comcast.net Choice of menu and cash bar wine at the tables \$40@ / \$70@ couple



Further Details and Registration materials will be available in the November *Nord Stern* and online. But be sure to reserve the date!'





*'Killer Garage' (it's in the details!) belonging to PCA member Gary Wolfgang
Photo courtesy Janet Ledesma*

Subject: Garage and Trophy Room Photo Display

by Janet Ledesma of Hersey, PA

“Are you the proud owner of a killer Porsche garage? Do you have a Porsche trophy room, place or space? If so, you'll want to start snapping photos for the very first 'Killer PCA Garages' and 'PCA Trophy Rooms, Places and Spaces' photo display.”

Photos will be judged (a brand new category) at the Hershey Art Show at the 2005 Porsche Parade. Send in your 4" X 6" or 5" X 7" photos (include yourself in photo or separate photo of yourself, if you like) to: Janet Ledesma/Hershey Photo Display 10216 Hunt Club Lane Palm Beach Gardens, FL 33418.

Editor's Note: I know there are some wonderful garages in our region and this certainly sounds like a fun event and display planned for next year's Parade! Get your cameras out, Nord Sterners! Whether you plan on attending next year's Parade (scheduled for Hersey, PA and we all know what that town is known for—I keep having visions of giant Porsche cars entirely in chocolate bar form. Boy, does that thought chase the blues away!) this new activity sounds like an interesting addition to the traditional events to be found at each year's Parade. Having attended several of these over the years, they are fun and meeting other 'P' enthusiasts is always great.

So watch your Pano and Nord Stern for further information!

Whatever Happened to Bench Seats ... The Carmudgeon Chronicles

by Ken Kamstra

“Girls, too had to develop car hugging techniques. Some female clubbers confess that they had to decide just how much they liked the guy. How close do I snuggle? How do I slow him down if I need to? . . .”

Below: 1963 Galaxie (note easily retraced arm rests)



You call yourself a car lover? Okay, when was the last time you snuggled up to your significant other while you were driving? My point exactly.

Maybe—if you are willing to admit your age—you will reminisce with me and fondly recall the sensuous pleasure of “one hand” driving with your arm around the girl of your dreams. A car with a nice big bench seat and nothing between you and your lady friend but pure amour. Oh, there might have been a big old floor-mounted stick shift but that was easy to overcome. Just select the gear that was least intrusive to your romance. Better your engine protests than your girl. You were luckier if your car had a steering column shift as many cars of past eras did.

They were minor obstacles. Not like today’s cursed, technology-laden center console. This between-seats monstrosity is a monument to automotive engineers’ total lack of romantic imagination. Worse, it is the twenty-first century barrier to boy-girl togetherness. To be sure, modern day “enlightened” couples often dispense with the time-wasting car cuddling and go right to “your place or mine?” Quicker but cruder.

Still, we’re not talking here about “making out” or even foreplay. It’s about the sad passing of the car cuddling era. A time when a little slow-paced suability heightened the anticipation and excitement of boy-girl relations. Something we have unwittingly sacrificed in our rush to the ergonomically exact, buckled up, hunkered down bucket seat “driver’s car.”

The bench seat is dead! And along with it a romantic chapter in automotive enjoyment dating back to the turn of the century. It probably began in the “horse and buggy days.” Except for going to “old car shows,” we can never go back.

I’ve talked to husbands and wives in our car clubs and was pleasantly surprised how fondly they, too, remember those bench seat romances. They did, however, swear me to secrecy. Marion and I especially remember those days as we courted, then married in South Dakota. The pace of life—and love—was slower then. Especially where, statewide, you share the road with fewer people than live in St. Paul. Wide open cruisin’ cuddlin’ country.

One armed driving had to be learned and perfected as soon as you were old enough to drive. Stick shift in the way? Then drive in second gear or what gear allows the closest hugging. Slows you down but that was the point of it all. Some would whine that this kind of driving was dangerous, lacking in full control. Yeah, well what about today’s “Steeroid” drivers with a phone in one hand and a bottle of water in the other. More dangerous and a helluva lot less fun.

Girls, too had to develop car hugging techniques. Some female clubbers confess that they had to decide just how much they liked the guy. How close do I snuggle? How do I slow him down if I need to? There was the story going around of the sweet young thing trying to cool the situation by coyly suggesting more attention to driving.

“Shouldn’t you use both hands?,” she cooed.

“Better not, I need one hand to drive,” he responded.

These were the best of times. Guys worked at perfecting one-handed car control. Girls worked at controlling the guys . . . Maybe there should be a sequel to this column. Any — printable — car cuddling stories you want to share? Call or E-mail me at thinkmk00@aol.com.

Fuel pump, 944 and others

by David Grant, Red River Region, davidhgrant@hotmail.com

*“If your car ran
when you parked it
for a while, as in
before winter,
and it
cranks fast but
does not start
after a couple of
30 second cranks,
you may
have no fuel
supply. . . “*

All of you live in big cities and can afford new pumps, but I thought you would find this of interest. A 944 in a remote location might justify this. The pump I did last night was my second, and it took about 30 minutes, once I had it in my hands.

If your car ran when you parked it for a while, as in before winter, and it cranks fast but does not start after a couple of 30 second cranks, you may have no fuel supply. There is a cap on the fuel rail that feeds all 4 injector valves. The cap can be loosened with a 19mm or 3/4" wrench. Under this cap is a 1/4" steel ball. Do not lose it! When you tighten this cap, only turn the wrench until there is no leakage. Do not tighten it all the way until it hits the fuel rail, as you will swell the male threads. When the pump is working, and the ball/ cap are loose, fuel will flow out in a big way, not a dribble. Cover with a rag, so the fuel does not go in your eyes.

The 944 fuel pump only runs when the starter is cranking, or when the engine is actually running. You will need to get a friend to sit in the car and crank it while you have the ball and cap loose. If there is no fuel squirting out, the next trick is to put your hand on the pump itself, a 2" by 5" long cylinder, under the car, rearward of the passenger's side rear shock. When the starter is running, the pump should purr. If it clicks once, you have power to it, but it is stuck. If there is no click feel, put a voltmeter on the pump leads. When cranking, there should be over 9v there. If there is no voltage, you may need a relay or fuse.

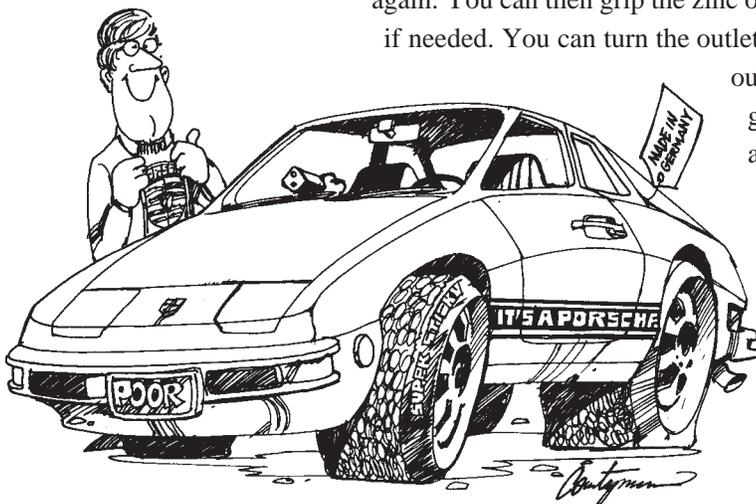
If you are going to remove the pump, you should be ready to drain the tank, into 20+ liter jerry cans. You could just jamb a metal cylinder into the rubber line (tank to pump) or another pump. While you are doing this, fuel will be spraying all over. This is a fire and skin rash issue. The pump inlet is a rubber hose and a hose clamp. The outlet is a banjo fitting on early cars, loosened with a 17mm and a 19 mm wrench.

