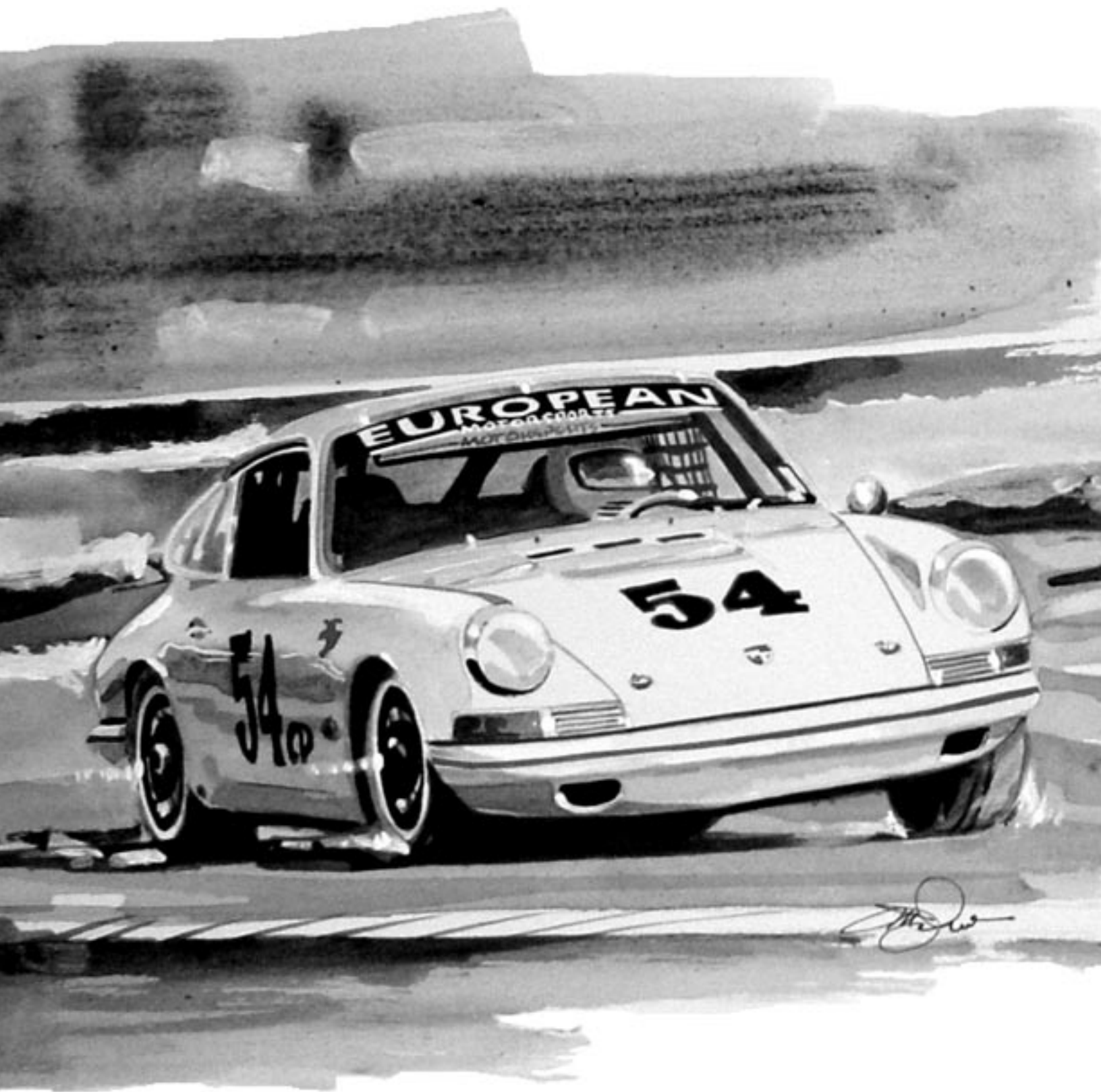


NORD STERN



New In This Issue:

Quattro Club Teen Clinics

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Winter Tech Schedule

Page 11

Driver Ed Registration

Page 17

FEBRUARY

2005



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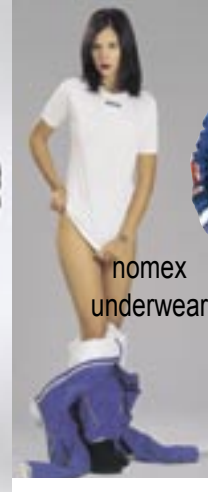
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Nord Stern is the official monthly publication of the Nord Stern Region, PCA Inc. Articles herein are those of the author's and do not necessarily represent the official position of PCA, the Nord Stern Region, or their members.

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Front Cover -

What a gift for *Nord Stern* it is to have a member, Mike Jekot, so willing to share his talents with us mere mortals! Just as I was needing to shuffle through some digitals and stills for this month's cover art here comes an email with the attached image you see. My significant other's immediate comment was: Wow! and I would certainly agree (he has a particular fondness for the early, short-wheel based 911s). Thank you, Mike, again for sharing your art. Mike will be the featured artist at this summer's Parade in Hershey, PA. A well-deserved honor. Mike can be reached at: jekot@bitstream.net as he does freelance and does commission work, too!

