

NORD

STERN



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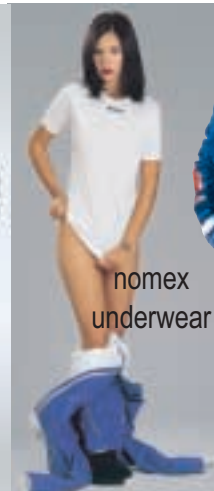


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N O R D S T E R N



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December

2004

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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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Front Cover - It was quite a sight to see all the Porsche's lined up outside Kathy's Kountry Kitchen where we lunched on this year's North Shore Fall Color Tour. It was absolutely gorgeous and the food was fabulous. Photo by Chris Olson.

Back Cover - As many times as I have been on the north shore of Lake Superior, I personally never tire of the grandeur of this lake. It is magnificent and this past fall's North Shore Color Tour was no exception. Do visit the online version of the newsletter, as the blue of the lake in this picture is stunning. It was a beautiful weekend for our trek! Photo by Jim Benson.

Address changes

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“What would your holidays be without all the hubub of preparations, the shopping, the cooking, gathering of family and all that entails. I cannot truly imagine life without it - even when I grouse about having to clean house endlessly.”

Oh boy, here it is that annual ‘holiday’ time and as usual I am unprepared, not ready, too much to do, a lot of cooking ahead of me (hmmm, you know those ‘made-to-order’ full meals for turkey day that sounds so good? It is soooo tempting and then I think, oh no, there goes all those many years of built up tradition. I just can’t do it even though it probably would mean no baking of pies at midnight!) But perhaps that is part of the tradition!

What would your holidays be without all the hubub of preparations, the shopping, the cooking, gathering of family and all that entails. I cannot truly imagine life without it - even when I grouse about having to clean house endlessly. I do love this time of year, the ‘P’ cars are lovingly tucked away for the winter to await another year of driving and social outings, all my cozy wool sweaters adorn shelves, the leaves are raked off the yard (that’s another rant, living in an area called ‘Sherwood Forest’ and it’s not called a forest as a misnomer by any means!) And I eagerly await the return of that fluffy white stuff that heralds the beginning of the ski season. Never a lack of outdoor activities to pursue. I certainly hope that each and everyone has a wonderful holiday season, I know we will!

It’s been another interesting year of activities with several more on the calendar. We can’t be a healthy club without the continued membership participation this club is known for. So if you have yet to attend an event, are a newish member, be sure to get our annual holiday dinner on your calendar. It will be Saturday, January 20th at the Interlachen Country Club in Edina. Bill Berard is organizing the event; we have our location, date, time and the food will be GOOD (if you have never been to Interlachen, it’s excellent and a fun place for an event). Bill is in the process of getting us a speaker. Stay tuned for further information on that. It will be \$45 per person with a dinner choice to be announced. We’re friendly, I promise!

This issue is full of stuff, as they say. Check out all the photos from the North Shore Fall Color Tour (best viewed online!), plus Ken Kamstra continues to share with us various musings on his obsession/passion with cars (gee, I don’t know anyone like that!) and I thoroughly enjoy his wit as I certainly hope everyone else does. Ron Faust (my southern Minnesota connection!) ventured to BIR and shares his comments about this summer’s Nascar event. Thanks, Ron! I trust you will read your newsletter, end to end!

Happy Holidays and of course, the very best of New Year’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??!

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

Ross Collins

Shorewood MN
1957 356 Speedster

Marshall & Mary Knowlin

Stillwater MN
2002 Boxster, Seal Grey

Ben & Alane Merriman

Victoria MN
1972 911T, Black

Anthony & Tina Swanson

Minnetonka MN
1999 996, Slate

Trenton & Shawn Waite

Minneapolis MN
1980 911, Gold

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!

I want to express a very sincere thank you for a great year to all the club members and all those associated with, and supportive of the Nord Stern region! It has been an enjoyable year and I look forward to serving next year as a board member. Please do not hesitate to contact me if I can be of assistance as a board member, driving instructor or as a friend!

(EDITOR'S NOTE: TRUE TO FORM, OUR PREZ ED SIGNS OFF WITH A BRIEF MESSAGE. NEVER A MAN OF MANY WORDS - DOESN'T HE KNOW I HAVE WHITE SPACE TO FILL, FILL, FILL! - BUT LOTS OF ACTION IT HAS BEEN GERAT WORKING WITH ED AND I WANT TO THANK HIM FOR TAKING ON THIS POSITION. IT OFTEN CAN BE RATHER THANKLESS TRYING TO BALANCE ALL THE VARIOUS NEEDS/WANTS/COMPLAINTS OF A CLUB OF THIS SIZE WITH AS MUCH PROGRAMMING AS IT HAS. ED HAS WORKED HARD TO FOSTER CONSENSUS, INCREASE PARTICIPATION IN EVENTS AND PROVIDE DIRECTION FOR THE CLUB WAS IT FACES CONTINUING CHALLENGES. HE WILL BE A WELCOME ADDITION TO THE BOARD OF DIRECTORS. AND THE NICE THING IN NORD STERN, PAST PRESIDENTS STAY VERY INVOLVED AND WHAT AN ASSET THAT IS FOR THE CLUB!)

2005 Election Results

As announced at the Annual Meeting and Awards Dinner on Saturday, November 20th the following are the newly elected officers of Nord Stern. Also, several end of the year awards were given and congratulations go to those recipients. And thanks as these awards are given to those members who contributions during the year stand out above and beyond the ordinary and as Prez Ed says - it was toughest job of the year to make those decisions. Definitely an indication of the dedication of many members.

- | | |
|--------------------------------------|--|
| ☞ President: | Chip Smith |
| ☞ Vice President: | Rick LaVerdiere |
| ☞ Secretary: | Eleanor Renwick |
| ☞ Treasurer: | Jeff Bluhm |
|
 | |
| ☞ Board of Directors: | Ed Hazelwood
with Jim Holton retiring |
|
 | |
| ☞ Annual Awards Announced: | |
|
 | |
| ☞ Family of the Year: | Keith and Susan Jones |
| ☞ Volunteer of the Year: | Phil White |
| ☞ SMB (ask Prez Ed what that means!) | |
| ☞ Award: | Christie Boeder |

Letters to the Editor . . .

EEK . . Mice!

I've come across some stories about mouse/rodent damage to cars while in storage. I have been storing cars for years and have never had a problem, but I don't want to run into problems now or in the future. What do you do or recommend when it comes to keeping small animals out of the car when its in off-site storage?

—Jim Benson

Buy a box of moth balls and suspend them in the engine compartment and under the car, above the exhaust. I take a piece of cloth and tie up a bunch of them on a cord to accomplish this. Cheap insurance that helps to keep the animals out of the car. Also, put some steel wool in the exhaust pipe to keep those mice from building a next in the muffler. Just good insurance.

—Jon Beatty

Urban myth? Cover your tail pipe with steel screen.

—Mike Lancial

Urban myth? I think not. I remember well one Spring a number of years ago when I fired up the car after it's winter hibernation. Acorns shot out of the tailpipe as if fired from a gun. Thankfully no other damage was done—they just used my tailpipe as a pantry. Absolutely do the steel screen, or steel wool thing. Just make sure you remember to take it out come Spring!