When you have the pump out (it is held to the car with a hose clamp, and has two wires. One wire is attached with an 8 mm nut, the other with a 7 mm nut. When you put it back together, only one wire will go on the 5 mm post, with the 8mm nut, so you needn't mark the wires.

When you get the pump to your shop, drain it well. You can fix it, if a new one is too expensive, or would take too long to obtain. Use a narrow jaw pair of pliers to un-crimp the outlet end of the aluminum outer shell. It should end up fairly smooth and cylindrical again. You can then grip the zinc outlet casting, and pull it from the outer shell, rocking if needed. You can turn the outlet fitting back and forth 30 to 80 degrees as you pull it

out. This may help the brushes climb out of any big groove that may have worn into the copper commutator, as you pull.

When you get it out, you can grip the commutator with fingers or pliers, and move it back and forth. When it is free, and spins freely, you will probably have to replace the 2" o-ring that seals the lid to



the 'can'. If you cannot find one, and the old one is still soft, fat, and round in cross-section, re-use it. Hold the outlet hex with a 14mm wrench, and put a 17mm box end on the steel fitting, removing it. Make sure the groove and o-ring are free of particulate and corrosion stuff. Make sure the copper commutator is not too worn; they seem to run fine with a 2-3 mm deep groove. Some pumps have no commutator wear.

You will have to make a soft wire hook, to hold the two brushes apart while you slip it together. I used safety twist wire, 0.032" as I had a spool handy. The brushes have to be all the way into their holders. The wire has to curve around and out the fuel outlet port. Between the brushes, the wire has to make a big semicircle, so that the wire does not touch the copper commutator. You can practice by pulling on the wire from the upper end, and watching it snake its way out. You should check the mouth of the aluminum can for burrs and ridges. Smooth them out with a smooth wrench end or a small knife. Do not get chips into the pump. When you are sure the wire will slip out,

and it has the brushes wide open, you can lightly grease the o-ring and the surface it must slip past.

Note that the 3 cm wide plastic pieces on the cap have to fit into gaps in the steel pole pieces inside the can. One gap is bigger than the other, so measure and mark them. Push the cap into the can, rocking a bit if you feel like it. Do not bang anything, or the wire may slip off the brushes. When the 'cap' is about 4mm from being in its final location, the outer edge of the can will be flush with the outer surface of the outlet fitting. You can then pull the wire out.

When the wire is out, the cap should be easy to push into its final location. When it is there, you will have to bend a few of the factory crimps to keep the fitting/cap in place. I reform 4 of them. The factory used 12 crimps, but there is little pressure, and not much pulling force if the lines and pump are supported properly.

EDITOR'S NOTE: DAVID GRANT LIVES IN WINNIPEG AND IS AN ACTIVE MEMBER OF THE RED RIVER REGION OF PCA; A CLUB HE HELPED CO-FOUND JUST A FEW YEARS AGO. LONG TIME NORD STERN MEMBER, BOB KOSKY, SHARED DAVID'S COMMENTS VIA EMAIL AND I THOUGHT THE ARTICLE DESERVED A WIDER AUDIENCE!

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Black Hawk Farms Time Trial Results

Courtesy Ed Tripet, Timing Chair

P	Class	Car#	Name	Region	Car	Best Time	Run 1	Run 2	Run 3
1	3M	865	Glen Larsen	NS	928S	1:30:619***	1:39:556	1:31:044	1:30:619
1	5M	104	David Anderson	NS	944TS	1:27:206***	1:34:713	1:27:331	1:27:206
1	8M	277	Harvey Robideau	NS	SC	1:23:085***	1:31:841	1:23:085	1:24:115
2	8M	244	David Schaal	NS	SC	1:25:455***	1:35:048	1:26:091	1:25:455
1	8W	166	Eleanor Renwick	NS	911SC	1:33:435***	1:42:793	1:33:869	1:33:435
1	9M	131	Mike Courtney	NS	911	1:21:592***	1:29:757	1:21:592	1:21:708
2	9M	70	Dale Nelson	NS	86 911	1:23:878***	1:29:509	1:23:878	1:24:291
1	10M	9	Ron Lewis	NS	993 1997	1:20:367***	1:32:339	1:21:766	1:20:367
1	12M	90	Pat Kelly	NS	GT3	1:18:218***	1:28:645	1:18:861	1:18:218
1	12W	901	Suruchi Kelly	NS	GT3	1:24:051***	1:29:931	1:24:622	1:24:051
1	P3	317	Chris Holm	NS	944S2	1:21:957***	1:29:376	1:21:957	1:22:023
2	P3	377	Doug Holm	NS	944S2	1:24:169***	1:38:470	1:25:016	1:24:169
1	P4	164	Bob Viau	NS	924S	1:24:934***	1:31:996	1:25:241	1:24:934
1	P5	64	Pam Viau	NS	924S	1:28:757***	1:34:138	1:29:461	1:28:757
2	P5	56	Roy Henneburger	NS	944	1:29:424***	1:37:046	1:30:011	1:29:424
1	OPE	956	Mark Barnes	M	BMW M3	1:23:263***	1:29:664	1:24:020	1:23:263
2	OPE	101	Eric Poss		WRX	1:23:560***	1:38:856	1:23:560	1:24:007
3	OPE	79	Jim Walter		911	1:28:823***	1:38:983	1:29:738	1:28:823
4	OPE	316	Dan Matre	M	911 '86	1:28:990***	1:44:489	1:30:268	1:28:990
5	OPE	641	Jim Montoure		911	1:29:326***	1:36:733	1:29:388	1:29:326
6	OPE	10	Bob Fewel	M	911 '03	1:29:991***	1:37:530	1:29:991	1:30:543
7	OPE	106	David Ellis		911	1:30:309***	1:50:322	1:32:472	1:30:309
8	OPE	821	Sudhin Chhikare		993	1:30:745***	1:50:385	1:30:745	1:30:794
9	OPE	99	Scott Anderst	NS		1:36:917***	1:44:408	1:36:917	1:37:620
10	OPE	274	Rob Tobias	930		1:38:182***	2:10:199	1:39:617	1:38:182
11	OPE	3	Tim Norgal		AudiTT	1:39:143***	1:54:908	1:41:365	1:39:143

Fastest Time of the Day:

1	12M 90	Pat Kelly	NS	GT3	1:18:218***	1:28:645	1:18:861	1:18:218
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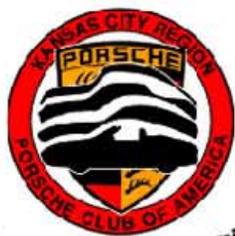
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Kansas City Region



Graphic Design by Steve Reardon

First Annual Rochester Labor Day Picnic . . . was just that, a PICNIC

by Jeff Boehm

As promised the 1st annual Rochester Labor Day Porsche Picnic went off on Monday September 6th, 2004. It was a beautiful day with temps in the low 70's with a slight breeze. Roger and Mikie Forland offered thir yard and hospitality for our 1st ever event in SW Rochester which featured bratwurst, german potato salad, german chocolate cake and a variety of german beers! (editor's note: hmmm, I sense a theme here!)