Address changes

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Give Your Teen
the Driver's
Edge For Free!
July 9th @
The National
Sports Center
in Blaine.

Plus, Quat-
tro Club Teen
Clinic Will be
March 6th - see
announcement
on page 10!

Because we have teenagers in the household, both our children and our children's friends, I am devoting my column to the announcement of the Driver's Edge Clinic coming to Minneapolis. Several NS members had young family members go through this driving school when it was last offered here in 2003 and speak very highly of the program. Take a look at it and see if you don't agree, teenage drivers need more training! And, there is another option with the teen driving clinics scheduled March 6th with the Quattro Club. A full notice appears in this issue on page 10.

"Driver's Edge is returning to the greater Minneapolis area on July 9, 2005 with an event at the National Sports Center in Blaine, Minnesota. To date, over 10,000 young drivers and parents across the country have had the opportunity to attend this innovative and life saving program. In 2005, Driver's Edge is again traveling to markets across the U.S.

Every day over 1,330 16-20 year olds are killed or injured in auto-related collisions. Car collisions are the number one killer of our youth. It's time for the state of Minnesota to show that a difference can be made.

The statistics regarding young drivers aged 15-20 are staggering:

- Every 15 seconds of every day a driver aged 15-20 is involved in a police reported collision
- The crash involvement rate for young drivers is 150% greater than the average driver
- Young drivers make up only 6.4% of total drivers but account for 18% of all collisions.
- Over 63% of all teen fatalities were not wearing a seat belt.
- Approximately 3 out of 20 young drivers will be involved in an automobile collision each year

These are statistics we are determined to change. On July 9, 2005, Driver's Edge will provide comprehensive real life training for young drivers in an effort to combat the ever increasing statistics regarding teen auto collisions and driving fatalities. This exciting half day, "MTV style" program will include classroom and behind the wheel training with expert instruction on skid control, evasive lane changes, panic braking, combating unexpected situations and more. The program is conducted by professional race car drivers and driving instructors. Also attending this important program will be local government representatives, law enforcement representatives, other dignitaries and members of the media.

Continued on page 30

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1/2 pg.	\$77	\$69	\$50
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1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	\$95

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1/8 page:	2-1/8" wide by 4-3/4" high
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Willkommen

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??!!

Rebecca & Bruce Bogema

St. Paul, MN
Black 1986 944 T

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).

Ross Collins

Shorewood, MN
1957 356 Speedster

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.

Leah & Michael Fashing

St. Bonifacius, MN
1985 Red 911

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.

Bonnie & Loran Hall

Sartell, MN

Driver Education: High speed driving event on a closed-course racetrack (Brainerd, Blackhawk Farms) where drivers are grouped according to prior lap times. Instruction is available. Performance enhancements are frequently made (but not required!).

Mary & Marshall Knowlin

Stillwater, MN
j2002 Seal Gray Boxster

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!

“When winter settles in and my car is stowed away I inevitably find myself pouring over old issues of Panorama, Nord Stern and my parts catalogs dreaming up new ideas for my 911 wish list. It seems, the longer winter is, the more expensive spring gets.”

Looking out my window tonight, I finally see snow falling. I was beginning to wonder whether I still lived in Minnesota. When winter settles in and my car is stowed away I inevitably find myself pouring over old issues of *Panorama*, *Nord Stern* and my parts catalogs dreaming up new ideas for my 911 wish list. It seems, the longer winter is, the more expensive spring gets. Given enough time, I’m sure to convince myself that I just won’t survive without those 18” magnesium wheels, or aero mirrors or carbon fiber splitter, etc. Thank goodness for skiing and snowmobiling to distract me with a quick speed fix.

I was talking with a friend of mine recently who moved from Minnesota a couple years ago and he commented how spoiled in *Nord Stern* to have so many quality resources available for getting our Porsche’s serviced or modified. In the Twin Cities metro alone, we have not one, but two great Porsche dealerships and a number of quality service shops to choose from. From simple maintenance to full race car building, we’ve got some pretty talented wrenches in our club. Looking for a good service shop? Check out the ads in our *Nord Stern* magazine.

Our first track event is three months away and it will soon be time for the annual safety inspection of your car. If you plan on participating in any high speed track events, you’ll need to have this done in advance. Even if you don’t do track events, it’s a good practice to have a trained eye look over your car each year. A well maintained Porsche is always more enjoyable than a neglected one.

Driving your Porsche may a few months away but we have a number of events in the next few weeks to keep you busy. On January 21st our Annual Winter Holiday Party will be held at the Interlachen Country Club in Hopkins. If you haven’t registered yet be sure to contact Bill Berard, our social chair. Our speaker this year will be pro Viper racer Tommy Archer, fresh off a championship year. This event is always fun and you don’t want to miss it.

