



NORD STERN



New In This Issue:

Your First Autocross Event

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Page 19

Register for Holiday Dinner Jan. 21

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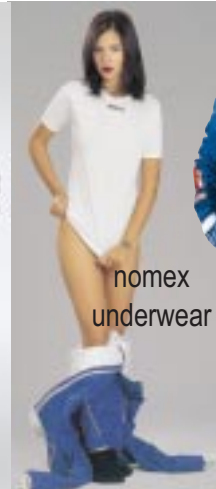
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N O R D S T E R N



PORSCHE

January

2005

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

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Front Cover - For a change, here is Ron Faust 'caught' on camera (and not BEHIND the camera) in the new 997 at this past November's Introduction to the 997. Ron, it looks really, really good 'on' you! Photo by Roger Johnson

Address changes

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Nachrichten vom Herausgeber. . .

Christie Boeder



“There are lots of updates going on, some changing of the guard and dates, dates, dates to keep track of! Be sure to take a good look at the calendar.”

It's that time again, I get to say Happy New Year as I am frantically getting it all together for Christmas! But of course by the time this issue is in the mail, the holidays will be over for the most part. But with the new printing process at least I am not having to think as far ahead. That's good! It's truly 'one day at a time' in the Boeder household.

With that said, I truly hope each and everyone of you had a joyous holiday season filled with good cheer, good wishes, and much peace. We certainly could use more of that in this world.

January issue is always an interesting one. There are lots of updates going on, some changing of the guard and dates, dates, dates to keep track of! Be sure to take a good look at the calendar. We have all the BIR, Blackhawk,

Road America dates scheduled as well as local autocrosses, and all the Winter Tech Sessions. There are many events in need of eventmasters so get involved and help make 2005 a fun and interesting year in the club. Can't do it without you!

Speaking of which, I am including on this page (so I don't have to write so much!) two photos of hopefully 'future' Nord Stern fanatics. Above left is Roger Johnson's son, Ryan, who had the opportunity to meet one of his heroes who shares his name: Ryan Potolny of the Minnesota Gophers Hockey team. Not only is he an excellent hockey player (we can attest to that as we are also season ticket holders), but a really nice guy willing to spend time with a younger hockey fan!

Right, needing only a little bit of a helping hand, is 15-month-old Rolf Gale perched on their 911. Boy, he looks pretty ready if you ask me - I can see quite the twinkle in his eyes. Frankly, it's never too soon to get our kids introduced to our sports!



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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??!

**No new members to list
this month, but watch
here for future
'releases!'**

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. Performance enhancements are frequently made (but not required!).

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

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

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

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

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

Unser Leiter . . .

by Chip Smith

“Perhaps the best thing I’ve gotten out of my years as a Nord Stern member is the many good friends I’ve made. The cars are cool but Nord Stern people are what make this club great. Leave your title at home. . . . We all share a common appreciation for the brand . . . And any club where people will not only listen to my lame car stories but counter with a few of their own can’t be half bad.”

The holidays are over and we have a brand new year ahead of us. As incoming president of Nord Stern, I’d like to thank outgoing 2004 President Ed Hazelwood and the many committee chairs for their efforts this past year. Our events don’t happen without a lot of hard work and dedication by these people. Count the number of committee chairs in the front of your Nord Stern newsletter and you’ll see just how many volunteers it takes to make this club run.

I’ve been active in Nord Stern for about 13 years and each year I make new friends, drive a little better and find another reason for my Porsche enthusiasm. I’ve participated in most every type of activity our club offers. I admit to an addiction to club racing but each of our different events give you an opportunity to enjoy your car and additionally meet fellow Porsche fans.

So why did you join Nord Stern? You didn’t buy a Porsche just for transportation and obviously, you feel at least some enthusiasm for the brand or you wouldn’t have joined a club dedicated to it. What ever it is about your Porsche that tripped your trigger, Nord Stern has a venue to feed your Porsche passion.

Our tech sessions give you an opportunity to learn about the technical aspects of your car and ideas to customize or improve it. Yes, believe it or not, even a Porsche can be tweaked for better performance or appearance. Save time and money by seeing how to do it right the first time.

If driving is what you dig, check out one of our autocrosses, track weekends or rallies. Each give you an opportunity to explore the performance capabilities of your Porsche more than you could ever achieve in normal street driving. If you have a deep rooted desire to test your driving skills in competition, you might try PCA’s club race series which is nationally admired for clean amateur wheel-to-wheel racing.

Some of you may just love the visual beauty and lines of a Porsche. For you, our annual Concours may be the thing to try. Street cars, show cars and even a few race cars clean up for the scrutiny of the judges and a chase for awards. Doesn’t matter if your car isn’t perfect, we have a class for everyone. New in 2005, we hope to also organize a few casual shine-and-show street gatherings in the theme of hot rod cruising. Show your car while mixing it up with other enthusiasts.. See what others have done for wheel upgrades, stereos, and customizing of their ride. Grab a few people for some pizza and bench racing. Or just sow off your clean ride. Who doesn’t like the look of a detailed Porsche under a bright sun or the glow of street light.

Perhaps the best thing I’ve gotten out of my years as a Nord Stern member is the many good friends I’ve made. The cars are cool but Nord Stern people are what make this club great. Leave your title at home. Nord Stern people reach out no matter year or model Porsche you drive. We all share a common appreciation for the brand that every other sports car company uses as a benchmark. And any club where people will not only listen to my lame car stories but counter with a few of their own can’t be half bad.

Hopefully, I’ve your whistle enough to check out a Nord Stern event or two in 2005. If you’ve never been to a one, this is a good year to start.

Keep an eye on our club calendar as our dates firm up. If you have an idea for improving the club or would like to help out with a project, drop me line. After all, it’s your club.

—Porsche. Everything else is a wannabe . . .

Letters to the Editor...

In your October issue, the red 356 coupe is obviously a 1958 or 59 model, not 1965 as your captions both say. It has the A bumpers, licence light, the small rear window, and drooping front fenders. I owned 356 coupes from 1955 to 1965, and am fairly familiar with them all.

—David Grant

Continuing Discussion re: ClubTalk: keeping mice out of the car...

For you really discriminating car storers out there: BRASS steel wool is the best to put in the tail pipe. It won't rust, and the mice don't like to bite into the brass wool.

—Keith Jones

And from a phone message about the little series of winter storages tips, I (the editor) received, member **Heinz Gutmair** expressed his opinion that he has found fabric softener works just as well as moth balls with the advantage of leaving a much, much nicer odor! The Boeders would agree with that! Bounce works great.

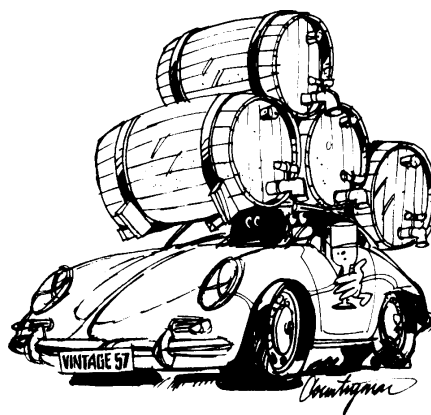
Susan and I would like to thank the club for the "Family Of The Year Award" we received last night.

The fantastic people who make up the Nord Stern Club, certainly makes any volunteering we do, a true "labor of love".