We were quite pleased with our first time turnout of 7 Porsches and their "families".

It was open to everyone including non Nord Stern Members, all you needed was a Porsche! Next year we hope to have a bigger turn out with even more Nord Stern members. If the event gets larger maybe we could have a "Concours on the Grass".

In Attendance were:

Roger and Mickie Forland
2000 Boxster

Jeff and BJ Boehm 1976
911S (we left the 1974 914
at home)

Bob and Kathy Church
1964 356 SC

Dennis Prescher 1965 356
C

Jeff Weisz and his son
Andrew 1985 911 Carrera

Jim Li 1986 944 Turbo

Steve Mulholland 1991 944



Rick Moe's

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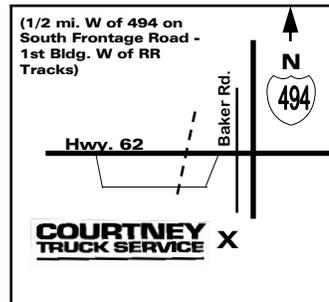


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Ahh, the latest offering by Nord Stern member Mike Jekot who recently returned from the big Swap Meet in Ventura, California held every 2nd weekend in September. Mike has been the artist chosen to design the official poster for the last three years and has been asked to do so for 2005! Congratulations Mike! What a talent.

The Mercedes-Benz Club Invites Nord Stern so Mark Your Calendars!

Eventmasters: John and Jean Bravis, Mercedes-Benz Club

Paul Bergquist of the Mercedes Club has invited Nord Stern members to join them at the Old Log Theater for an evening of dining and theater. This annual event is again being scheduled, this year on Sunday, November 21, 2004 at the Old Log Theater in Excelsior. "Recognized as one of the most popular theaters in the country, the Old Log has entertained over six million patrons since opening its doors more than 65 years ago!"



The evening will begin at 5:00 pm with a social hour, followed by dinner at 6:00 pm and the play at 7:30 pm. This year's production, *Tom, Dick and Harry*, will be the American premier of Ray and Michael Cooney's new comedy.

"Tom, Dick and Harry", is the hilarious story of three brothers. Tom and his wife are about to adopt a baby and a woman from the adoption agency is coming to their home to check on the couple and their lifestyle. Tom's two brothers try to help make a good impression, but fail . . . miserably.

We discover that Dick is smuggling brandy and cigarettes into the country, and Harry is illegally selling cadavers to medical schools. Add two illegal aliens from Croatia who can't speak English, and an adoption agency representative who is aghast at what's going on—and you have the ingredients for an undeniably fun evening!

"Tom, Dick & Harry"
Sunday,
November 21, 2004

Social: 5:00 pm

Dinner: 6:00 pm

Play: 7:30 pm



Old Log Theater Outing — November 21, 2004

RSVP by 11/5/04

"Tom, Dick & Harry"

Name/s: _____

Phone #: _____

We will have _____ people attending @ \$46 (includes tax & tip) each.

Please indicate menu choices: Broiled Walleye _____ Prime Rib _____ Vegetarian Plate _____

Please make your check payable to the *MBCA, Twin Cities Section*, and send to:
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Any questions? Call them at 763.788.5050 Reservations due: November 5, 2004

2004 Kalender

October

2004 June

2005

- 2 **Oktoberfest Rally Time! Gimmick Variety**
Location: In the Northwest sector of the Metropolitan Area
Eventmasters: Lon & Lorry Tusler
763.383.1798
See Page 30
- 5 **Nord Stern Business Meeting - 1st Tuesday**
Location: Dixie's Calhoun Restaurant
Social: 6:30 pm Meeting: 7:00 pm
Eventmaster: Ed Hazelwood, 612.237.9319
racerone@pcparts.org

- 11-12 **German CarFest - Weekend Festivities**
Location: Rice Park, downtown St. Paul
Contact: Paul Bergquist, 952.937.1822 of the Mercedes-Benz Club

Saturday will feature the traditional CarFest.
Sunday will be the Concours sponsored by the Milestone Car Club; Concours will feature cars vintage 1967 and older - Porsches are invited to participate! This year's Concours featured 200+ cars and a huge crowd.

November

2004

- 2 **Nord Stern Business Meeting - 1st Tuesday**
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612.237.9319
racerone@pcparts.org
- 13 **The New 911 Tech Session**
Location: Maplewood Imports Time: 10:00 am to Noon, see page 8
Eventmasters: Andrew Busche
612.824.3547 George Andeweg 651.765.2340
- 20 **Annual Meeting and Awards Banquet**
Location: Midland Country Club
Time: 6:00 pm Social/Cash Bar
Eventmaster: Chris Harbron
- 21 **Old Log Theater Outing with the Mercedes-Benz Club -**
Sunday evening dinner & play
Location: Old Log Theater
Eventmasters: Jean and John Bravis
763.788.5050
Cost: \$46 each
See page 19 for details and registration

December

2004

- 7 **Nord Stern Business Meeting - 1st Tuesday**
Location: TBA Time: 6:30 pm
Eventmaster: Ed Hazelwood, 612.237.9319
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Time to Vote!

2005 Nord Stern Slate for Officers

Just as we have a major national Election Year, so too do we as a club have an election. Each fall, a slate is present to the membership for a vote. The following slate has been approved by the Board of Directors. Please vote for your choices and mail your 'ballot' to Ed Hazelwood at:

Ed Hazelwood
4431 Colfax Ave. S.
Minneapolis, MN 55409

The elected offices in Nord Stern are: President, Vice President, Secretary and Treasurer. Additionally, there is an opportunity for a write-in candidate.

As a club, we benefit greatly by the continual addition of new members and new officers who bring a wealth of experience and fresh ideas as the club continues to develop its programming. Be sure get your voice heard and join the ranks of contributing members. It's the members that make this club viable, strong and able to provide a multitude of opportunities, events and activities for you, the member!

So remember, vote today!

Votes will be tabulated with the results presented at the annual awards/meeting dinner planned for Saturday, November 20th.

Vote for one

(member and affiliate each have a vote)

	Member	Affiliate
President:		
Chip Smith	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Vice-President:		
Rick LaVerdiere	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Secretary:		
Eleanor Renwick	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Treasurer:		
Jeff Bluhm	<input type="checkbox"/>	<input type="checkbox"/>
other	<input type="checkbox"/>	<input type="checkbox"/>

Signed:
(member)

Signed:
(affiliate)

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Q-Tip Corner: The 5 “P”s

by Van Larson, Chicago Scene July 2004

“I have given my daughter’s World Rallye blue WRX two coats of this stuff starting with a properly prepared base and IT RULES!”



Protection - we all need someone time or another, just ask Tony Soprano. Here, the “product” quandary comes into play.

During my admittedly brief concouring history, I have tried a variety of waxes, glazes, sealants, and protectants and my guess is that you have as well. Many “favor” carnuba based waxes, stating that they produce the most “luster” and color depth. Zymol, P21S, One Grand (Blitz), Meguiars all come to my mind in these regards.