—Teresa Vickery

Quiz Error . . . Courtesy Red River Ramblings:

I was reading the newsletter (RRR) and while answering the Porsche quiz reprinted from Chicago Scene, I noticed an error therein, specifically question #6. This question/answer states that the Porsche 930 was the first production car to make practical use of a turbocharger. This is inaccurate, General Motors beat Porsche by more than a decade in the application of turbo charging to production passenger cars, using turbos on certain higher-end models of the Oldsmobile F-85, commencing in 1962 and shortly

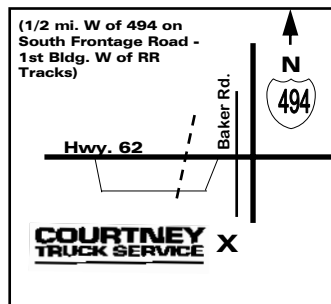
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Carmudgeon Chronicles

by Ken Kamstra

*“They were not
always a
neighborhood
embarrassment.
Back in ‘77 when
we moved to
Montcalm, these
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image, especially
among young boys.
“Hey, what a neat
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around in , say, my
‘69 Mercedes and
or maybe my ‘74
BMW CS Coupe.
Even auto immune
parents would
admire them.*

I heard the scream even before I heard the rumble of the truck. My bedroom clocked showed 6:42 a.m. Whatever was going on in the street below shouldn’t be happening; at least not at this ungodly hour.

After all, I live on Montcalm Hill. A calm, peaceful and pastoral St. Paul neighborhood.

My street is named after the heroic French general Louis Joseph de Saint Veren Montcalm. Killed in an 1832 battle with the British, the general is long dead but his name lives on here in St. Paul. I don’t really know how his name got attached to my street; probably some enterprising developer who thought the name added class.

We Montcalm people are not really snooty though. We cut our own grass, do our own gardening. Turns out, in fact, that roses were at the root of the screaming, shouting episode outside my window. Roses and a monstrous flat bed truck.

“Trucks don’t belong here!” my enraged neighbor yelled. She was knee deep in squished rose bushes. The hapless trucker probably learned some new profanities as her words mercilessly assaulted him. The petite—and usually soft spoken—lady demanded to know why this behemoth vehicle was her crushing her beloved roses.

What was this truck doing? It was coming to pick up another of Ken Kamstra’s “classic” but inoperable cars. We true car affectionados all know, of course, that only flat beds—even 70 foot long ones—can be used to rescue our beloved chariots. No self respecting auto addict would subject his car to the brutal indignities of ordinary hoist-and-drag towing. It would be no less heart wrenching than watching one’s children being hog tied and hauled off to a labor camp.

This summer three lumbering trucks have defiled the sanctity of Montcalm by coming to the rescue of one of my aging autos. None are really ‘collector cars.’ Instead, they are just old cars that—for the past 35 years—I couldn’t bear to sell.

They were not always a neighborhood embarrassment. Back in ‘77 when we moved to Montcalm, these cars enhanced our image, especially among young boys.

“Hey, what a neat car!” they would yell as I tooled around in , say, my ‘69 Mercedes and or maybe my ‘74 BMW CS Coupe. Even auto immune parents would admire them.

But time takes its toll and the rescue trucks keep coming.

My cars, lovingly cared for but too seldom driven, have begun to show signs of old age. No amount of exterior shine and glitter will deny the reality of aging. The Porsche, for instance, refused to start one day when a defective alarm alerted the car that I was an “unauthorized” driver. It’s running again, but a once mutually loving relationship wit the car has deteriorated tone of mutual distrust. (editor’s note: say, it ain’t so, Ken!)

My beloved Mercedes locked itself into neutral recently and refused to move another inch. I’ve had days like that but for the Benz it was flat bed time.

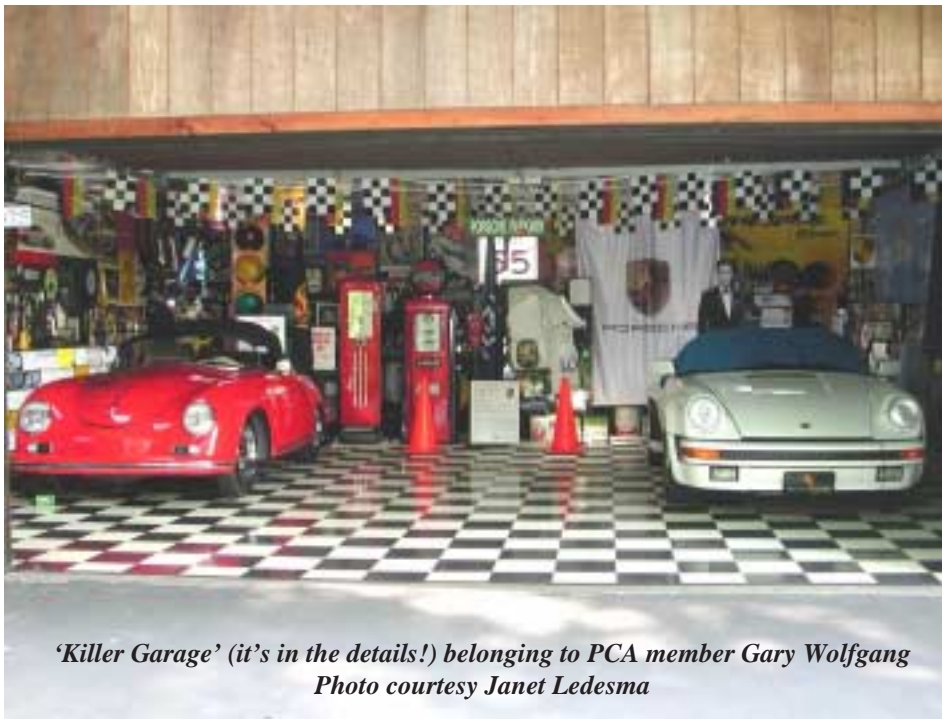
I’ve achieved an uneasy peace with my rose-loving neighbor but not before I coughed up cash for new bushes and promised no more trucks. Wife, Marion, is another matter . . .

“Why don’t you get rid of some of those darned cars?” she pleads with increasing frequency.

I can understand her frustration. And her humiliation. Her neighborhood friends are all married to normal, mature, guys. Guys who drive sensible Buicks. Ford Explorers, Volvos and the like.

Their cars are never hauled away on flat bed trucks.





*'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.

Letters to the Editor . . .

. . . continued from page 8

thereafter, on the Corvair Monza. With reference to the late, lamented Corvair, it should be noted that said car used a rear-engine configuration and that the engine itself was a 6-cylinder, air-cooled boxer. Base models were normally aspirated and produced 80 to 110 HP, depending upon model chosen. By 1965, the Corvair Monza Spyder with its turbo engine was producing 150 HP, a figure that was later upped to 180 HP just before the car's sudden demise in late '60s, thanks in large measure to Ralph Nader. Driving through a close-ish ration 4-speed transmission and with its sportier F-41 type suspension, the Spyder could really haul for its size and was a very respectable navigator of twisty roads. I seriously believe that the Corvair's innovative modernization of the car design used by Porsche—rear engine, air-cooled boxer engined compact car—probably had a significant (but doubtless denied) influence on Zuffenhausen's direction with firstly, the 901/911 which appeared in 1963 in Europe and second, on the later decision by Porsche to squeeze more power out of its sports car by putting a turbo on the 911's flat 6 in 1976. The Corvair, whether intentionally on GM's part or by happenstance, was in truth the first but short-lived successor to both the VW Beetle and the 356 Porsche, and a piece of

Detroit iron to boot. Listening to a Corvair Monza Spyder turbo fire up and idle will bring sonorously pleasant and familiar sounds to Porschephiles. The Red River Ramblings readership may be interested in this information.

—Brian Hanson, Red River Region PCA

Thanks for your email, Brian. It was most enjoyed. Thanks for catching that error and correcting us. Personally, I enjoyed the history of turbo charged engines you've provided.

Since you mentioned the rear engine and your thoughts on Corvair's influence on later rear engined cars, here's a little history on rear engines.