I would like to specifically thank Ed Hazelwood, Roger Johnson, Christie Boeder, Bobby Piper, John Dixon, Mark at Carousel, Cindy at Blue Fin Bay, and Karen at Courage Center for all of their patience and tutorledge this year.

Thank you again for this unexpected honor.

—Keith Jones



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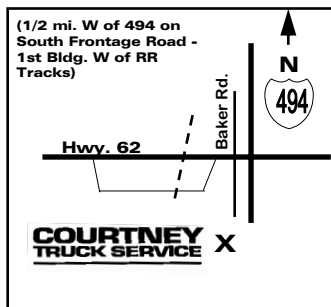
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Carmudgeon Chronicles . . .

Puttering, Polishing and Pondering

by Ken Kamstra

"I wonder, for instance, why any self respecting car nut would fly off to Florida. Sure, it's warmer than Minnesota, but is it worth it just to be warm? You know you will be hassled at the airports. Being "touched inappropriately" and other indignities await you and your spouse at the hands of deranged screeners. Then comes the ultimate indignity, being forced to drive a boring rental car."

They're predicting more snow. Who cares! I'm snug in my garage, polishing the old '69 Mercedes. Again. I ponder: 35 years now; how many times have I shined up this old beauty?

"Someday you'll wear right through the paint," says Marion. She's the Auto Immune lady I married some decades ago. She understands me, tolerates my addiction, but is not always sure about my sanity.

"Polishing," I explain, *"is a time for pondering. It multiplies the therapeutic benefits."*

I wonder, for instance, why any self respecting car nut would fly off to Florida. Sure, it's warmer than Minnesota, but is it worth it just to be warm? You know you will be hassled at the airports. Being "touched inappropriately" and other indignities await you and your spouse at the hands of deranged screeners. Then comes the ultimate indignity, being forced to drive a boring rental car. You'll probably be stuck in traffic behind the zillions of snow birds who migrate when you do.

Admit it, wouldn't you rather be in your own warm garage? With what you save on skipping Florida you can buy a nice heater, stereo and dinners out whenever the mood strikes you. Doesn't your garage offer the only true winter sanctuary for the A.E.D. addicted waiting for spring?

A.E.D.? That's Auto Erotic Dependency for those not familiar with my book on the subject. You know who you are.

I often think of the many long winters I labored day and night to write this, my first book, entitled "It's O.K. To Love Your Car". A book filled with in depth insights on A.E.D. symptoms; how to recognize them and how to live with them. There is, after all, no cure but the addiction can be enormous fun.

For those less interested in literary depth, I crammed the book full of witty cartoons depicting our bizarre auto eroticism.

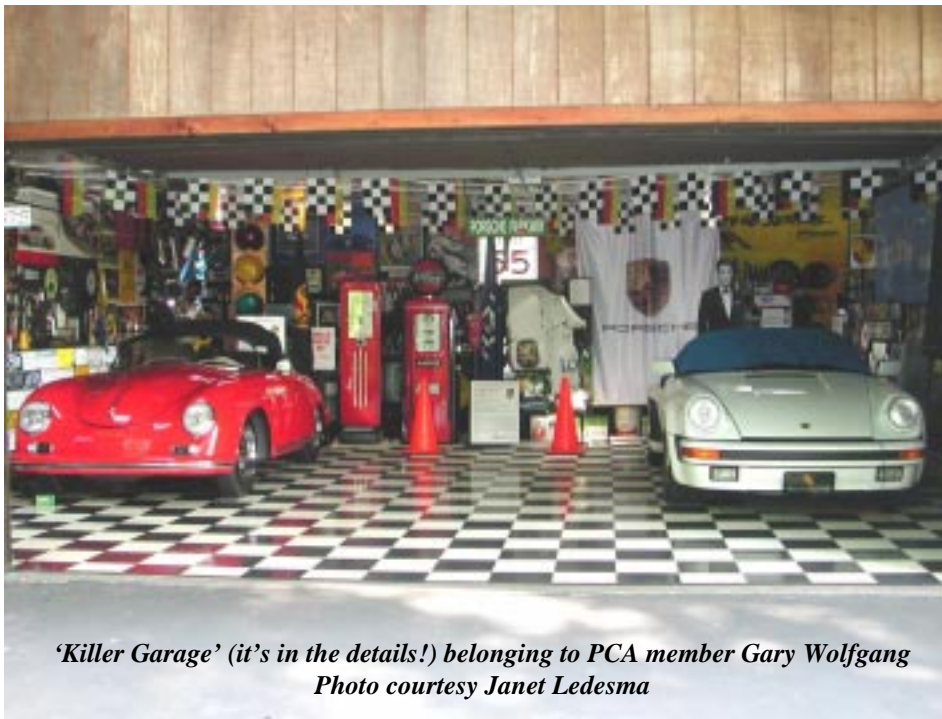


Now, staring into the gleaming finish of my beloved 280 Benz, I relive those glory days when my book was hot off the press. "Surely goodness and money shall follow me all the days of my life," I thought. After all, wasn't Barnes And Noble staging book signing events for me? And, man, the publicity in national and regional magazines. Why even Brock Yates, of "Cannon Ball" fame, called my book "a fun read".

"Can 'best seller' fame be far behind?"

Not exactly but damn it was fun! My books made their way to just about every state and a few foreign countries as well.

Now there's more fun ahead. Even as this is being written, the artist who worked with me on the book is enroute to meet me in my garage. He's an A.E.D. guy and he's bringing with him handsome framed enlargements of the cartoons in "It's O.K. To Love Your Car". Beautiful, full color stuff. It will represent a significant stage in my campaign to transform my sanctuary from a mere garage to an honest to God shrine.



**'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.

Chronicles . . .

. . . continued from page 9

A prime location will be reserved for my portrait of the late Dr. Erhart Von Geernoggin. The good doctor, featured in my book, is credited with the discovery of the Auto Erotic Gene. We all owe him a debt of gratitude. Before Geernoggin, we could only wonder why we have this emotional, irrational relationship with our cars.

I wonder, should there be candles to burn before his portrait?

The shrine transition will continue until spring. Meanwhile, each of my aging carriages will share in the puttering, perfecting and polishing. It will be a time for me to ponder many profound subjects: world peace, the skyrocketing price of single malt scotch, who will be president in '08? Mostly I will ponder how I can squeeze more driving joy into the spring, summer and fall that is surely coming.

I wonder

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by John Ballard, Ad Mgr.

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Preparing for your first (or next) Autocross . . . Or: All the questions I should have asked and things I should have thought of!

By Bob Fleming

“Scared? So was I the first time. Now I wouldn’t miss it for the world. We Porsche Pilots are also concerned about each other and are willing and able to help you gain the knowledge to properly drive and care for your Porsche, be it a 1948 or a 1998 model.”

Editor’s Note: Long-time member Bob Fleming wrote the original of this article years ago. It’s been updated/revised a couple of times as times change and we bring it out again as it is still extremely revelant and answers a lot of those questions newer members of the club have! Got anything you want to add/delete? Let me know and I will include any commentary in our ‘letters to the editor’ area! Weigh in with your experience!

Scared? So was I the first time. Now I wouldn’t miss it for the world. We Porsche Pilots are also concerned about each other and are willing and able to help you gain the knowledge to properly drive and care for your Porsche, be it a 1948 or a 1998 model.

Don’t know about how to:

- bleed your brakes? - we’ll show you;
- change pads? - we’ll show you;
- gap plugs, set proper tire pressure for track or street? - we’ll show you.