Generally, the more Carnuba content, the “better” (and more expensive) the product. However, I had an Iris Blue 993 that was a great purplish blue color but had tremendous ‘hazing/clouding’ problems when using a carnuba based product—don’t ask me how—I can’t explain. Try as I might and starting over from scratch on a Dawn dish soap wash, I could not obtain a “clear” paint surface from a carnuba based wax. Also, some of these products, while they smell great, are difficult to remove, leave “dusting” issues and frankly, don’t last a long time. This led my search to other alternatives.

In that search, I’ve come across a couple of interesting and informative web-sites which provide some great ‘detailing’ tips in conjunction with their product sales. You may wish to check out: www.carcareonline.com, www.autopia-carcare.com, www.emmonscoachworks.com and www.perfectioncarcare.com for some product info, hints, do’s and don’t’s, etc. If you happen to follow certain threads on various Porsche-related web site (6speedonline.com, rennlist.com, rennteam.com, Funcarsonline.com), you will also find Zaino Brothers products highly favored (I take personal credit in turning Pat Y. on to this stuff).

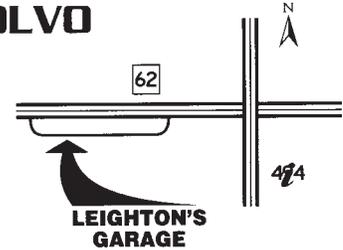
Most recently, however, I think I have discovered a new personal favorite: RejeX (www.corrosionx.com). I have given my daughter’s World Rallye blue WRX two coats of this stuff starting with a properly prepared base and IT RULES! You can do the windows, plastic covered panels, the whole car (except the rubber/vinyl) with no problems reported and dirt, bugs, etc., literally just wipe off with a wet sponge or detailing spray. You need to let the product “cure” out of the elements for 12 hours for proper “bonding” per instructions. I tried this out on my 996 wheels (inside and out) and the brake dust just wipes off with little or no rubbing effort. If any of you decide to buy and try this stuff, I would be very interested in hearing your feedback. (no personal or business affiliation, please note.) As usual, a little goes a long way and I think the 16 oz. liquid bottle should do 10-14 cars. Disclaimer: your personal experience may vary.

Common sense also dictates that whatever product you use it should be applied out of the sun when the paint surface is cool. In our Illinois climate (Minnesota wouldn’t be much different!), industrial fallout, bird droppings, insect detritus, dust, pollen, etc., also create problems so a covered enclosure (garage/carport, etc.) should be considered as part of your paint protection ritual.

Applicator pads of 100% U.S. white cotton Washing but not softened baby diapers, too) are commonly suggested. Personally, I’ve grown attached to the relatively new “microfibre” towels while removing the applied protectant, but white cotton of the above-mentioned variety is an age-old, tried and tru protocol. Again, don’t forget the “motion” involved i the wax-on, wax-off opertions: follow the wind direction, fore and aft, and forget the circular swirl creating dogma.



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Monthly Business Meeting New Location!

Monthly Business Meetings are scheduled the first Tuesday of the month (except summer) and resume in October on the 5th at Dixie's Calhoun Restaurant:

North Side of Lake Calhoun - Porsche Room
2730 W. Lake Street, Minneapolis 612.920.5000

Agenda: 6:30 pm Social
7:00 pm Meeting

Eventmaster: Ed Hazelwood 612 237-9319
ed.hazelwood@elert.com



Recent TechTalk Thread on Brake Bleeding . . . Perhaps of General Interest

An article in the Pelican Parts website on 911 brake bleeding states that after using a pressure bleeder you must then stomp on the brakes while again bleeding the system to “free up the proportioning valve.” What’s this about? (I’ve cut out most of article except relevant parts to keep it easy to read.)

“From Pelican Parts—

Basically, I advocate bleeding the system with the pressure bleeder, and then using a family member to stomp on the pedal to free up the proportioning valve . . .

I used a pressure bleeder like the Eezi-Bleed System . . . *(Description of how to use a pressurized bleeder to bleed all four brake calipers. Now comes the part I don’t understand need for; I’m done at this point.)*

Now, make sure that all the bleeder valves are closed tightly. Disconnect the pressure system from the reservoir. Now, get your family member to press down repeatedly on the brake pedal at least five times, and then hold it down. Then open the bleeder valve on the right rear caliper. The system should lose pressure, and the pedal should sink to the floor. When the fluid stops coming out of the bleeder valve, close the valve, and then tell your family member to let their foot off of the pedal. Do not let them take their foot off until you have completely closed the valve. Repeat this motion for each valve at least three times. Repeat this entire procedure for all the valves in the same order as described previously.

Then, let the car sit for about 10 minutes. Repeat the bleeding process at each corner. The pedal should now feel pretty stiff.”

Sounds to me like they are saying you need to bleed brakes a second time “manually” if you use a pressure bleeder. Doesn’t the proportioning valve simply regulate pressure to rear and front calipers? By definition if I am getting fluid out of the all the brake calipers isn’t the proportioning valve “freed up” = open? Can someone explain?

—Nick Cirillo

I used a Motive Products pressure bleeder on my Carrera and never had a problem with the proportioning valve. I would not however advocate *ever* stepping on the brake pedal all the way to the floor when bleeding. Short bursts that mimic actual pedal stroke are better for this reason: while bleeding my brakes for the first time I accidentally pressed the pedal all the way to floor and unknowingly did damage to the internal rear seal of the master cylinder. Since a section of the rod in the m.c. that normally does not travel through this seal was pushed in further than normal, it nicked the seal creating a leak. The perplexing part was that it never leaked fluid at the seal but after about a dozen stops or so I was sucking air into the system and burping fluid out the overflow tank. My thanks to Bob Viau for figuring that one out.

Personally I use “Speed Bleeder” integrated bleed screw/check valves at each cylinder. I’ve never had a problem with these and they are much simpler to use . . . I man brake bleeding at the track is easy. You can simply crack the screw, jump in the car, pump the pedal a dozen times, and you’re done.

“Doesn’t the proportioning valve simply regulate pressure to rear and front calipers?”

As far as I know it just cuts down fluid flow to the rears to balance the brakes. The whole point of pressure bleeding is to quickly force any remaining air from the system in the first place. There should be no need to re-bleed as far as I know.

—Brian Gale

I have to agree with Brian and I don’t see the need for an extra manual bleed nor have I ever had a problem with my brakes after bleeding them either with a vacuum system or with a pressure bleeder. I too have been warned about the MC issue, but have never had this happen to me although, it has been a lot of years since I’ve done the two-person bleed routine.

I posted this to RennList and I'll post whatever I get for a reply.

As for the proportioning valve, I've always thought that was a misnomer and all the "valve" consisted of was a reduction in the brake line size at one point in the system (between the front and rear brakes). I've never taken one off, this was just my understanding and I'd be curious how right or wrong my thinking is on this.

—Jon Beatty

When bleeding my brakes I have been told by a few mechanics and now do so to put a block of wood (2x4) underneath the pedal so you do not move it too far and damage the master cylinder.

—Scott Kuhne

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*Lon Tusler's 1965 356
at this year's Annual Concours d'Elegance
which was staged in the Southwest parking lot of
the Southdale Shopping Center.*

*Lon's 356 placed Third in the Street Class A
competition.*

*Photo by Dana Nybo. Photos are available at:
www.losingtime.com or via email
petercat@losingtime.com*

What's Inside that Counts (too)!

by Van Larson, *Chicago Scene*

“... a little common sense, a good eye and some old fashioned elbow grease with the use of appropriate products will help achieve a Concours-ready entrant. As a side benefit, the exercise rewards one's body contortions while delving into the innards of your Porsche may help qualify you for the next Cirque du Soleil casting event.