In the 1930s Ferdinand Porsche worked closely with Hans Ledwinka in the development of the Kdf-Wagen (later known as the Beetle). Hans Ledwinka was a key influence in the developed of a round bodied rear engine car (similar to the Tatra T77). The Beetle's body, however, was designed by Erwin Komenda, Porsche's Chief Designer.

Hans Ledwinka invented, for Tatra, the concept of a frameless central tubular chassis with swing axles, independent suspension and a rear mounted air-cooled engine.

—Tobias Theobald, Editor Red River Ramblings.

Canada Dreaming . . . Bring Your Passports!

by Keith Jones

“On Sept. 24th sixty six Nord Sterners made the 250 mile trek to beautiful Blue Fin Bay on the shores of Lake Superior. On the drive up Scenic Highway 61, we were able to check out the ocean going freighters heading for Duluth. Many of our group had to stop at Toby’s for world famous cinnamon rolls or Betty’s Pies for . . . well . . . great pie.”

When Prof. Ferdinand Porsche and his son “Ferry” built their first batch of Porsche 356 models by hand in a small workshop in Gmund, they intended their sports cars to be driven. They foresaw a trouble free car; which the customer could drive on the racetrack, at a rally, or on a grand tour.

After a fun packed spring and summer which included DEs, The Loonacy Club Race, Concours d’Elegance, The 40 years of the 911 Celebration (with one of every model year present), the Nord Stern Porsche Club turned it’s attention to grand touring.

On Sept. 24th sixty six Nord Sterners made the 250 mile trek to beautiful Blue Fin Bay on the shores of Lake Superior. On the drive up Scenic Highway 61, we were able to check out the ocean going freighters heading for Duluth. Many of our group had to stop at Toby’s for world famous cinnamon rolls or Betty’s Pies for . . . well . . . great pie.

The 12th Annual Fall Color Tour officially began with the Friday night reception. Mike & Gayle Robinson and Al & Shari Meyer did a great job as organizers. **Blue Fin Bay** donated several cases of wine, two huge party trays, the party room, and \$200 in gift certificates for door prizes. We had a great time greeting eleven Nord Sterners attending their first Color Tour. John and Suzanne Dixon, our hosts for the weekend, brought along a computer with digital pictures of past Color Tours. Later in the evening, “STAR” from BMW films and other race videos were shown. We welcomed back, for a Minnesota visit,

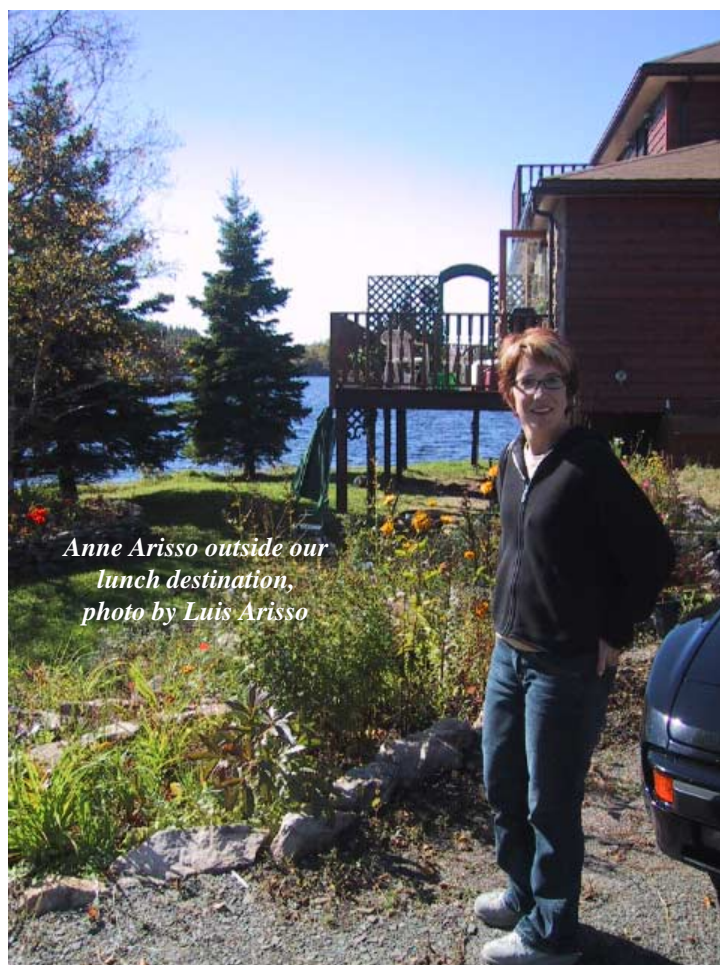
Luis JR. & Heidi Fraguada, two Nord Sterners transplanted to Florida. The traditional “blond corner” was formed with about twelve pretty blonds blabbing it up, while Bret Bailey regaled the rest of us with stories of his first four Club Races.

After the party everyone walked or crawled to their rooms, to light a fire in the fireplace, and enjoy the surf pounding the shores just a few feet away.

Saturday morning we assembled at the Coho Café and started our trek North.

The weather was incredible and the scenery stunning. Lake Superior was to our right, the beautiful pines and maples of Superior National Forest to our left.

Continued on page 12



Anne Arisso outside our lunch destination, photo by Luis Arisso

Canada Dreaming . . .

. . . continued from page 11

Part of the fun of the tour is watching the locals gawk as 40 Porsche Cars roar by. We had thumbs up from old



Eventmaster John Dixon and Christie Boeder enjoying the Friday Night Social, photo by Luis Fraguada

timers, fist pumps from teenagers, and air horn blasts from truckers.

When we stopped to clear customs, the Canadian officers, only asked one person to open his trunk. The Boxster owner immediately replied, “which one???”

We ventured on up to Karen’s Kountry Kitchen. Karen’s place is built with a large deck that juts out over a crystal clear lake. No one could decide if the lake view, or food were more incredible.

After lunch, John arranged for “E” ticket rides for Karen and her staff with eager Nord Sterners. Watching the smiling faces emerge from each Porsche was a kick. One high school age girl just couldn’t stop giggling. When everyone finished laughing, we handed out door prizes donated by **The Complete Garage**, Roger Johnson, **Auto Edge**, Jerry Patten, Keith and Susan Jones, Mark and Kendra Schwabel, **Blue Fin Bay**, and the **Nord Stern Porsche Club**. Each Car also received a pair of Stanley Mechanic’s Gloves. (Happily, none were needed this trip).

Then it was off to Quimet Canyon for a hike. The bottom of Quimet is a very unique microclimate that provides habitat for several arctic plant species. Short periods of sunlight and a thick insulating moss keep the canyon floor cold all year long.

After the hike some cars broke off to visit Kakabeka Falls, others of us headed back to Blue Fin for a soak in the outdoor hot tub situated on a cliff above Lake Superior.

Saturday night was reserved for dinner at Blue Fin Bay, campfire on the beach, and/or quiet strolls along the rocks and shore.

Sunday, some hardy souls met at 5 AM and hiked to the top of a peak to watch the sunrise over Lake Superior. Breakfast was in small groups and slowly most departed back across Minnesota, North Dakota, and to Florida.

As we “scooted” along back toward the Twin Cities, to kids, jobs, and responsibilities my wife Susan said, “you know this is my favorite weekend of the year.” I, of course, was thinking . . . “I wonder how many more horsepower I could get, if I changed to that exhaust I saw in Pano?”

Next year the Color Tour is Friday Night Sept 23 through Sunday Sept. 25th. Make your reservations now at 1 800 BLUE FIN.