Believe me, you cannot get this much information, training, and fun anywhere else for the price. As a bonus, you will meet and become lasting friends with some of the neatest people in the world.

Try it, you’ll like it!

Below is a things to bring list. It is not infallible, but it will help. If you have any questions call our illustrious event masters.

Things to Bring:

- Drivers clothes: long sleeve cotton shirt and pants are required - no shorts while on track.
- Helmet 1995 Snell rating or better. (Mounted fire extinguisher is No Longer Required)
- Rain Gear (just in case mother nature doesn’t cooperate).
- Sun tan lotion (just in case mother nature over-cooperates).
- Warm clothes/Cool clothes - Hey, this is Minnesota!
- Hat, sun visor, sun glasses (the sun can be awfully bright).
- Wheel lock keys - if you have such.
- Tire pressure gauge - get a good one (first timers can borrow).
- Rags and paper towels - you will need them.
- Brake pads especially if those on your car are not fresh.
- Brake fluid change it this spring. Castrol LMA or synthetic Wilwood 750 are good. (Don’t mix these!) Bring 1 - 2 cans.
- Bottle for capturing spent brake fluid.
- Ground cloth preferably waterproof to cover your belongings.

Continued on page 12

- Trash bags large size for storage and rain gear substitute.
- Oil - bring your type. Should have 10w-40, 15w-50 or 20w-50 in the car. You don't want to mix fluids.
- Lug wrench or preferably a torque wrench.
- Duct tape - the all-purpose tool.
- Shop manual if you have one.
- Hand cleaner.
- Sponge and Ivory liquid - fact: clean cars go faster.
- Window cleaner - fact: if you can see where you are going, you can go faster.
- Toolbox and tools open-ended metric wrenches, 3/8 metric sockets and drive, screwdrivers, pliers, fuses, and knife are basic necessities.
- Camera and film (editor's note: and nowadays, digital preferred if you are so willing to share your pictures with your newsletter!)
- Numbers for your car are NOT supplied by Nord Stern - you can use white tape or vinyl numbers

QUESTIONS TO ASK YOURSELF:

- When was the last oil change?
- When were the plugs last changed?
- Are the seat belts solid?
- Are the tires in good shape?
- How is the alignment?

The only other advice I can offer is to make an effort to leave all your troubles at home, you won't need them on the track, they will still be there for you when you get back. A bonus is that you will probably be better to deal with them after you had an exhilarating day or two at BIR. Smile a lot, have a great time, and keep the shiny side up.

PLACES TO STAY

Super 8, Brainerd 800-800-8000
Days Inn, Nisswa 218-963-3500
AmericInn, Brainerd 800-634-3444
Holiday Inn, Brainerd 218-829-1441

Check with Brainerd's Chamber of Commerce, there are lots more places now!

Editor's Note: Stay Tuned for a Continuing Series about 'How to Start Autocrossing and Driver Education' with Next Month: Tech Inspection, what it is, where to go, why it's required!

Nord Stern Welcomes New Zone 10 Rep . . .

Courtesy John Phillips

John Phillips has been appointed as PCA Zone 10 representative, (replacing Joe Rothman who is moving outside of the area). There are 13 Zone Representatives who serve as the principal liaison between PCA and the 139 local Regions. Zone Reps are responsible for assisting members and Regions with any questions or concerns, which may arise in their area. They also act as representatives of, and advocates for, the regions on PCA national issues.

Zone 10 consists of 10 Regions located in 7 states and the province of Manitoba, Canada. John has extensive experience at the local Region level and most recently was President of the Great Plains Region for two years. He will be a rookie Club Racer in 2005. John can be contacted at 402 333-7245 or pcazone10rep@cox.net.



EDITOR'S NOTE: WE WILL CERTAINLY MISS SEEING OUR VERY OWN NORD STERNER, JOE ROTHMAN, AT VARIOUS REGIONAL EVENTS AS OUR ZONE REP BUT WE LOOK FORWARD TO MEETING JOHN. JOE, MICHELLE AND RACHEL ARE MOVING TO THE EAST COAST AND WE WISH THEM WELL IN THEIR NEW LOCALE. BUT WE CERTAINLY HOPE THAT SOME DAY IN THE NOT TOO DISTANT FUTURE THEIR TRAVELS WILL BRING THEM FULL CIRCLE BACK TO MINNESOTA! IN THE MEANTIME WE WILL CERTAINLY WELCOME JOHN TO ANY NORD STERN EVENTS HE CAN ATTEND IN THE FUTURE (P.S. JOHN, WE DO HAVE A PRETTY NICE CLUB RACE UP HERE IN THE HINTERLANDS!)

2005 Winter Tech Sessions . . . Mark Your Calendars Now!

by Andy Busche

Saturday, January 29, 2005
Time: 10:00 am to Noon

“How to Maximize Track Tire Life”
“Aligning Your Car At Home”
“Interpreting Pyrometer Readings”



Apex SPG
7200 Hudson Blvd. Ste 165
Oakdale, MN
651 735-7400

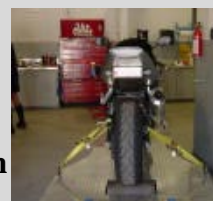
Eventmaster: Jim Bryant/Apex SPG
Andy Busche 612 824-3547
andrew.busche@watsonwyatt.com

Saturday, February 12, 2005
Time: 10:00 am to Noon

“Dyno Session!”
LT1 powered 944, plus others

S&S Performance
5141 Lakeland Ave. North
Crystal, MN 55429
763 536-9430

Eventmaster:
Andy Busche 612 824-3547
andrew.busche@watsonwyatt.com



Saturday, February 26, 2005
Time: TBA

Topic: TBA (always good!)



Auto Edge
900 Wildwood Rd.
Maplewood, MN
www.auto-edge.com

Eventmaster:
Andy Busche 612 824-3547
andrew.busche@watsonwyatt.com

Also on tap: Novice Driver Tech Session April 2nd
Details to be announced!

Saturday, March 5, 2005
Time: 8:00 am to Noon

Carousel Porsche Swap Meet!

Carousel Porsche Automobiles
9191 Wayzata Blvd, Minneapolis 55426
763 744-9191

Eventmaster:
Andy Busche 612 824-3547
andrew.busche@watsonwyatt.com





Eventmaster Chris Harbron



Newer members attending!