Now that you have all perfected the outside surfaces of your prized Porker, let's go inside to play. (editor's note: *Chicago Scene* has a monthly 'Q-tip Column' exploring Concour car prep issues/methods, etc. and their magazine can be viewed on their website: www.pca-chicago.com for past articles)

Fortunately (Cayenne pilots excepted), most P-cars have finite interior space to lavish one's attention upon. For the most part, a little common sense, a good eye and some old fashioned elbow grease with the use of appropriate products will help achieve a Concours-ready entrant. As a side benefit, the exercise rewards one's body contortions will experience while delving into the innards of your Porsche may help qualify you for the next Cirque du Soleil casting event.

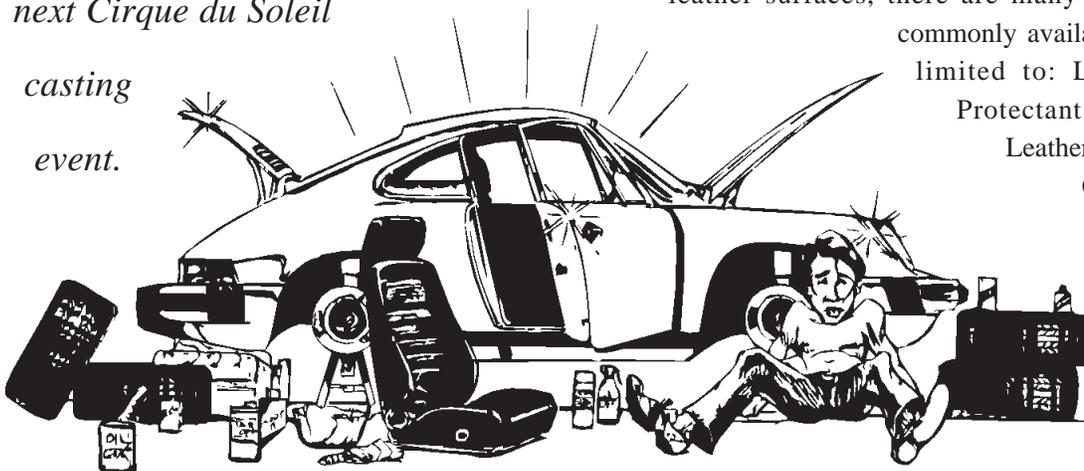
Unlike the exterior protocol, it generally seems prudent to work 'from the bottom up' in detailing the interior. Vacuuming your seats, carpet and upholstery inevitably stirs up dust and dirt vortices which, when carried aloft, will find new homes on your dash, instruments and windows once the disturbances you've created subside. A clean, damp, lint-free rag and soft-bristled brush are effective tools for seat track crevices, under pedals area, etc. Along with the ever popular long-stemmed Q-tip, these tools help dislodge detritus from seen and to be seen areas. Don't forget the door jambs, window sills and channels and air vent areas favorite hunting grounds for many Concours judges.

Once your carpet and seats are thoroughly vacuumed, you may need to 'clean' these areas. Most Porsches use a relatively low pile, tight weave of carpet material so that any remaining 'lint', dirt, etc., can be removed by using a 'sticky tape roller' generally used for sweaters. You won't need to use your prized shag-carpet rake (YEAH, BAY BEE) since alternative strokes using a short-tined metal bristle dog hair brush can help create a stunning, dramatic 3-D effect on your carpet areas - a nice touch often appreciated and worth some extra 'points'. Please plan to remove your 'mats' at the Concours events as the underlying carpet is what the judges evaluate.

If you notice scuff marks, dirt, etc., on your leather or vinyl interior areas, try using (read the instructions, please) a 'Mr. Clean Magic Eraser'—personally, I'm plenty pleased at their usefulness and effectiveness in removing dirt, scuffs, marks from most interior surfaces. Don't rub too hard and make sure the eraser is damp - should also work well on soiled fabric headliners.

To further clean and subsequently protect your interior vinyl and leather surfaces, there are many 'approved' products commonly available including, but not limited to: Lexol, Vinylex, 303 Protectant, Connolly Hide and Leather Food, Zymol, Griot's Garage products, Zaino

Brother's products, etc., etc. Please feel free to refer back to previous 'Q-tip' articles for vendor/product web-sites,



data, advice and recommendations. Also, please don't forget out local Chicago PCA website, Concours column, where the ever-green Pat Yanahan has compiled a select 'hit' list of products providing successful results and subsequent recommendation. Again, don't go nuts using excessive amounts of product - being able to see yourself on your seat is not the idea

As most are aware, in most Porsches, the window glass areas can be a real PITA to get to and clean. I recommend that all inside window cleaning be done by your favorite 'under 10 year old' as their smaller hands and greater dexterity will minimize the number of Motrin tabs you will ingest if you end up doing it yourself. Using lintfree towels or microfibre rags is wise. Make sure to apply the window cleaner to the rags/towels while outside the vehicle as some products can leave unpleasant 'reminders' on your leather,

vinyl or plastic dash surfaces or instrument face gauges should contact occur. I recommend cleaning the glass out of direct, hot sunlight then moving your P-car into the sun to see how good or bad you've done. With care, crumpled up newspapers with their high carbon content do a good job of leaving a nice, clear 'shine' on your window surfaces - just don't smear the ink on your white or linen interior! Finish off your interior efforts with Novus plastic cleaner on any dirty/etched plastic surfaces - don't go 'round and round', but use short, straight moves to minimize any swirl marks.

So, you see, there are no more good excuses for you folks to justify not having a Concours-ready interior - get to work.



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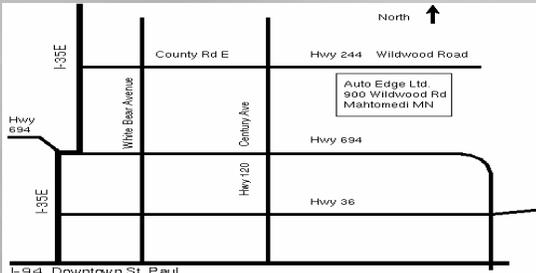
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The Dealers' Discount Plan for members of PCA and Nord Stern Region Continues

Carousel Porsche and Maplewood Imports are pleased to continue offering an improved discount plan for members of PCA and Nord Stern Region. This plan is effective immediately and is available to all club members and associate/family members.

Members will be eligible for a 5% discount on annual purchases up to \$300, a 10% discount for purchases from \$301 to \$700, and 15% thereafter. In order to receive discounts, members will be required to present the new ***Discount Card***, available at the dealership retail parts counter. Members must present a current PCA member card when requesting the ***Discount Card***. There is no charge for the card.

Discount Cards will be punched by dealer parts staff in \$50 purchase increments at time of purchase. A card will be considered FULL when purchases total \$1,000 in a calendar year. These FULL cards may be redeemed for a \$50 purchase credit and the completed FULL card will be entered in a year-end drawing for a significant prize to be determined by each dealer in consultation with Nord Stern representatives.

Discounts as noted above will apply to all items with factory part numbers. Items sourced outside factory channels (e.g., tires, other accessories) may earn discounts at other rates, but purchase totals will still be punched on the ***Discount Card*** as above. Sublet items (e.g., paint, upholstery) may not be included in this program.