Luis Fraguada, Jr. and wife, Heidi (okay guys, you aren’t honeymooners anymore!) got the prize for coming from the furthest: Florida! photo by Luis Fraguada



Friday Night Social - Party on! photo by Luis Fraguada, Sr.



*Ken Benson and Bruce Boeder, obviously discussing something way too serious!
photo by Luis, Sr.*



Eventmaster John Dixon, Ali Vazquez and Darlene Miller, photo by Luis, Sr.



Keith Jones and Roy Henneberger, photo by Luis, Sr.



Christie Boeder, Bret & Becky Bailey, Bruce Boeder, photo by Luis, Sr.



Lining up at the border, ever so patiently waiting our turns! photo by Luis Fraguada, Sr.



One of the views across the lake from the deck of our lunch spot! The lake was just sparkling with sunlight. photo by Luis, Sr.



A family affair: Luis and Vilma Fraguada and son Luis with wife, Heidi Aren't they gorgeous! photo courtesy Luis, Sr.



Ed Vazquez, not sure how to caption this one without getting myself into trouble! I guess Lake Superior was a tad too chilly for a 'dip.' As Garth says, Party on! photo by Luis, Sr.



Top left, clockwise: Decksider having lunch, Luis Arisso in car view while caravanning up to Canada, more Nord Sterners enjoying the sunshine and flowers during lunch, our restaurant: Kathy's Kountry Kitchen with members gathered for door prize giveaways, and a view of just a few of us parked for lunch. All photos by Luis Arisso.

NASCAR Comes to BIR

by Ron Faust

"The race itself happens between caution flags; for each caution flag the pace truck comes out and the surviving cars line up behind it again and circle the track at parade lap speeds until the wreckage is towed away."

A NASCAR race had been one of my many yet to be accomplished automotive goals. When I read NASCAR's Elite Division was coming to our home track, even the non-Afton Concourse couldn't draw me away.

We pull up to the big gate wondering if we had come on the wrong date. There were no lines, but when they quickly lifted \$50 from each of our wallets we knew that there must be something professional going on. The lack of crowds inside was even more striking. Nord Stern had more car and people congestion in the pits for the Club Race.

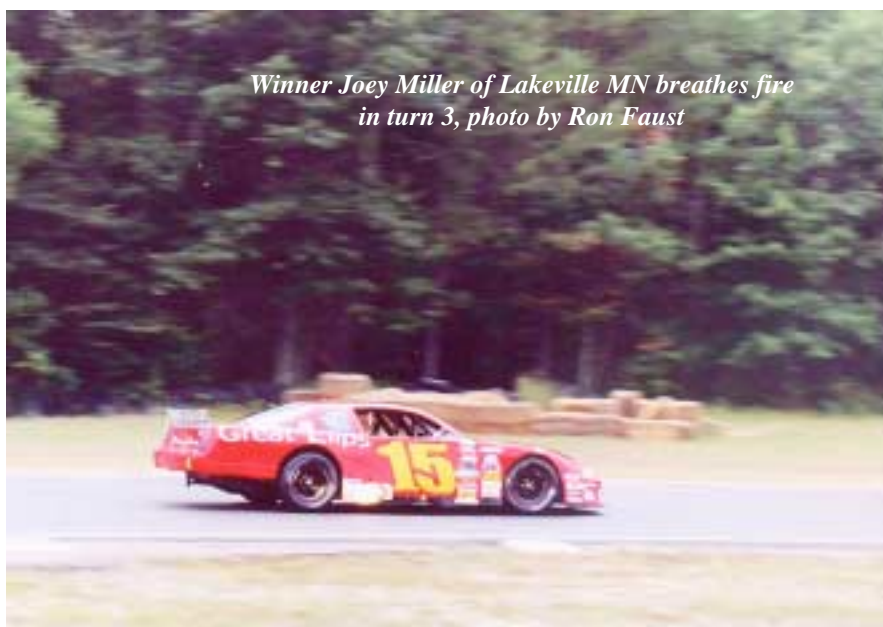
I have heard these cars referred to as "heavy" race cars. The pit crews match. We watch one crew scurrying around a car that just wouldn't hum enough to go out and line up. Monster beer bellies. They do have cool tool carts however.

The race itself happens between caution flags; unlike sports car racing, for each caution flag the pace truck comes out and the surviving cars line up behind it again and circle the

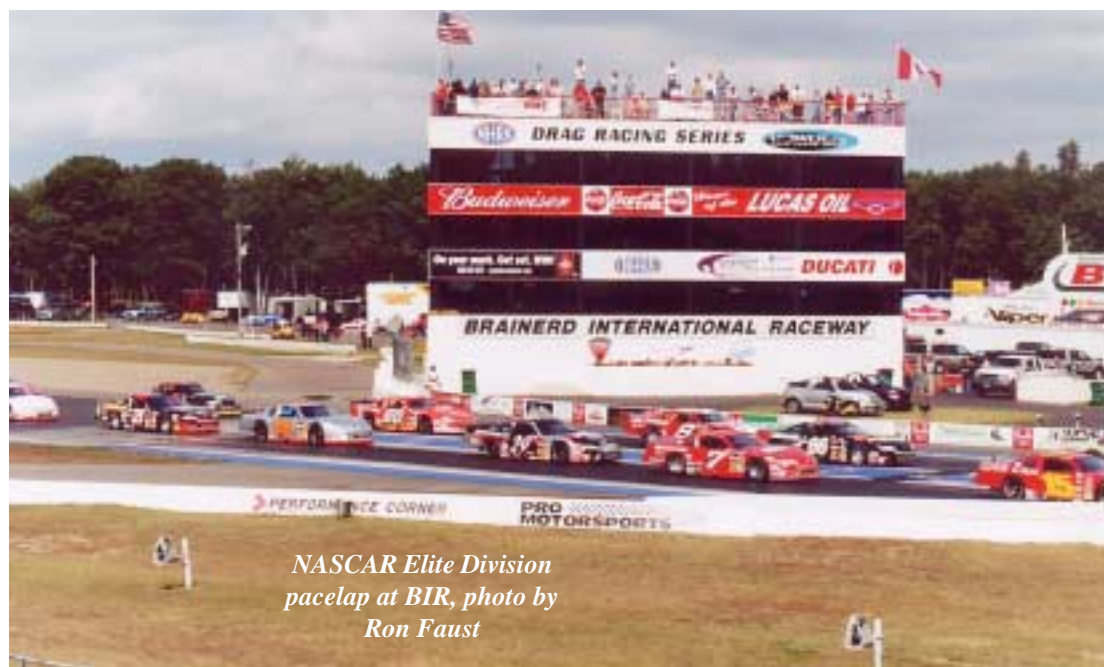
track at parade lap speeds until the wreckage is towed away. Would you believe six caution flags in all, adding up to 15 of the race's 60 laps? This drops the average speed of the race's winning car down to 78.1 m.p.h. over the 2 hours and 25 minutes the race lasted!

Of course the cars have lots of power and big V-8's. They do save weight on the cars by eliminating nonessential things like brake lights (who says the

Continued on page 16



Winner Joey Miller of Lakeville MN breathes fire in turn 3, photo by Ron Faust



NASCAR Elite Division pacelap at BIR, photo by Ron Faust

crashes are not part of the entertainment in that league). And we know they're not used to turning right. How fast do they really go? Would you believe a 99.414-second lap time would get you the pole? That's 1:39.414 the way we say it in Nord Stern Time Trials. I think I remember several Nord Sterners coming close to that with fewer cylinders and zero financial sponsorship at this year's Club Race.