A most handsome power group: Ron Faust, Roger Johnson and Scott Kuhne



Karen and Jim Breakey



Most Handsome Power Group #2! Chip Smith, Bruce Boeder and Bill Berard



Ed Vazquez with his driving award



Mitchell Berry and wife Georgette show off their Concours Award



Bruce and Christie Boeder

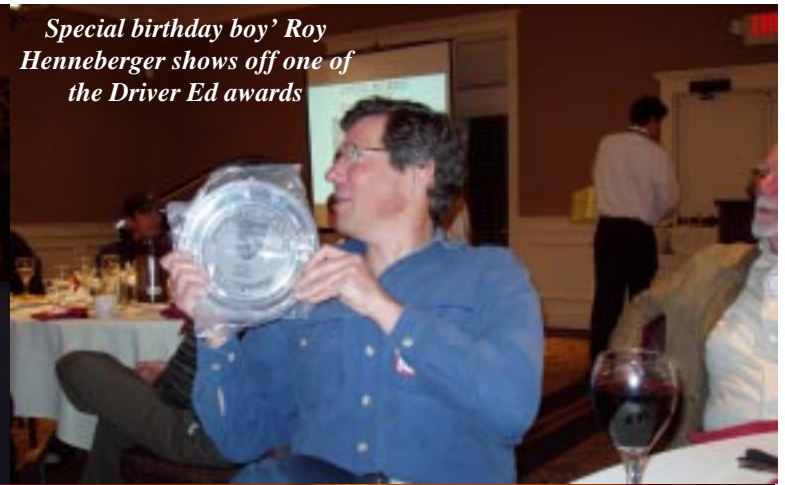
Out and About at the 2004 Annual Awards Dinner

Photos by Jill Daneu

This past November 21st Nord Stern celebrated it's upteenth Awards Dinner at the Golden Valley Country Club where members enjoyed good food, a fun slide show of the 'year in review.' Ably coordinated by Chris Harbron and emceed by 2004 President Ed Hazelwood, eventmasters presented the yearly awards for the Driver Education series, Concours d'Elegance and the fun 'Run for the Brat' rally. Several special awards were presented (ask me the S.M.B. award! I am rather partial to that one!) It was fun evening! Thanks, Chris, from an appreciative Nord Stern crowd!



*Luis & Vilma Fraguada,
Ali Vasquez are 'all ears!'*



*Special birthday boy' Roy
Henneberger shows off one of
the Driver Ed awards*



*A smiling Scott Kuhne, Lorry &
Lon Tusler enjoying the evening*



*Hiding behind lots of beverages is
left, Paul Coufal*



*A well-deserved 'Family of the Year' award goes to Susan and
Keith Jones, Congrats!*



Left, Dick Beers and his new wife



Ferrari and Porsche = FUN

photos by Luis Fraguada, Sr.

This past fall an informal gathering of Porsches and Ferraris found a number of Nord Stern members joining several Ferrari owners exploring (or should we say, exploiting) the local roadways! It was a great time, and Luis Fraguada, Sr. shares a few pictures from the day here: upper left, the gathering! Left, Vilma and Luis' 2002 GT2 (or their 'new baby' as they are now referring to it!) and above, a Ferrari Dino246 GT.

2004 Nord Stern Driver Education Awards

by Ed Tripet, Timing

Congratulations to this years AutoCross Series
Trophy Winners:

3M	Glen Larson - 1st
4M	Bob Viau, Jr. - 1st
5M	David Anderson - 1st
7M	Peter George - 1st
8M	Harvey Robideau - 1st
8W	Elenor Renwick - 1st
9M	Bret Bailey - 1st
9W	Becky Bailey - 1st

10M	Ron Lewis - 1st
12M	Pat Kelly - 1st
P4	Bob Viau - 1st
P5	Roy Henneberger - 1st (tie)
P5	Pam Viau - 1st (tie)

I would also like to announce three new BIR track records:

9W	Becky Bailey (2:04.493)
12M	Pat Kelly (1:49.690)
12W	Suruchi Kelly

Rick Moe's

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- experience : nord stern open class autocross champion
- experience : nord stern concours winner
- experience : nord stern technical editor
- experience : factory training school graduate
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2005 Kalender

January

2005

- 4 **Monthly Business Meeting**
Location: Famous Dave's/Calhoun Square
Time: Social 6:30 pm Meeting 7:00 pm
Eventmaster: Chip Smith, 952 942-6686
chip13@mn.rr.com
- 21 **Nord Stern Annual Holiday Dinner**
Location: Interlachen Country Club
Edina, MN 612.924.7424
Cocktails/Dinner
Featuring Tommy Archer
Eventmaster: Bill Berard, 952.921.4955
See Page 20
- 29 **Winter Tech Session: How to maximize track tire life; Aligning your car at home; Interpreting pyrometer readings**
Location: Apex SPG
7200 Hudson Blvd., Oakdale, MN (see ad)
Time: 10:00 am to Noon
Eventmaster: Andy Busche, 612 824-3547
andrew.busche@watsonwyatt.com (see pg. 13)

February

2005

- 8 **Monthly Business Meeting**
Location: Famous Dave's/Calhoun Square
Time: Social 6:30 pm Meeting 7:00 pm
Eventmaster: Chip Smith, 952 942-6686
chip13@mn.rr.com
- 12 **Winter Tech Session: Dyno Session!**
Location: S & S Performance
5141 Lakeland Ave. North
Crystal, MN 55429 763 536-9430
Time: 10am - Noon
Eventmaster: Andy Busche, 612 824-3547
andrew.busche@watsonwyatt.com (see pg. 13)
- 26 **Winter Tech Session: Topic TBA**
Location: Auto Edge
651 777-6924 (www.auto-edge.com)
Eventmaster: Andy Busche, 612 824-3547
andrew.busche@watsonwyatt.com (see pg. 13)

March

2005

- 1 **Monthly Business Meeting**
Location: Famous Dave's/Calhoun Square
Time: Social 6:30 pm Meeting 7:00 pm
Eventmaster: Chip Smith, 952 942-6686
chip13@mn.rr.com
- 5 **Carousel Porsche Swap Meet**
Location: Carousel Automobiles
Time: 8:00 am to Noon
Eventmaster: Andy Busche, 612 824-3547
andrew.busche@watsonwyatt.com
Tables available, Contact Andy (see pg. 13)

April

2005

- 2 **Novice Driving Tech Session**
Location: TBA
Eventmaster: Andy Busche, 612 824-3547
andrew.busche@watsonwyatt.com
(see pg. 13)
- 17 **Autocross @ Valley Fair with MAC**
- 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 **PCA Instructor Training @ BIR (tentative)**
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com
- 11,12 **Fast Fling Driver Education**
Brainerd International Raceway
- 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.

You are Cordially Invited
Nord Stern's Annual
Winter Holiday Get-Together

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

Be sure to mark your calendars now and reserve the evening for a traditional favorite event: Bill Berard (952.921.4955), our eventmaster extraordinaire promises an entertaining evening of good food, good company and good story-telling!

Name/s: _____

Attending: ____ X \$45 @ (dinner includes double entrees) = \$ _____

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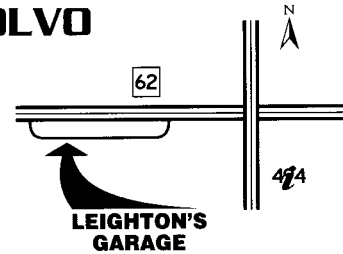


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Nord Stern Business Meeting November 1, 2004

Eleanor Renwick, Secretary

Nord Stern Business Meeting Minutes December 7, 2004

The meeting was brought to order by President, Ed Hazelwood. This will finish the last business for the year. Many thanks to the officers and chairs.

Old Business:

The Porsche owner letter to be distributed by dealers is ready to be printed on Club stationery. The letter goes to new owners of Porsche cars and includes a free 1 year membership to Nord Stern.

Hand-off to new treasurer has taken place. He has updated Quick Books software, and is getting familiar with the ad procedures and collections-he plans a letter to those vendors whose invoices are still due for 2004.

Advertising: the new chair has begun enthusiastically by requesting a descriptive synopsis from advertisers. Other ideas include selling ads on our club website for an additional fee, and he seeks a volunteer for expanded web wizardry.