Eligible purchases may be made at the retail counter, in the shop while repairs and maintenance are being done, or by phone. Punches on the card will only be made at the retail parts counter, so keeping receipts will be important to assure eventual full credit. Contact your Porsche Parts consultant in either dealership for full details and a new card.

This new plan offers members an improved incentive to purchase Genuine Porsche Parts and Accessories for their Porsches as well as an additional reason to maintain PCA membership.

For additional information:
Mark Bouljon at 763.744.9170

2004 Nord Stern PCA Concours d'Elegance Final Results

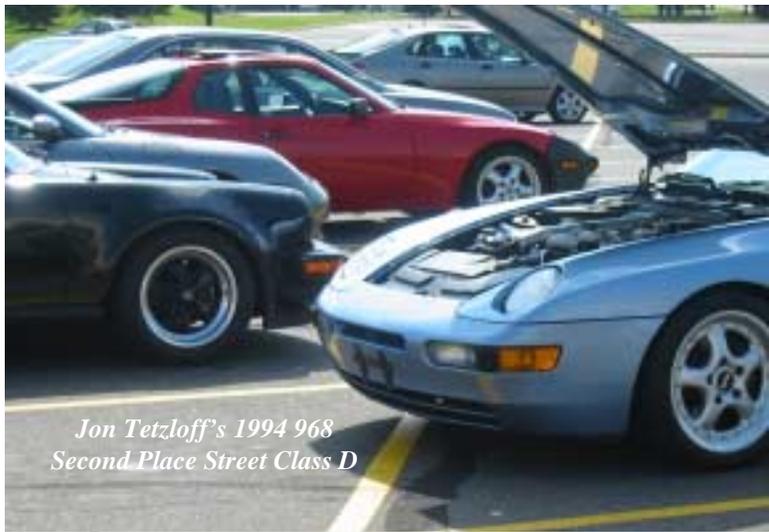
Submitted by Luis Fraguada, Sr., Photos by Dana Nybo

FULL CONCOURS CLASS A	CAR	POINTS	STREET CLASS C	
<i>1st Paul Coufal</i>	'76 914	268.5	<i>1st Ken McNeill</i>	'95 993 151
FULL CONCOURS CLASS B			2 nd Scott Kuhne	'95 993 143.5
<i>*1st Jim Tourtillote</i>	'82 911SC	296	3 rd Garrett Harbron	'92 964 138
2 nd Dave Weisel	'89 911	273	STREET CLASS D	
3 rd Cameron Divertie	'81 911	247.5	<i>1st Pam Viau</i>	'91 944S2 139.5
4 th Darrick Ginkel	'87 930	244	2 nd John Tetzloff	'94 968 137
FULL CONCOURS CLASS C			3 rd John Dixon	'84 944 131
<i>1st Luis Fraguada</i>	'95 993	282.5	4 th Jeff Bluhm	'91 944S2 128.5
2 nd Ed Vazquez	'91 964	262	5 th Calvin Lucas	'77 924 97
FULL CONCOURS CLASS D			STREET CLASS E	
<i>1st Mitch Berry</i>	'89 944TS	289	<i>1st Fred Daneu</i>	'02 996 Targa 134.5
FULL CONCOURS CLASS E			RACE CLASS (ALL RACE CARS)	
<i>1st Neil Contardi</i>	'01 996	258	<i>*1st Paul Olson</i>	'80 911 186
STREET CLASS A			2 nd Jim Breakey	'99 996 175
<i>**1st John Mayer</i>	'56 Speedster	152.5	3 rd Ed Hazelwood	'89 944TS 159
2 nd Ross Collins	'57 356A	149	4 th Chip Smith	'90 964 141
3 rd Lon Tusler	'65 356	143	5 th Bret Bailey	'86 911 129
4 th Mike Jekot	'64 356	142		

* Denotes Group Grand Champion
** Denotes Group Grand Champion
and "People Choice" Award



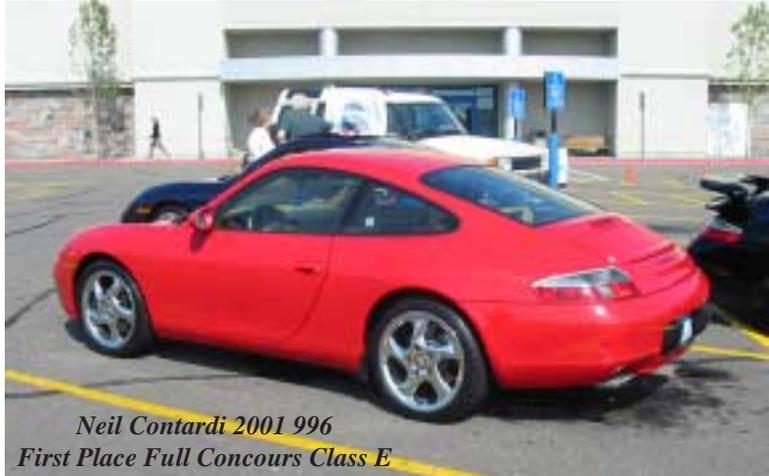
Jim Breakey's 1999 996
All Concours photos by Dana Nybo, web gallery
available at: www.losingtime.com
or email: petercat@losingtime.com



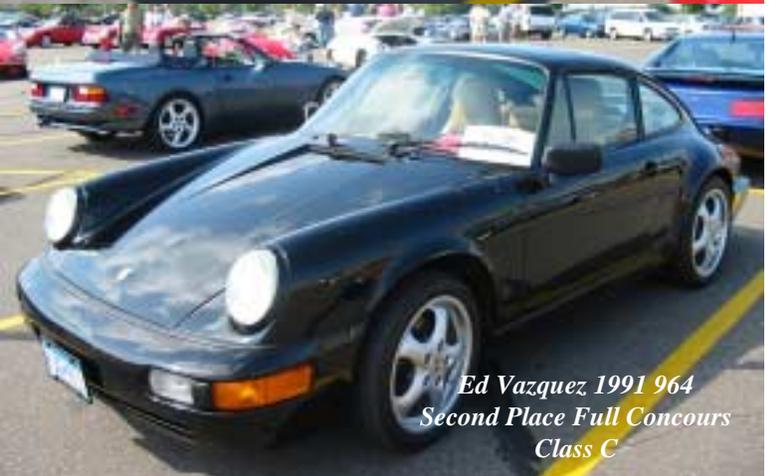
*Jon Tetzloff's 1994 968
Second Place Street Class D*



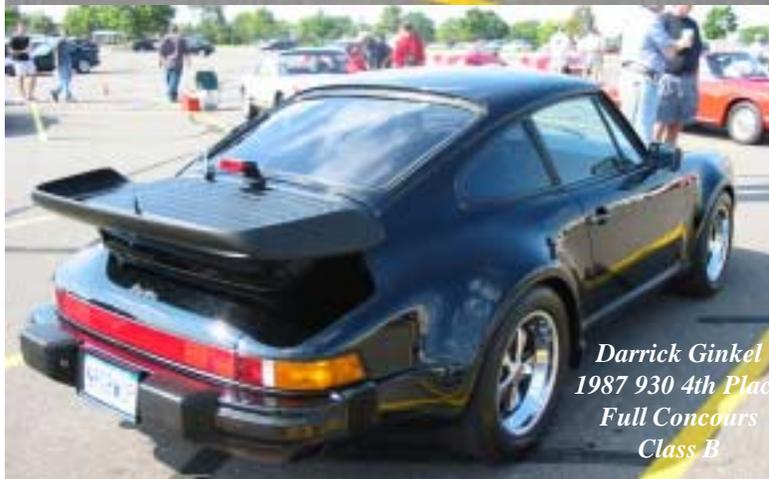
*Fred & Jill Danau's 2002 Targa
First Place Street Class E*