The quotes from the drivers from the Internet were the best: "Turn one is at the end of a mile long straight-away. They tell me you can take that corner wide open, but I could just never bring myself to try it. We'll be traveling about 160 m.p.h. at that point; I'll let the young kids try that one." "But the key on Sunday will be to make sure we're not too hard on the equipment and keep everything in one piece."

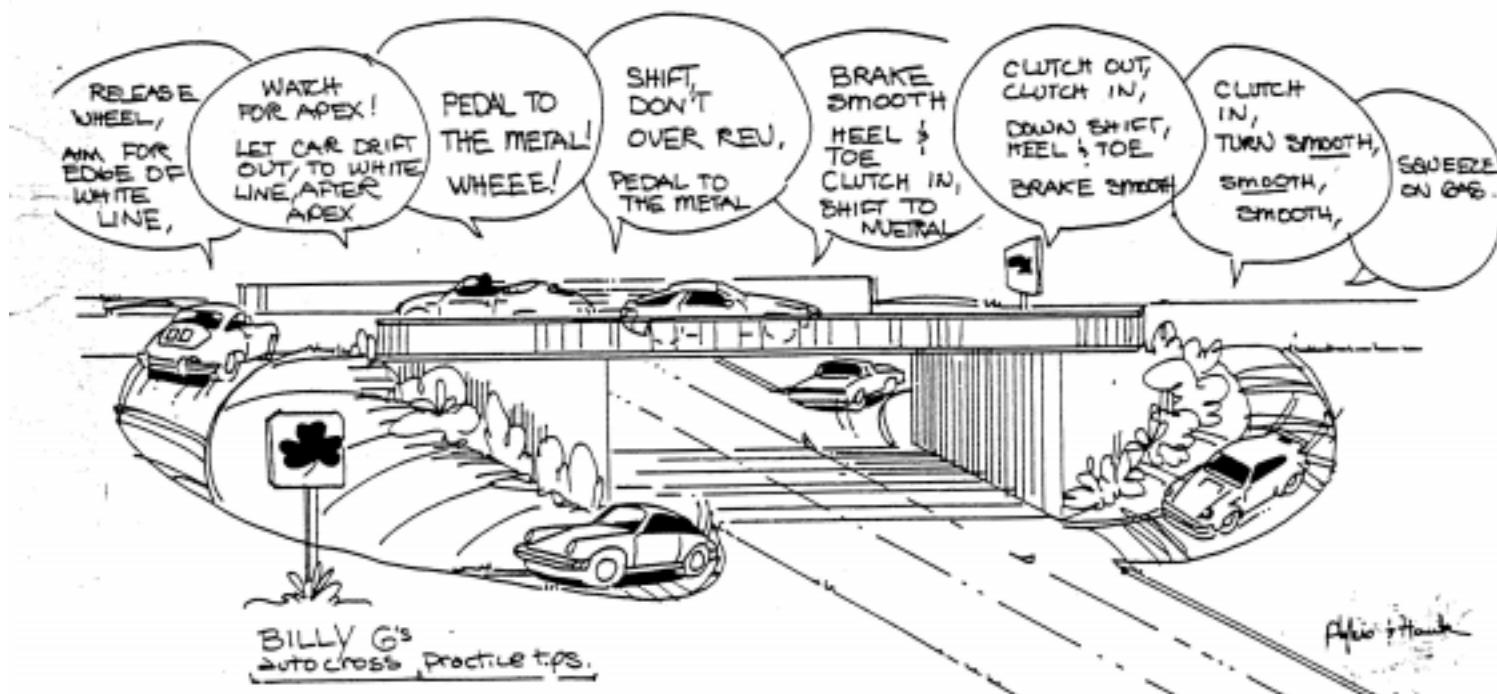
Only twelve of 24 entered cars finish the race, but all 24 collect part of the \$100,000 pot for showing up. \$10,000 for the car that got the checkered flag and \$1,600 for the car that died first. Ideas for Cellular One and the other sponsors for next year:

1. Give the money to Nord Stern and we'll attract hundreds of Porsches to the Club Race and so many spectators you'll never go back to NASCAR.
2. Pay the spectators to come and let the cars run just for the fun of it.
3. Let the tow trucks race; a guy up at BIR says he can do over 100 in turn 1 in his Suburban rescue truck.



Above: (61) Todd Souza of Watsonville CA and (88) Brent Kirchner of LaCrosse WI finally "get to see what these things can do" heading down the long BIR straight-away, photo by Ron Faust.

Below, a reproduction of a cartoon done by Phyllis and Hank Godfredson for Bill Groschen. Bill found it recently in an old box of 'stuff' and sent it over to share with fellow Nord Sterners - as he says, it still applies! Thanks, Bill, for sharing some of Hank and Phyllis' artwork. Hank is responsible for the Nord Stern logo.



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2004 Kalender

December

2004

- 7 **Nord Stern Business Meeting - 1st Tuesday**
Location: Famous Dave's in Calhoun Square
Social: 6:30 pm
Eventmaster: Ed Hazelwood, 612.237.9319
racerone@pcparts.org

January

2005

- 21 **Nord Stern Annual Holiday Dinner**
Location: Interlachen Country Club
Edina, MN 612.924.7424
Cocktails/Dinner
Speaker: Tommy Archer
Eventmaster: Bill Berard, 952.921.4955
See Page 20

April

2005

- 22 **First Fling Driver Education**
Brainerd International Raceway
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com
- 22,24 **First Fling Driver Training**
Brainerd International Raceway

June

2005

- 10 **Fast Fling Driver Education**
Brainerd International Raceway
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com
- 11,12 **Fast Fling Driver Training**
Brainerd International Raceway

Just enough time for a quick shine before crossing the border into Canada! Notice the Top Down.
Photo by Jim Benson



June

2005

- 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.

August

2005

- 5,6,7 **Nord Stern Annual Club Race & DE**
Brainerd International Raceway
Club Race Eventmaster: Roger Johnson

September

2005

- 30 **Last Fling Driver Education**
Brainerd International Raceway
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com

October

2005

- 1,2 **Last Fling Driver Training**
Brainerd International Raceway

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Friday, January 21, 2005

Place: Interlachen Country Club

6200 Interlachen Blvd. Edina 612-924-7424

Time: 6:00 pm

Cost: \$45 per person

Speaker: Tommy Archer

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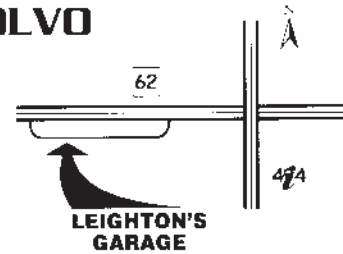


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Nord Stern Business Meeting November 1, 2004

Eleanor Renwick, Secretary

The meeting was brought to order by President, Ed Hazelwood. Opening comments covered awards for the Annual Meeting, and advertising revenues. The PCA National Instructor Certification Program will be coming to Minneapolis in '05 assuming all the logistics can be worked out. This is a great opportunity to standardize instruction and to provide a "learning path" for those interested in advancing their skill set. The date of the event will be coordinated with DT and DE events. Options were discussed to work on a written curriculum and include a form, which students can complete at the end of their training. Survey forms have been returned-much interest appears in metro area events and becoming an instructor. Recommendations will be explored further including a process for interested candidates to submit their names for consideration.

The Club is close to breaking even for the year. Some expenses were greater than anticipated, ad revenue was good although was somewhat less than previous years. Invoicing and collection of ad revenue has not been completed for the year and a review and reconciliation of all accounts is being conducted. Events were well attended.

Newsletter: Having the newsletter online is a big advantage, and we will continue circulation of the hard copy version.

Advertising: Several new businesses were added this year and advertising revenues were good. Collection on invoices is imperative. Need a close watch on the system from production to final product.