Met Council and coordination: More local events were a frequent request in the president's survey. An aggressive search yielded Dakota County events; the first on June 19 plus another on August 14 with Corvettes of Minnesota; the venue includes a classroom facility; and a Valley Fair event with MAC on April 17. See newsletter for additional events still being formulated.

President's Advisory Group: consists of John Dixon, Ron Faust, Jim Holton, and Lon Tusler. A draft of their report is being prepared to assist 2005 officers. Some excellent ideas were presented, with the goal being to not only entice new members into the club, but retain current membership. A few of these ideas were to place pictures of all events on the club website; establish a phone bank to call inactive members; and have more impromptu movie nights as a good way to meet club members. Other outreaching ideas such as touring/cruisin' and show-n-shine were discussed as well.

New Business: the national training (not certification) programs for instructors will take place in 2005. The date and other details remain to be worked out, but the commitment is in place for the national program. For those interested in becoming new instructors, the chief instructor

will prepare a list of requirements. Instructors will be notified when and where the training will take place.

Congratulations to Chris Harbron for a successful awards banquet. Some trophies are still waiting to be delivered to the winners.

Monthly business meetings will continue at Famous Dave's in Uptown. Their separate meeting room works very well. The next meeting will be Tuesday, January 4th. If chairs cannot attend, give Chip an update.

Careful coordination will be required to make all the upcoming events successful. There is a large need for volunteers to assist. Additional discussion included expanding the June BIR event into a sports car fiesta with other car clubs; or hosting the June event as an Invitational.

There was much discussion about ways to de-mystify the track experience by making more information available to the novice drivers. Volunteers are sought to prepare articles, pamphlets, or booklets with useful information to distribute to those attending their first BIR experience.

Membership: the new chair shared some of the statistics he's compiled thus far. It seems percentages of those active vs. inactive seem to stay the same. The people within those groups do change from year to year. It's Membership renewal time again. Check the date on the mailing label of your newsletter. Your membership expires in December of the year shown.

Drivers Ed: there will be two schools in 2005. One at First Fling and the other at Last Fling. A low-speed venue is on the list and we're looking for a good parking lot. The chair is preparing a list of requirements for becoming an instructor.

Newsletter: announcements should be sent to the editor as early as possible. Send notices by the middle of the previous month in which you wish the announcement to appear.

Holiday Dinner: The speaker for the Holiday Dinner will be Tommy Archer, of Archer Racing. It'll be a big night! Be there!

Wanted: a volunteer to assist our Club Race Chair and learn the routine. Please contact Roger Johnson if interested.

Continued on page 27

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Monthly Business Meeting

New, New Location!

Famous Dave's Calhoun Square!

Feb Meeting is 2/8

Agenda:

6:30 pm Social

7:00 pm Meeting

Eventmaster: Chip Smith, chip13@mn.rr.com



The action between Dave Parker in his 911SC (#57) and Bruce Boeder (in his 911 SC #3) at this past summer's Club Race was very, very close! Photo by Susan Wittkop of the Great Plains Region..

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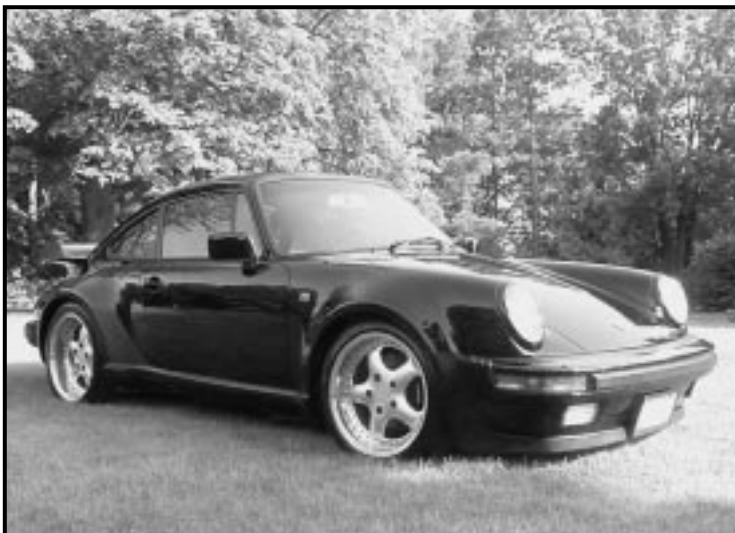


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Dec. Business Meeting . . .

. . . continued from page 23

PCA Club Calendar: Editor Christie Boeder posts our local events where they receive nation-wide exposure. Check it out at www.pca.org ; Nord Stern was the first to post.

Tech Sessions: schedule is out. January 29: Apex; February 16: Auto Edge; March 26: Swap Meet; April 2: novice tech session. Additional ideas are welcome. Contact Andy Busche.

Concours: Chris Harbron is the 2005 chair, and requests help with venue ideas. Please contact her directly.

The meeting was adjourned at approximately 9 p.m.

—Respectfully submitted,
Eleanor Renwick/Secretary

Fun Stuff . . .

Name That Christmas Carol!

1. Bleached Yule
2. Castaneous-colored Seed Vesicated in a Conflagration
3. Singular Yearning for the Twin Anterior Incisors
4. Righteous Darkness
5. Arrival Time:2400 hrs - Weather:Cloudless
6. Loyal Followers Advance
7. Far Off in a Feeder
8. Array the Corridor
9. Bantam Male Percussionist
10. Monarchial Triad
11. Nocturnal Noiselessness
12. Jehovah Deactivate Blithe Chevaliers
13. Red Man En Route to Borough
14. Frozen Precipitation Commence
15. Proceed and Enlighten on the Pinnacle
16. The Quadruped with the Vermillion Proboscis
17. Query Regarding Identity of Descendant
18. Delight for this Planet
19. Give Attention to the
Melodious Celestial Beings
20. The Dozen Festive 24 Hour Intervals

Ala Lettermen: The Top 10

Reasons to Like Hanukkah:

10. No roof damage from reindeer

9. Never a silent night when you're among your Jewish loved ones
8. If someone screws up on their gift, there are seven more days to correct it
7. Betting Hanukkah gelt (the chocolate coins) on candle races
6. You can use your fireplace
5. Naked spin-the-dreidel games
4. Fun waxy buildup on the menorah
3. No awkward explanations of virgin birth
2. Cheer optional
1. No dreadful Christmas Musak

Fruitcake Recipe

- 1 gallon whiskey
- 1 cup water
- 1 cup sugar
- 4 large eggs
- 2 cups dried fruit
- 1 teaspoon baking soda
- 1 teaspoon salt
- 1 cup brown sugar
- lemon juice
- nuts

Sample the whiskey - quality control.

Take a large bowl. Check the whiskey again to be sure that it is of the highest quality. Pour 1 level cup and drink.

Repeat.

Turn on the electric mixer; beat 1 cup butter in a large fluffy bowl. Add 1 teaspoon sugar and beat again. Make sure the whiskey is still okay.

Cry another tup. Turn off the mixer. Break two legs and add to the bowl and chuck in the cup of dried fruit. Mix on the turner. If the fried fruit gets stuck in the beaters, pry it loose with a drawscraper.

Sample the whiskey to check for tonsistency.

Next, sift 2 cups of salt. Or something. Who cares. Check the whiskey. Now sift the lemon juice and strain your nuts.

Add one table. Spoon. Of sugar or something. Whatever you can find. Grease the oven. Turn the cake tin to 350 degrees. Don't forget to beat off the turner. Throw the bowl out of the window.