*Neil Contardi 2001 996
First Place Full Concours Class E*



*Ed Vazquez 1991 964
Second Place Full Concours
Class C*



*Darrick Ginkel
1987 930 4th Place
Full Concours
Class B*



*Jim Tourtillotte 1982 911SC
First Place Full Concours Class B*



*Lon Tusler 1965 356
Third Place Street Class A*



*Ken McNeill
1995 993
First Place Street
Class C*



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Porsche Carrera GT Fastest Car on Nürburgring . . . Successful Record Set Up on the North Circuit

Courtesy Louis Wendling, Mercedes-Benz Club

“The time achieved by Horst von Saurma is excellent and demonstrates the potential of our car. Until recently such times could exclusively be clocked up with pure racing cars.”

Stuttgart - The Carrera GT is the fastest car to lap the Nürburgring North Circuit. With the clock showing 7'32.44 minutes, Horst von Saurma, Chief Editor of the German specialist magazine “Sport Auto,” achieved a new record for road-approved vehicles, at the wheel of the 612 HP strong Porsche. He completed the 22.6 km long round in the Eifel at an average speed of 164 km/h.

“It was really touch and go. The circuit was dirty in some sectors, which didn’t make it any easier,” beamed Horst von Saurma with glee, after his record round.

For ten years the magazine has been awarding an (unofficial) challenge cup to the driver who drives the fastest round on the Nürburgring using a road-approved car. Thus the race for the best time round the circuit has become a prestigious affair, as Nürburgring is still the best and most honest test of the quality of a vehicle chassis, motor performance, aerodynamics and naturally of tires. Since 1995, times have gradually improved from 7'52 minutes to the current 7'32.44 minutes. Wolfgang Dürheimer, Member of Porsche’s Management Board responsible for Research and Development: *“The time achieved by Horst von Saurma is excellent and demonstrates the potential of our car. Until recently such times could exclusively be clocked up with pure racing cars.”*

The journalist von Saurma clocked up the fastest round in the context of a so-called “super test,” which the magazine executes regularly. Top times on the Nürburgring, always driven by the same tester, are among the criteria. Wolfgang Dürheimer: *“It is precisely for this reason that the 7'32.44 minutes are so easy for us to put in to context and are thus valuable.”* (Sept. 20, 2004)



Photo: Courtesy Porsche

CORVETTES of MINNESOTA TWIN CITIES AMATEUR MOTORSPORT CALENDAR 2004

DATE	EVENT	SPONSOR	LOCATION
OCT 3	Rally-x		LOL
OCT 10**	(SUN) AUTOCROSS	mog 8	MAC VALLEY FAIR
OCT 17	AUTOCROSS		SCCA (LOL) LA CROSSE, WI
OCT 31	Rally-x		LOL
DEC 6	Met Council Mtg		

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3.6 RS Bi-wing

with integrated 3rd brake light. Very good condition, black paint. Fits 1989-1994 911 Carrera C-2 & C-4 and turbo cars. \$500 Peter Wilmes PH. 651.439.3733.

Misc. 914 (4 & 6) Parts

6 cyl oil tank & connections, interior panels, fire wall sound insulation, two sets 5 lug alloy rims with & w/o tires, one chrome 914-6 rim, dash instruments, factory repair & parts. Mike Niemeyer 952.443.2503.

1981 911 SC Targa

Minerva Blue w/tan leather 77K miles, cup style wheels and new tires. All updates done. All records since new. \$14,900.00 Tom (612) 840-0708.

1978 911 SC

The infamous Johnson Autosport/ Teddy Bear/Polizei car is up for sale. \$35K Tom Johnson (612) 840-0708.

1982 Porsche 911 SC

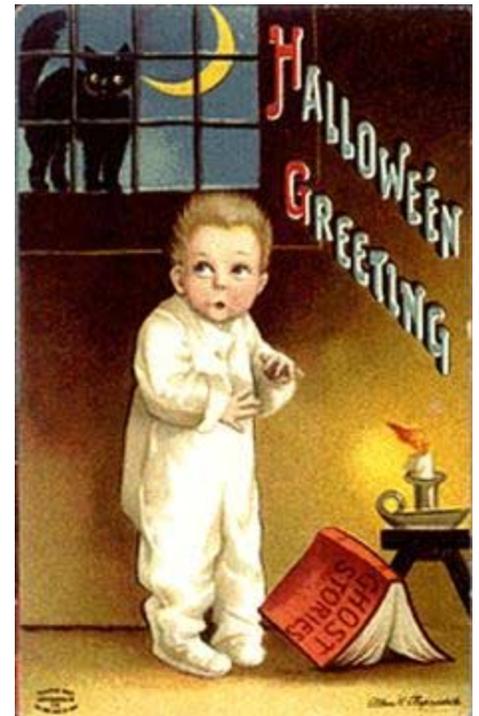
Excellent condition with only 83,859 miles. Rare steel blue color, whale tail, power antenna, sunroof, newer tires. Many extras including: SSI heat exchangers, Bursch exhaust, 17" Porsche Cup wheels, front radiator oil cooler, sport white face gauges, Momo steering wheel, Clarion stereo with 6-disc changer & remote, alarm system with remote. Records for current & 2 previous owners + maintenance manual. Priced approx. \$2,500 below book value, according to *EXCELLENCE* magazine, August 2004 issue. Must see & drive to appreciate!!! \$16,250 or best offer. Jeffrey, 612-790-1956.

1967 912 Soft Window Targa

91,000 miles, always a southern car with a solid chasis, no accidents, good mechanicals, very nice driver, \$6,500. Phil Saari, 651-484-0303 or ps356er@yahoo.com

1984 911 Coupe

Dark green with camel leather interior, black dash and trim; electric sunroof. Approx. 116,000 miles. Like new Dunlop SP Sport D-40 M2 tires; black rims with black Porsche crest. Polarized window film on all windows except windshield. After-market CD player. Second-place winner of 1996 Club Race Rally; First place winner of 1999 Octoberfest Rally. Car is stored over winters, and was only tracked at BIR for one Ladies Only event. All maintenance records included. Maintained by Nurburgring, Courtney Motors, and more recently by Johnson Autosport. \$19,500 or B/O. Email Jill & Fred Daneu at jdaneu@aol.com or call 952-432-3486 for more information.



<http://www.tias.com/cards/images/halloween54.jpg>

How Often Should I Change My Oil?

by Dan Metz, Potpourri, May 2003

“Ever notice how quickly oil gets dirty? Seemingly only a few miles after an oil change, the stuff appears almost black again!”

Car enthusiasts have been asking this question since the first car was built! How do you know when your oil is ‘worn out’ and should be replaced? And what ‘wears out’ oil anyway?

Mostly, oil doesn’t wear out. It does, however, become contaminated with products of combustion that manage to make their way past the piston rings of the engine. These include unburned gasoline, water vapor, partially combusted gasoline and contaminants that get past the engine air cleaner, through the intake system and then past the rings. All of this stuff combines to dilute the oil, introduce particles into it and prevent its lubricity from reducing engine friction and carrying away heat.