Shop Relations: A November event is scheduled on the 13th to introduce the newest 911 in the Porsche family. It will take place at Maplewood Porsche. More events will be added to the calendar for next year. Ideas are welcome.

Insurance: Michelle Johnson will take this position next year. Events on our official calendar are covered.

Safety: no open issues at this time. Corner workers were excellent this year and really did an excellent job for us. Headsets only were rented from CRA as their prices increased this year, and radios were rented from BIR. There was only one written safety incident the entire year;

Congratulations to Ron Macfarlane and Jim Breakey for a job well done and congratulations to all our drivers.

Timing and Scoring: Awards were based according to DE rules, allowing a 1st place in each class; additional participation in other events in the series would have allowed second and third place trophies. Results are posted on the website and in the newsletter. Discussion followed to verify eligibility. 13 awards will be presented to class winners, plus 3 new class records. Trophy engraving will be ordered this week. Equipment will suffice for another year.

Rules: Comments are in from the board regarding proposed rule changes for '05. Additional comments from club members are welcome.

Concours: The chair position is open for next year.

Track Relations: Track dates for next year are still in negotiation. Read the great un-solicited article in the newsletter about the Club Race, from our California participants. Committee chair, Roger Johnson is searching for an assistant who will eventually take over the position.

Membership: New chairman Steve Sherf is now active. He is working on narrowing the difference between members registered with PCA and Nord Stern. He will work on a letter to recruit PCA registered members to our local club.

Ambassador to New Members: A letter is complete to include with new car deliveries. Ed has arranged with both dealers to include this letter in their materials given to new car owners. Other discussion included providing a possible free year of membership to new purchasers, and/or issuing a "Taste of the Track" coupon. The board will review and make a final decision.

Social Events: Come to the November 20th Awards Banquet and Annual Meeting! Work has begun on a Holiday Party in January. Need a date and featured speaker.

Registrar: no news to report.

Driver Training: no report

Met Council: no report

Rally Chair: no report

Continued on page 27

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Tech Quiz . . . Test your Porsche knowledge with these related questions

Compiled by Mary Anne Nowakowski, Chicago Scene

1. When assembling a 914 engine the arrow on the piston top must always face the crank pulley
 - a) True
 - b) False
2. To adjust the front camber on a 1965 911 you would move the top of the strut laterally
 - a) True
 - b) False
3. As installed in the 911 US Version, the ring gear is on the driver's side
 - a) True
 - b) False
4. When designing the 1972 911S front spoiler bumper, Porsche had curbing flown in from the US to check clearance heights.
 - a) True
 - b) False
5. Ferdinand Porsche never earned a formal engineering degree.
 - a) True
 - b) False
6. The option code for the 3-spoke steering wheel on the 1998 Boxster is M029.
 - a) True
 - b) False
7. The 928, from 1977 until 1987, used a dual mass flywheel set-up.
 - a) True
 - b) False
8. Porsche has never made a 911 with a rear hatch opening.
 - a) True
 - b) False
9. Even with its front mounted engine, the 924 had a greater percentage of weight on the rear axle.
 - a) True
 - b) False
10. In 1995, Porsche's research and development center at Weissach was developing an engine for Harley Davidson.
 - a) True
 - b) False

Monthly Business Meeting

New, New Location!

Famous Dave's
Calhoun Square!

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

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



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

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Your monthly newsletter for Nord Stern Porsche Club, the Nord Stern does require a subscription. Our dues are yearly (January through December) and help defray the cost of publication. Please check your expiration year (on your mailing label, 2004 means it expires 12/2004) to see if you need to renew. Rates are as below:

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Send your check to the membership chair, Steve Sherf, or watch for a self-addressed envelope for easy payment in the next 2 upcoming newsletters. Don't get caught missing issues!

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November Business Meeting . . .

. . . continued from page 23

Taste of the Track: no report

Autocross & Time Trial: no report

Driver Education: no report

New Business: Look for a report from the President's Advisory Group, and discussion and possible changes to the awards program for 2005, including revision of concours rules.

The next meeting will take place on Tuesday, December 7th at 7:00 p.m. at Famous Dave's in Calhoun Square.

Respectfully Submitted,
Eleanor Renwick, Secretary



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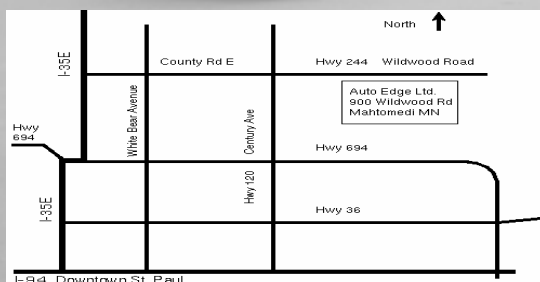
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Q-TIP CORNER . . . Tales from the (Dark) Underside

Van Larson, Chicago Scene

“Personally, I don’t believe the late Dr. Atkins himself could squeeze under any Porsche and still have enough elbow room to successfully clean there.”

In the concluding segment of this year’s Concours-related tome, we have arrived at the bottom of the P-car. This is a scary subject for most of us but Bob Cook, Pat Y., John Takehara, Jim Jacisin, Rich Laurie and a few other Chicago Porsche Club members have assured me that life can and does go on after a thorough cleaning and preparation of your undercarriage. (Don’t go there ... stay here with me.)

Common sense tells us that it would be extremely helpful to get your Porsche safely up in the air on a lift, set of jack stands, etc. Personally, I don’t believe the late Dr. Atkins himself could squeeze under any Porsche and still have enough elbow room to successfully clean there. Just make sure the car is stable - don’t use your tire changing apparatus here - only the good, heavy duty stuff to get it up and for you to get dirty.

Next, I would recommend removing all 4 wheel/tire assemblies. If you have more than a set of four, please check your owners manual or Cardex because I don’t think your working on a Porsche. I don’t think it makes too much difference if your work from front to back, back to front or side to side, but personally, the very last area that I would want to focus my attention on would be the engine undersides.

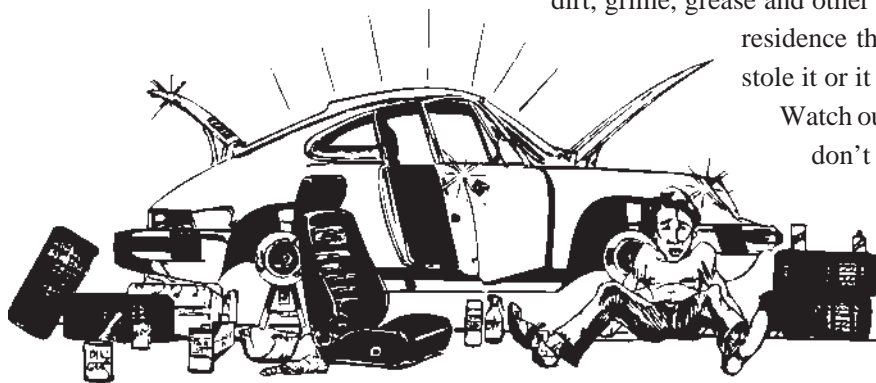
For your own protection, I would recommend wearing your grubbier clothes and perhaps a plastic poncho for obvious reasons. A good set of protective goggles or old glasses should be donned to protect your baby blues as well as you will likely be well-anointed with unmentionable detritus by the time this process is finished. Product – wise, I would recommend using rubber gloves, a good car washing liquid, a degreaser such as Simple Green/Orange Glow or the like, all in conjunction with an old, dedicated stiff-bristled brush. The “spray-on, rinse-off” regimen may work for your wheel wells, plasticky undercarriage parts and the like, but the suspension, steering, drive train, shock/strut and similar areas may need significantly more muscle in removing accumulated

dirt, grime, grease and other yucky stuff that will inevitably take up residence there if you drive your Porsche like you stole it or it was “meant” to be driven.