Check the whiskey again.

Go to bed.

Who the heck likes fruitcake anyway?

Power seat switch replacement, 944 family of Porsches

by David Grant, Red River Region

“For anyone with a broken switch unit, this will be useful, unless you have done this often. These are for the simplest version with only one duplex switch. It is the one most likely to get broken . . . Many folks may be tempted to ignore a broken switch, but not you, right?”

For anyone with a broken switch unit, this will be useful, unless you have done this often. These are for the simplest version with only one duplex switch. It is the one most likely to get broken. Instructions apply in a general way to the more complex seat switch systems used by Porsche. If you have a parts-seat, or find a switch for sale, it will save you the price of a new one. Many folks may be tempted to ignore a broken switch, but not you, right?

Remove seat from car; 6 in. hex/Allen bolts. Slide seat all the way forward, undo four bolts, then slide seat back and undo the others. A small ratchet or a ball-end 6mm Allen wrench will save you some time. If there is corrosion on these bolts, clean it up, or replace the bolts. Clean the threads in your car, too, if they are not perfect. Tilt seat a bit, and undo the seat belt wire disconnect, and pry off the big 8-pole power disconnect, straight upwards.

When the seat is in your workshop, lie it down, or stand it upside down against a workbench or table. Protect the shiny bits with clean cloths over any rough floor or dirty workbench surfaces. If you have a digital camera, take pictures to show you (later, during reassembly!) the location of the wires and the tie wraps under the seat.

Undo the 2 screws holding the switch cover plate/ bezel in place, and pry it off; it IS fragile plastic! Remove the one screw that holds the switch unit in place. Put this stuff in neat little piles on the far edge of your workbench.

With wire cutters, snip and remove all the nylon tie-wraps. Make a map of the green and purple wires as they attach to the two motors. The purple goes on the side, the green goes on the top or bottom terminal. Take the big nylon disconnect off its steel bracket, by pushing in the little tab at one end of the opening in the steel, and sliding it in that direction, then pushing it through the bracket-hole, remove its cover with a pair of flat blade screwdrivers, and an extra set of hands, if available. Unbolt the steel bracket for this disconnect. Map the location, within the 8-pin disconnect, of the two red and two brown wires, and the big plastic pin underneath. Red goes on the right, etc. There are 8 pin locations. You CAN get it wrong! A bit of masking tape can be used to label the wires not going to the switch you are replacing.

To make sure you get your wire map right, wiggle the switch unit a bit to make sure you get the front switch connected to the motor that raises the front of the seat! With the wires completely disconnected, softly straighten them, and ease them out of the seat. If the switch is stuck, do not pry hard. Pushing on the switch from inside the seat with the wires or a metal rod/ screwdriver is safer.

Installation: Make a steel hook from a coat hanger. Put it through the front switch hole in the steel seat frame, from the ‘underneath’, toward the switch. The front switch goes in first; remember that the switch solder connections are visible from underneath, when the car is being driven-- don’t get confused with up/down. Hook the longer pair of wires, and pull them in. Put the hook back through and get the second pair. Repeat for the rear switch, long pair then short pair. You may like to wrap the hook and terminals with a couple of layers of tape tightly wound, but it works without. You might use a big



Continued on page 31



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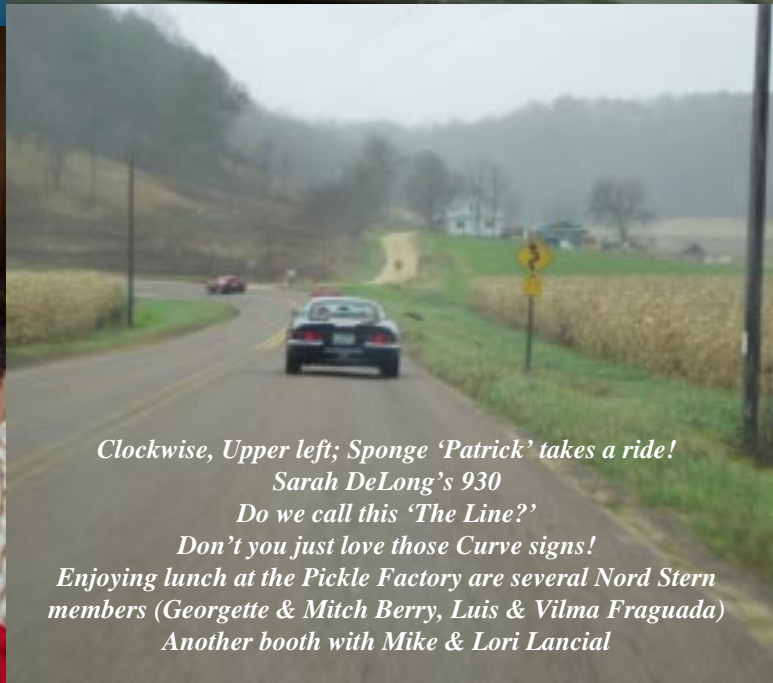


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*Clockwise, Upper left; Sponge 'Patrick' takes a ride!
Sarah DeLong's 930
Do we call this 'The Line?'
Don't you just love those Curve signs!
Enjoying lunch at the Pickle Factory are several Nord Stern
members (Georgette & Mitch Berry, Luis & Vilma Fraguada)
Another booth with Mike & Lori Lancial*

River Ramblings. . .

by Sarah DeLong

It wasn't an official event - but a group of Ferrari, Porsche, and a few other 'hot' car owners got together for one of those last fall drives. It was so great to see so many people who joined in to enjoy the road, scenery and food. It was on Saturday, October 30th. Dick Petrick (Ferrari owner) and Mike & Lori Lancial (Porsche owners) organized the drive route with lunch at the Pickle Factory. We went along the river on the Wisconsin side and then off on to some great twisting roads.

Oh, 'the pumpkins.' Our lab-mix Kota's favorite toy is this rubber sponge bob character 'Patrick.' When we were driving home from the drive that day we stopped to get a pumpkin and saw the characters painted on them. I started to laugh and knew we had to buy them. Here is a funny picture on our steps with her toy. (Our dogs are like our 'kids' - we also have an English bulldog.) All photos by Sarah DeLong, page 30 and 31.

Replacement . . .

. . . continued from page 29

screwdriver to push the foam out of the way as the hook/terminals are pulled in. Pull the wires until the switches are in inch or so from 'home'. Connect the green and purple wires to the two motors, according to your map. Lay the cables in place, near where your map says they should be. When you have the brown and red wires in the big