Ever notice how quickly oil gets dirty? Seemingly only a few miles after an oil change, the stuff appears almost black again! That’s because modern oils contain emulsifiers and detergents that clean the interior of an engine. To the extent that those additives are doing their job, the oil gets dirty—fast! That’s what it is supposed to do, so don’t be alarmed.

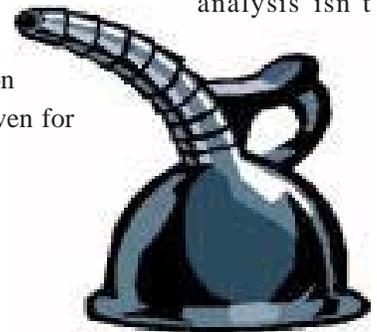
Also, have you ever checked your oil, found it full-up, then taken an extended drive at high speed, only to find when your re-checked the oil only a few hours later it was down two quarts? What’s likely is that the oil had a lot of contaminants in it that were heated to their vaporization point during the drive and then eventually outgassed either through the exhaust or crankcase ventilation systems. Not to worry—your baby isn’t using a quart/100 miles yet!

Obviously, then, how often to change oil depends not just on miles accumulated but also on severity of driving. Lots of stop and go driving is the hardest service of all (editor’s note: sounds like BIR track events DON’T increase oil change frequency!). Contaminants are continually introduced (worse with a cold engine not running properly for the first several seconds after you light it off) and they don’t get vaporized. Best is a lot of high speed driving, as detailed above. Regardless, it’s probably good practice to change oil once or twice a year almost no matter how few miles you drive.

There are services that will analyze oil to determine its contamination and condition, and some modern cars even attempt to estimate severity so as to provide the driver with warning when a ‘sufficient’ amount of use has taken place (BMW’s come to mind here). But unless you operate a fleet of trucks, analysis isn’t worth the money. Better to just be conservative.

One set of gaskets for an engine overhaul (not to mention parts and labor!) costs more than several oil changes, even for air-cooled Porsches that take 12 quarts.

Pretty cheap insurance, wouldn’t you say?





Group Shot!

*Cameron Divertie 1981
Bamboo 911 Third in Full
Concours Class B*

Concours Photos

Photos by Dana Nybo



*John Mayer's 1956 356 Speedster
First in Street Class A; Street Group Grand
Champion; People's Choice Award*



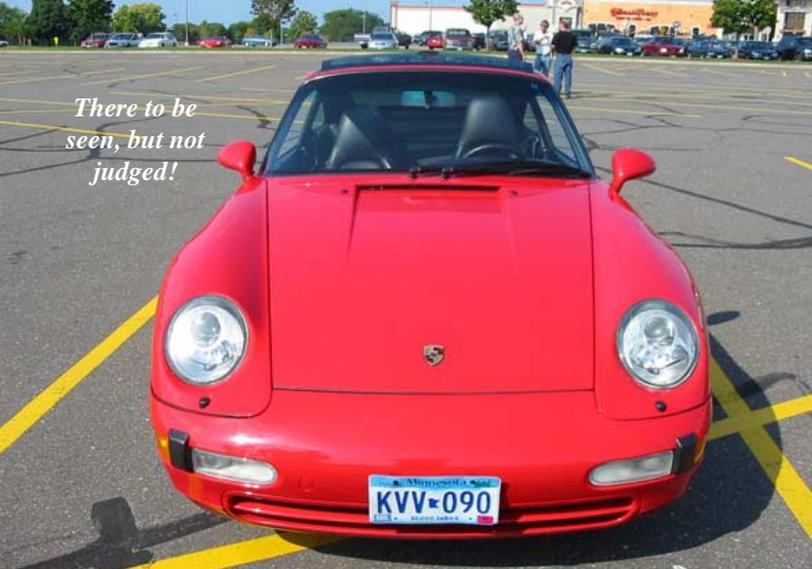
*Chip Smith (facing) with his 1990 964
4th in Race Class*



John Mayer's 1956 356 Speedster has many an admirer!



Owners hard at work tkaing the time for those last minute 'touches!'



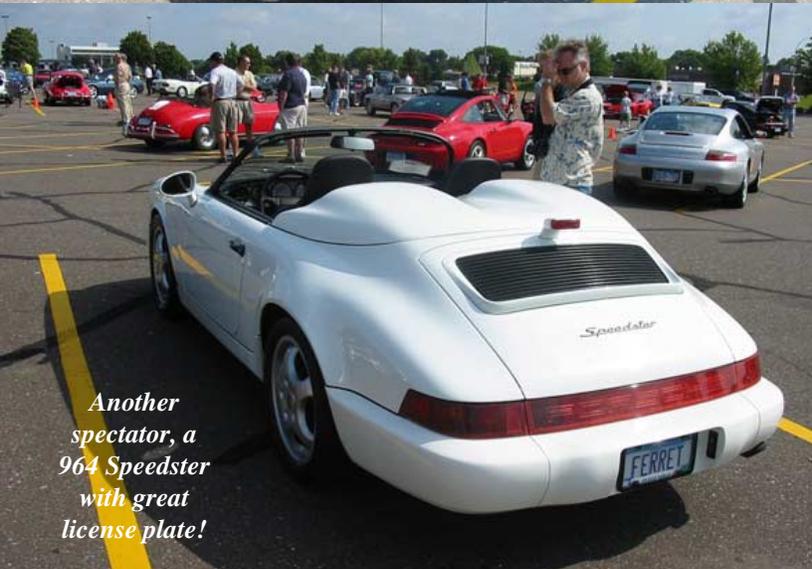
There to be seen, but not judged!



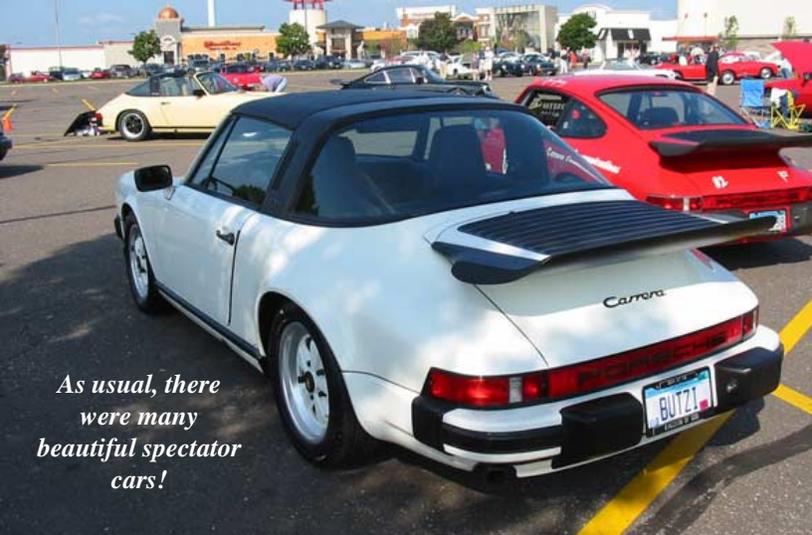
This Arena Red 'mere' spectator is gorgeous



*Scott Kuhne 1995 993
Secon in Street Class C*



Another spectator, a 964 Speedster with great license plate!



As usual, there were many beautiful spectator cars!



*Luis Fraguada's 1995 993
First in Full Concours Class C*





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