Watch out for the rubber/vinyl covers, etc, as you don’t want to tear them up or be too rough with them. A pressure washer set with a wide tip flow pattern can be carefully used to ‘blast’ particularly difficult/dirty areas otherwise unreachable. Start blasting from a distance and move closer if you determine it necessary.

Once clean, treat the rubber/vinyl with a good protectant and I have been advised that a good shot of WD-40 on the plastic wheel well covers helps keep them clean, protected and more easily cared/ cleaned in the future.

What about the factory sprayed ‘shutz/spritz’ so liberally applied to the metal wheel well area and engine undersides?? The war over the Cosmoline has been frequently debated/discussed by the A class (aka ‘Anal’) and I’m not presently absolutely 100% positive on what should be done to deal with this stuff. It is factory installed, to be sure,



Continued on page 31



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Boxster Other: Winter Storage

More Tech Q&A

courtesy PCA website

“You do have one advantage is that it would stay cold, heat aids to its breakdown.”

Question: I have read several partial versions of what I need to do for winter storage, but I'd like the whole answer. The car will be stored in an unheated garage with a concrete floor, for about 6 months. I live in eastern Canada, with outdoor temperatures of about 0 to minus 15 degrees C, so it will be about that cold in the garage. Do I need to worry about the tires being in contact with the concrete? Should I use a trickle charger on the battery? Other than change the oil, should I do anything else to the engine? What other things should I do or need to think about ? Thanks for your help.

Answer: I would assume that you have a detached garage due to the low temperature that it can get. Changing the oil is good to do. You will also have to keep in mind of the fuel. The fuel will go bad over time.

You do have one advantage is that it would stay cold, heat aids to its breakdown. Run the gas tank down low to about empty and add Stabile to it. Before you go and start it add 5 or so gallons of fresh gas. This will forgo any possible ill effects from misfires and a check engine light.

The use of a low amperage trickle charger or a battery maintainer is a must. Just make sure the charger does not exceed 1.5 amps and the wall socket that it plugs into stays on. Many people have plugged in a maintainer to a switch able outlet and found out the hard way.

A good quality breathable cover would be recommended also. This will keep any dirt and dust from collecting on the car. The tires will flat spot a bit but would run out over a few miles. Do you have other wheels and tires? If so put those on for storage. Putting the car on jack stands with its type of suspension is not a good idea. Unless they are put only under the lift points you can damage it. There is always the risk of it slipping on one when sitting or installing or removing them. Should you decide that you have to have it raised up, buy 4 6"x6"x12" blocks or similar size blocks of wood and 4 hockey pucks. The pucks are a perfect size for the lift pads and they do not damage the car. I use them on every lift in a shop, they are cheap and durable. They work great on roll around floor jacks also. Raise the car up and put the blocks under the lift points with the pucks on top of them. Cinder blocks and brick are unstable when used and can fracture.

—Scott Slauson - PCA WebSite - 10/29/2004

(EDITOR'S NOTE: THOUGHT I WOULD INCLUDE THIS Q/A FROM PCA'S WEBSITE IN LIGHT OF OUR RECENT TECHTALK COMMENTARY ABOUT WINTER CAR STORAGE. OBVIOUSLY OUR MEMBER'S EXCHANGE WAS NOT RESTRICTED TO ANY ONE MODEL, BUT I THOUGHT THIS CERTAINLY ILLUSTRATES HOW THERE ARE VARIOUS SCHOOLS OF THOUGHT! GUESS YOU HAVE TO FIGURE OUT WHAT WORKS BEST FOR YOU!

Q-tip . . .

. . . continued from page 30

to make sure that no corrosion will set in on board your P-cars ocean voyage. I do know that some of the A class idols have spent the better part of their formative years with a wire brush and some penetrating solvent playing Michelangelo working on the Sistine Chapel in order to remove every last vestige of this stuff. Talk to Bob Cook, John Takehara, Pat Y or our fearless President for their final word on this, please.

The metal portions of your P-car's visual externals can be cleaned/ shined with typical metal polishing products and if you're real good, you'll be able to see how dirty you got by observing your condition in the mirror you've just unearthed at the bottom of your oil pan.

When you have finished this last area of your concours preparation, just walk back into your house "as is," and announce to your spouse, loved one or significant other that you are now ready to be taken out to the most expensive, lavish and elegant restaurant in Chicago, hoping that they are dressed, pimped and as ready to go as you are!!! (EDITOR'S NOTE: MAKE THAT MINNEAPOLIS AND I WOULD BE RARING TO GO! ALTHOUGH, ON SECOND THOUGHT A LITTLE TRIP TO CHICAGO FOR DINNER WOULD EVEN BE BETTER . . .!)

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1996 Carrera 4S Coupe

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2000 Audi A6

2.7 Turbo, 6 spd, sport pkg, Silver, Black, 96,000 Miles. Mike at 952.934.0931.

1989 Porsche 944S2 Coupe (WP0AB294XKN451880)

Guards red/black leather, 3.0ltr engine w/119k miles, 5sp w/Limited slip. Many extras: Factory car cover, K&N cone filter, B&B tri-flow stainless exhaust (cat removed), LEDA 22 way adjustable coilovers (500lb front; 250lb rear springs), billett aluminum Charlie A-Arms, adjustable camber plates, Weltmeister strut tower brace, MO30 adjustable sway bars (30mm front; 19mm rear), 17" Cup wheels (7.5"f and 9"r) with Hoosier road race tires, original factory Design 90 wheels 7"f and 9"r X 16" with

Yokohama A032R autocross/street tires included. 968 motor mounts, Turbo S front calipers and new Diversified Cryogenics - Cryo front Turbo S slotted rotors and Performance Friction race pads, Stage 2 race clutch kit, factory flywheel lightened from 15.5lb to 11.2lb. 4-wheel alignment & corner balance. Rebuilt torque tube, rebuilt starter, water pump, rollers, timing belt & other belts, wheel bearings, half shafts in rear. Hotwires cable & sparks, Autothority 944S2 Chip, original factory chip included. Momo steering wheel, Momo aluminum pedals, Momo shift knob, 2 red Momo race seats, Heigo Roll Bar & harnesses. Original front and rear leather seats included. No expenses spared/All receipts available, needs nothing. 2004-second place, Nord Stern time trial class 4M. Possible F class club racer. Over \$48,200 invested. \$17,800 o/BO. Pictures available upon request. Contact Luis Fraguada, Sr. @ 651-733-6337W / 952-496-2288H or lhfraguada@mmm.com.

Floor Mats

New Lloyds black carpet mats for 964. Red Porsche Lettering for fronts. New in the Box. These are no longer available through Porsche. New they were \$120. I am selling for \$80. These have never been used. Fronts have clips on bottom. Ed Vazquez 952 937 6990.

1970 914-4

1.7, Tangerine/black. 42,000 miles, appearance group, Pedrini wheels, Koni, Bursch, 195-50 Goodyear, Weber 40 carbs, have OEM fuel injection system. Owned since 1972. \$4,700. Gary Greiner, 701 E. 8th, Superior, WI 54880. 715.395.9431.

Tires

Your 911 or Boxster will perform better this winter with a set of four Dunlop M-Z winter sport snow tires. Front 225/40/18, rear 265/35/18 (under 1,000 miles-like new) retail \$1,000 offered at \$500. Ray Bentsdahl Call Jim at 612-927-7981



*A gorgeous shot of several of the participants on this fall's color tour stopped just before the border crossing into Canada - go see the color in the online version!
Photo by JimBenson*

Boxster Wheels and Tires

Q & A from the PCA Online Tech site

"Did you know?