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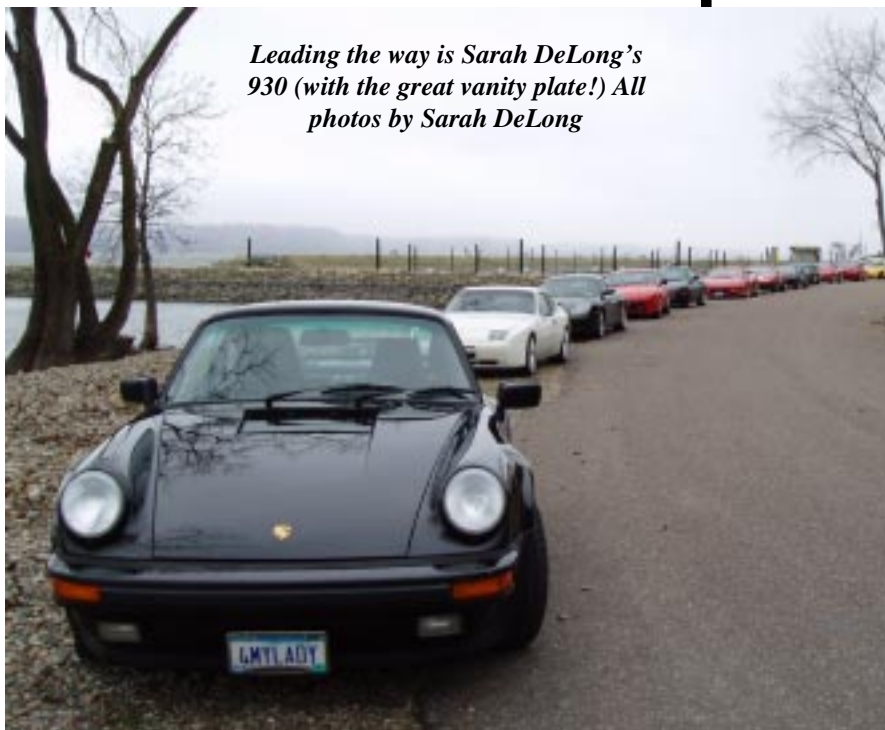
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*Leading the way is Sarah DeLong's
930 (with the great vanity plate!) All
photos by Sarah DeLong*



disconnect in the proper places, snap the cover on it. Bolt the mounting bracket with its two bolts. Check that the wires and terminals are not bent or pinched perilously.

Clip the disconnect into its bracket. Push the switch into position, and install the three screws that hold it and its bezel in place: use very little torque, or you will break or strip something. Now put in three or four new tie wraps, and make the wires fit nicely. Put the seat in the car, connect the wires, and install all seat mount-bolts. You are done.

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Zu Verkaufen

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996 Twin Turbo

2003 Techart 911 (996) Twin Turbo 2,900 miles. Seal gray, Full Graphite leather interior, Seal gray console and interior accents. Heated seats, Graphite gray mats. Techart Stage 2 Package (over \$21,000) Including software, sport air cleaner, exhaust and turbos. 550 dynoed hp. Techart Daytona 18x8.5 front and 18x11 rears (\$5700). All work performed at Techart's USA location in Largo FL. Have original window sticker and invoices on all work performed. This car is seriously SCARY fast! Car is currently located in the Tampa Bay area of FL. Shipping up north can be easily arranged. Over \$150,000 invested. \$115,000 O/BO Contact Luis Fraguada Jr @ luisjr944s2@hotmail.com or at (727) 421-7309.

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2000 Audi A6

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

- Name That Christmas Carol Answers
(see pg. 27)
1. White Christmas
 2. Chestnuts Roasting on an Open Fire
 3. All I Want For Christmas is My Two Front Teeth
 4. O Holy Night
 5. It Came Upon a Midnight Clear
 6. O Come, All Ye Faithful
 7. Away in a Manger
 8. Deck the Hall
 9. Little Drummer Boy
 10. We Three Kings
 11. Silent Night
 12. G-d Rest Ye, Merry Gentlemen
 13. Santa Claus is Coming to Town
 14. Let it Snow
 15. Go, Tell It on the Mountain
 16. Rudolph, the Red-nosed Reindeer
 17. What Child is This?
 18. Joy to the World
 19. Hark! The Herald Angels Sing
 20. The Twelve Days of Christmas

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L T D

Boxster Coolant Tank Failure

by Steve Grosekemper, Windblown Witness, San Diego Region

“For better or worse water-cooling is here to stay, so we better get used to it. Modern cooling systems are sealed and once filled should never need additional coolant.”

While Porsche has gotten along with air-cooling for their sports cars for the past 50 years or so, it has come to my attention that all Porsche models are water-cooled, and have been since 1999. The reason for this new-fangled water-cooling is that it maintains a more uniform control over cylinder head temperatures. Air-cooling was much simpler and best of all, never suffered from coolant leaks. Or always did, but that was OK as well.

For better or worse water-cooling is here to stay, so we better get used to it. Modern cooling systems are sealed and once filled should never need additional coolant.

If a cooling system does lose its fill, it is imperative for us to find the source of the loss. If the coolant was there and now is not, there can only be a few reasons for its exodus. It might have leaked out of the cooling system and escaped to the ground. (A burst cooling hose or failed water pump is the most common failure).

A less popular escape route would be a leak into the engine itself. Coolant can find its way into the engine through a crack in a cylinder head or block, or by a failed gasket. If this is the case evidence will be found in the oil pan or exiting the tail pipe. The method of determining the source of the loss is as follows.

- Top off the cooling system.
- If coolant does fall out on the ground, trace it to its source and repair it.
- If the coolant does not fall onto the ground in an obvious manner, you must pressurize the cooling system to simulate operating conditions. (See Figure #1)
- If the coolant does not escape quickly, you must leave the pressure on the system until the level drops noticeably. If the coolant leaks into the cylinder, the engine will not turn over. You then remove the spark plugs, rotate the engine, and watch to see which cylinder ‘Old Faithful’ starts spraying out of.
- If it leaks into the crankcase, the coolant will mix with the oil. After sitting for some time the oil and water will separate. Since oil is lighter than water, the water will settle on the bottom of the oil pan and pour out first when the drain plug is removed.

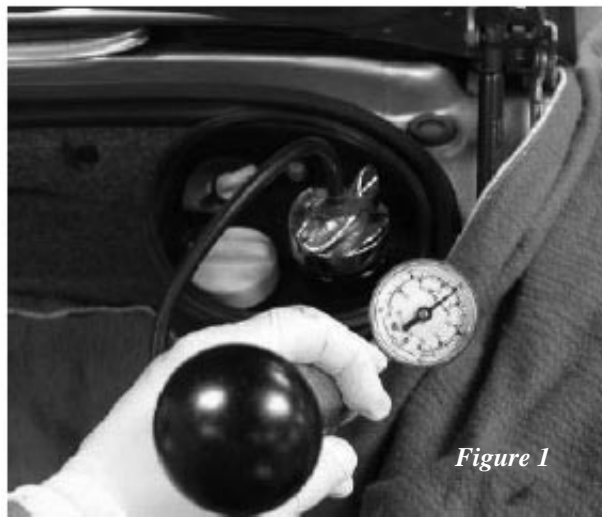


Figure 1

But what if none of these things happen? What if coolant is being added to the car slowly over time, and shows no signs of escape. This was the case for me a few months ago. While waiting for something to happen after pressurizing the system, I noticed a drip of coolant escaping the car.

But this was not a normal location for a coolant leak. The coolant was not leaking from the engine, but out of the right rear jack lifting point! Now this was a little perplexing as there are no cooling system components in the area. Then it hit me, (OK, maybe it actually

Continued on page 34

Coolant Failure . . .

. . . continued from page 33

dripped on me). The only thing that was even in the vicinity of the drip was the coolant reservoir mounted in the rear trunk. I looked in the trunk and started pulling carpet out to access the coolant reservoir. Under the carpet is a wooden flooring, so out it went as well.