*PCA's website has
an extensive Tech Q
& A covering all
models with an
easy to navigate
index arranged by
topic. A great
source of
additional
information, advice
and commentary
about a huge range
of tech problems/
concerns/'how to
fix' areas. Check it
out at: [http://
www.pca.org/tech/
index.html](http://www.pca.org/tech/index.html)*

REAR TIRE PRESSURE

Question: My 18' S0-3 rear tires are almost gone at 7500 miles, although I'm a mostly gentle driver. They are worn heavier in the center, with a noticeable concave shape. Since this is a classic sign of overinflation, do you think I should try maybe 32 instead of the 36 pounds I've been running? Thanks!

Answer: You can also get tread wear in the center from underinflation if you run at higher speeds, because centrifugal force (inertia) throws the tire OUT in the center at higher speeds.

If you drive mostly at lower speeds with the car drifting or sliding in corners, then overinflation can be a cause of center wear. But if you are mostly on the highway, I would not be so sure either way.

Make sure you are setting your tire pressures cold, in the morning before you start driving, with the car out of the sunlight (since that raises the pressures). Porsche wants them set when the conditions are 20 deg C / 68F.

But first I would try buying or borrowing a second gauge, of as high quality as you can. Cheap gauges can easily be off by 2-5 psi or more, and then who knows what we're getting. Try to get one that is actually calibrated if you can, or maybe try one of those new digital ones if you can't. — Joel Reiser

WHEELS UPGRADE

Question: I want to upgrade the 17" stock Boxster S wheels to the 18" Turbo Twists (the non-widebody width wheels). I'm looking to do this in my garage, but wanted to know if the 18s require spacers, or do they just bolt on directly? Thanks in advance for any advice!

Answer: The right wheels for your Boxster will look like the 993 turbo wheels, but will be 7.5" wide up front, ET 50, and 9" in back, ET 52. Those should bolt right on. —Joel Reiser

REAR WHEEL ALIGNMENT

Question: I have some feathering on the edges of the tread blocks of my right rear tire(18"). I am told this is an indication of misalignment. Is toe the only adjustment on the rear, or can camber and caster be changed as well? Thanks!

Answer: Unless you had positive camber (which is not an option with this suspension), camber is not going to cause that type of wear. Either you are overdriving the tires and suspension in corners, or the car has excess toe-in. The easiest way to overdrive it is to underinflate the tires, since then the tires will "roll over" when pushed toward the limit, and scrape the edges of the tire on the pavement. In other words the side edge of the tire can start to contact the pavement, which it is not meant to do.

Usually when there is a problem with excess toe in, both wheels of that end of the car will be affected, since the car will try to straighten itself, or at least to split the difference, by following the path of least resistance.

Finally, the most common cause of this wear is rubbing curbs. Since it's only on one side that is what I would be thinking. —Joel Reiser

Continued on page 34

TIRES

Question: I just started to drive in the local autocross with original equipment including tires, pirelli. The best times are turned in by people using “sticky” tires. Can you recommend the “stickiest” tire I can get? Is there a “sticky” tire that I can leave on my car and drive normal roads with?

Answer: I would either go with the Bridgestone S-03's or the Michelin Pilot Sports. Those 2 tires seem to work good on Porsches and I love to road test any customers car that has those tires on them. Peter Smith

FRONT & REAR TIRE MISMATCH

Question: I recently purchased a 2000 Boxster S with the 17" standard S rims. The car had new Pirelli P-6s installed on the front, with P-Zeros on the back. The local tire store tells me that the front and rear should have the same rubber compound (the Pzero and P6s do not) or it may cause transmission damage and the P6s don't come in the rear tire size (which is right). The P6s literally have 100 miles on them so I am wary about just replacing them. Is mismatching tire compounds a concern and, if so, which tires are recommended. They offered the Bridgestone Pole Position S-03; Michelin Pilot Sport AS, Dunlop 9000 or FM-901 or a Kumho tire. I do not plan on racing the car or taking it to the limits. Car will be stored in winter. Any help would be appreciated.

Answer: This is the latest Porsche release on summer tires for the Boxster(s). As per Porsche you do not want to mix tires at all and use only approved tires for replacement. This will greatly affect the handling of the car. You will not damage a manual transmission. You can affect a tiptronic or a car with stability management in its proper functioning. This will not necessarily damage it.

Information: Tire Size Manufacturer/Type Comments

205/55 ZR 16 (1) Bridgestone S-02 N3 directional and Continental Sport Contact N1 side-directional

225/50 ZR 16 (1) Michelin MXX3 Pilot SX N2 DOT marking outside Pirelli P-ZERO Direzionale N3 directional - front axle only Pirelli P-ZERO Asimmetrico N3 side-directional - rear axle only Yokohama AVS S1-Z N1 side-directional

205/50 ZR 17 Bridgestone Potenza S-02A N4 side-directional and Continental SportContact 2 N2 directional

225/40 ZR 17 Michelin Pilot Sport N2 side-directional Pirelli P-ZERO ROSSO N3 directional

225/40 ZR 18 (2) Continental SportContact 2 N2 side-directional and Dunlap SP Sport 9090 NO directional

265/35 ZR 18 (2) Michelin Pilot Sport N1 directional Pirelli P-ZERO Asimmetrico N3 side-directional Yokohama AVS Sport N1 directional

Footnotes: 1 - Not for Boxster S. 2 - Only for vehicles from M.Y. 1998 (W). “N” = Specification code of the tire, e.g.: “N0”, “N1”, “N2”, “N3” and “N4”. The complete “N” number must be present and visible on the outside of the tire side wall near the type designation. Only use tires of the same manufacturer, tire type and “N-” specification can be used on the same vehicle. Mounting Instructions for proper tire mounting are located on the tire sidewall. Instructions: Arrow with Rotation marking = directional mounting Inside/Outside marking = mounting on specified side only Arrow with Rotation marking and Inside/Outside marking = directional mounting on specified side only If there are no mounting instructions on the tire sidewall, the tire must be mounted so that the DOT code is visible from the outside. —Scott Slauson/PCA WebSite - 4/9/2004

TIRE DRESSING

Question: Can you recommend a tire dressing? I have heard various pros and cons about liquids, sprays, and gels. In my experience, the liquids turn the tires brown over time and the gels sling off onto the paint, which can't be good. I'm not looking for high gloss, just nice and black.

Answer: I have used several different types and none were any better than another. The main thing is to make sure you wipe all the excess off. I personally apply tire dressing with a small sponge. They do make sponges for this in most automotive sections. However a non soap impregnated sponge works well, these are located in a grocery store. This will keep the excess down to a minimum. —Scott Slauson /PCA WebSite - 4/12/2004

BOXSTER S WHEELS FOR THE TRACK

Question: I'm looking for 18" wheels to house new Pilot Sport Cup tires. I predominately ride on road course tracks. Racer's Group recommended Fikses but they are too expensive. This set of wheels and tires will only be used on the track. Thank you for your suggestion.

Answer: Why not get a set of Porsche 18" wheels? The standard 18" Porsche wheel is very durable and can be found very reasonable. Many of the stock wheels are taken off at large dealers for cosmetic upgrades. These are then sold with or without tires mounted on them. Scott Slauson - PCA WebSite - 4/25/2004

North Shore Fall Color Tour '04

photos by Chris Olson



Mindy Olson



Cruisin' top down!



Quimet Canyon



Quimet Canyon



Ahh, I think I am relaxed now!



Parked at our lunch stop



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