With all the coverings and floorings removed, there it was. A green fog of coolant spray was coming from the bottom of the coolant tank. A green lake had formed on the trunk floor. As the coolant collected on the floor it found its way forward through body panels until it escaped at the jack lifting point. (See Figure #2) Loosing coolant in a



Figure #2

mysterious fashion, you can simply pull back the carpet surrounding the coolant tank. Complete removal of the carpet and flooring is only necessary when the tank is being replaced.

Coolant Tank Replacement: At first glance this seems to be a very straightforward process. The tank and mounting bolts are right there in the trunk. There is also an oil filler pipe integrated into the tank but that doesn't look to be a problem. The problem lies not in the trunk, but on the other side of the firewall in the engine compartment.

That is where the coolant and oil hoses connect to the engine. They are connected with a series of pressure clamps that you may have seen before on Japanese cars. You must remove these pressure clamps before removing the coolant tank. Getting to the clamps is another issue.

They cannot be accessed from the trunk or the top of the engine compartment. They must be accessed from the bottom of the car. Unless you are 10 inches tall you will

also have to remove the large aluminum protection plate on the bottom of the car. This is also not as easy as it seems. The plate is sandwiched between the chassis and some aluminum braces, which all must be removed.

If after all these obstacles, you still want to tackle this project, continue reading and I will attempt to guide you through the process. A factory service manual is highly recommended for this service procedure. This is due to the fact that there are several small details that may be omitted here due space constraints.

- Remove coolant and oil filler caps.
- Remove reservoir cover and release coolant bleed valve (pull steel ring up into the locked position). Remove the top sealing ring of the reservoir.
- Safely raise car and remove the plastic engine protection cover, and aluminum protection plate from the underside of car.
- Drain the coolant at the bottom of the engine coolant housing.
- Reinstall the drain plug and tighten after coolant has drained.
- Remove coolant pressure clamps and hoses from tank fittings. These are located on the engine side of the trunk wall, up high between the trunk and engine. (See Figure #3)

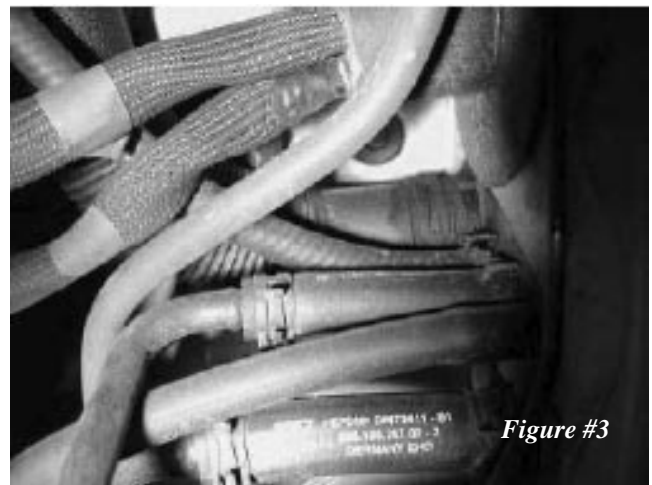
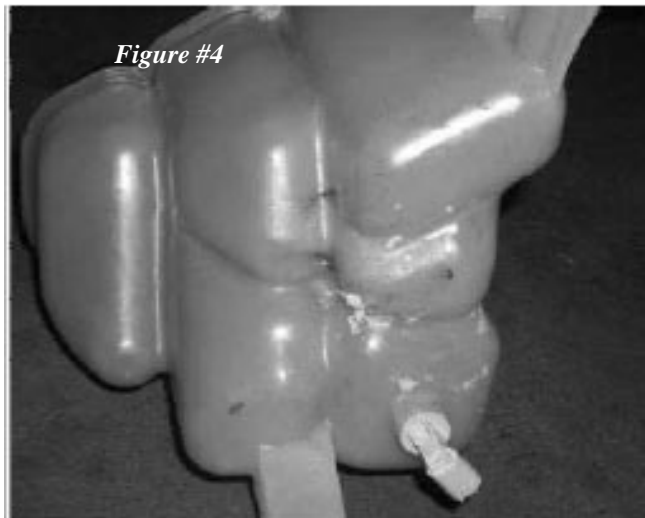


Figure #3

- Now go top the top side of the car and remove all the trunk carpeting and wooden flooring.
- Remove the electrical plug attached to the coolant level sender at the bottom of the tank.
- Now remove the three mounting nuts and bolts holding the tank to the trunk wall.

- The tank is sandwiched between itself, a gasket and the firewall.



- Remove the oil dipstick and guide tube attached to the reservoir.
- Carefully twist and juggle the from the tank and it will come out. (The gasket should stay with the car)
- Check the bottom of the tank to verify that the tank is actually cracked and the leak is not from the coolant sending unit. (See Figure #4)
- Once the tank is out use a wet/ dry vacuum or other means to remove all the coolant from the trunk floor.
- Transfer the coolant level sender and the three elbow hoses from the old tank to the new one.
- Instead of reusing the pressurestyle clamps replace them with screw type clamps. (This is a directive from Porsche when the pressure clamps leak, but is a good idea at replacement time as well.)
- Mount the new tank (996.106. 147.07 = \$217.76) to the trunk firewall.
- All earlier coolant tanks, 996. 106.147 .03/.04/.06 have been superseded to this 996.106.147 .07 tank.
- From the bottom of the car, reattach the one oil hose and 3 coolant hoses to their original locations.
- From the top of the car, reinstall the oil filler cap. Release the bleed valve, leaving the bail in the upright position. Turn the heater control to Max. Heat.
- Fill the cooling system slowly with Porsche factory coolant part # 000.043.203.78. (Quarts). Mix this coolant

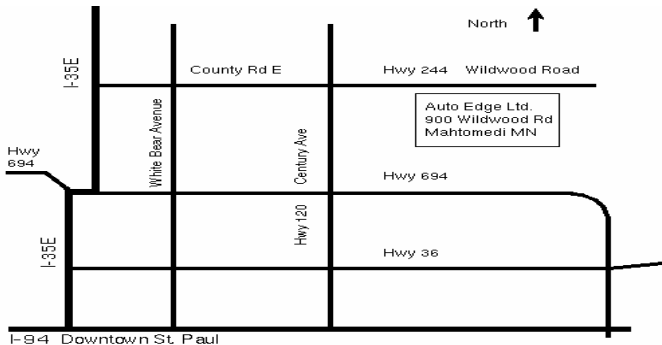
with distilled water at a 50% mixture. It is imperative to fill the system very slowly so as many air bubbles as possible can come to the top.

- Fill the tank until the coolant meets the bottom of the filler neck. Now start the car let it idle, add coolant as necessary to maintain a level at the bottom of the filler neck. Install the reservoir cap. Raise engine speed to 2500 R.P.M.
- Rev engine quickly, several times during this process. The surging of coolant flow is needed to get all of the air pockets out of the system.
- Let the engine temperature increase to 185 degrees and then close the bleed valve bail.
- Continue revving the engine every few minutes until the coolant temperature reaches 195 degrees. After the engine temperature stabilizes, check below front radiators for hot airflow. (Cooling fan actuation)
- Let engine come down to an idle and verify that the cooling fans are cycling on and off. • Check car for any coolant leaks.
- If all seems well and no coolant leaks are present, reinstall the two lower covers.
- After the car cools off completely the coolant level should be between the Min/Max indicator marks on the tank. If they are not, correct the coolant level.
- As an extra precaution, you may want to re-pressurize the car cold, to make sure there have been no overlooked leaks.

Good luck!

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