Andy Busche has been busy planning our tech sessions and swap meet. On January 29 Apex Performance Products will host a session on maximizing tire life and on February 12. S&S Performance will host a session on dyno’s. See what a Porsche really puts to the real wheels for power. Auto Edge will also be hosting another great event February 26 on a subject to be determined shortly. If you want to know more about what makes your Porsche a Porsche, these are great events to attend.

It’s not too early to start planning for our annual swap meet March 5 at Carousel Porsche. Here’s your chance to unload some of those spare Porsche parts you’ve been intending to sell but haven’t gotten around to yet. You might even find a few bargains to buy. Be sure to stop by and check out the merchandise.

The snow has lifted my spirits for now but deep down, I’m itching for a drive in my 911. Back to my wish list.



HAPPY VALENTINE'S DAY!



Captured! A perfect shadow of Brian Lewis' Porsche as he was driving up to Brainerd this past fall for the Last Fling Driver Education. Okay, Brian, tell us you kept your hands on the wheel to take this shot! I am impressed!

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*“Nature can be
benign and it can
be deadly as I once
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way. It can get you
into lots of trouble.
Trouble even if you
are not dumb enough
to be tooling around
in a flop top 356
Porsche in the middle
of winter as I was on
this near-fatal day.”*

The day my Porsche died and almost took me with it* Title waves in the Indian Ocean, Torrential rains and mudslides in California. We're all shocked by nature's angry onslaught; filled with sympathy for the victims. And relieved that "it couldn't happen here".

Oh yeah?

That's a smug and dangerous attitude. Nature can be benign and it can be deadly as I once learned the hard way. It can get you into lots of trouble. Trouble even if you are not dumb enough to be tooling around in a flop top 356 Porsche in the middle of winter as I was on this near-fatal day. The little red Porsche -- "Little Red" -- was my year around companion, "company car" and mobile office for the fledgling Kamstra Communications one-man ad agency. We were inseparable and happiest when serving clients like Maytag in Newton, Iowa. Lots of miles; lots of pure driving fun.

Old Ferdinand Porsche would have been proud.

This little 356 was my first sports car after decades of junkers. It was Ferdinand's first sports car too. He designed it for unpampered, drive-it-like-hell duty. He wasted little of his genius engineering a heater; "heaters are for wimps" the good "Doktor" believed.

The warm breath device could only clear a grape-fruit-sized windshield area as I made my way to my last call of the day. In a few hours it would be New Year's Eve' and visions of partying danced in my head. Forecasters warned of 30 below temps and windchills of 50 below. Most of my client's employees had already left the parking lot, headed for home. Some were headed for balmy golf country "sales meetings" with promotional materials I had just brought them. I tried not to be resentful as I trudged through the cold; finding solace in the exorbitant bills I would be sending them.

Alone in the deserted parking lot, Little Red looked forlorn as I approached. The Porsche had never seen the inside of a garage but never failed to start. Soon its little four-banger heart would be doing its "plugga, plugga" beat and we'd be heading home!

The door groaned as I opened it. So brittle, I feared it would shatter in a million pieces. I slid in and turned the key. No "plugga plugga"! Just a sickening "click, click". The sound frozen batteries make! It was Little Red's way of telling me "I just ain't gonna' take it anymore!"

Was the "click, click" the sound of a gun to my head? It struck terror in my heart. Car phones didn't exist, at least for me. A nearby pay phone confirmed what most Minnesotan's already know. In this kind of weather, tow trucks and taxis -- if they answer their phones at all -- have hours-long waiting. It takes only minutes for flesh to freeze.

Panic pushed aside the self chastising I so richly deserved. Macho sports car guys like me didn't carry blankets, boots and other sissy stuff. God only knows how many former Minnesota motorists arrived at the Great Highway In The Sky quite solidly frozen.

My pondering and self pity were interrupted by the arrival of a lumbering tow truck, an apparent courtesy of my client monitoring the parking lot. In no time, the burly truck driver had us hooked up and hauled off to a service station. I wanted to kiss the guy but thought better of it. I was saved!

Or was I? Pitiless teen age station operators told me in no uncertain terms that regular customers' cars would have priority for in-door thaw outs. I could call a cab or otherwise get lost. They were about to close. Party time!

continued on page 29



Glacier Lakes Quattro Club Presents

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Wet Skid Pad



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Advanced

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

by Andy Busche

Saturday, February 12, 2005

Time: 10:00 am to Noon

“Dyno Session!”

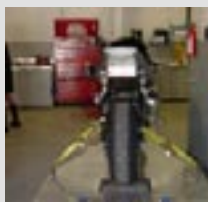
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**S&S Performance
5141 Lakeland Ave. North
Crystal, MN 55429
763 536-9430**

Eventmaster:

Andy Busche 612 824-3547

andrew.busche@watsonwyatt.com



Saturday, February 26, 2005

Time: 10:00 am to Noon

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



Saturday, April 2, 2005

Time: TBA

Novice Driver Tech Session

Location: TBA

Eventmaster:

Andy Busche 612 824-3547

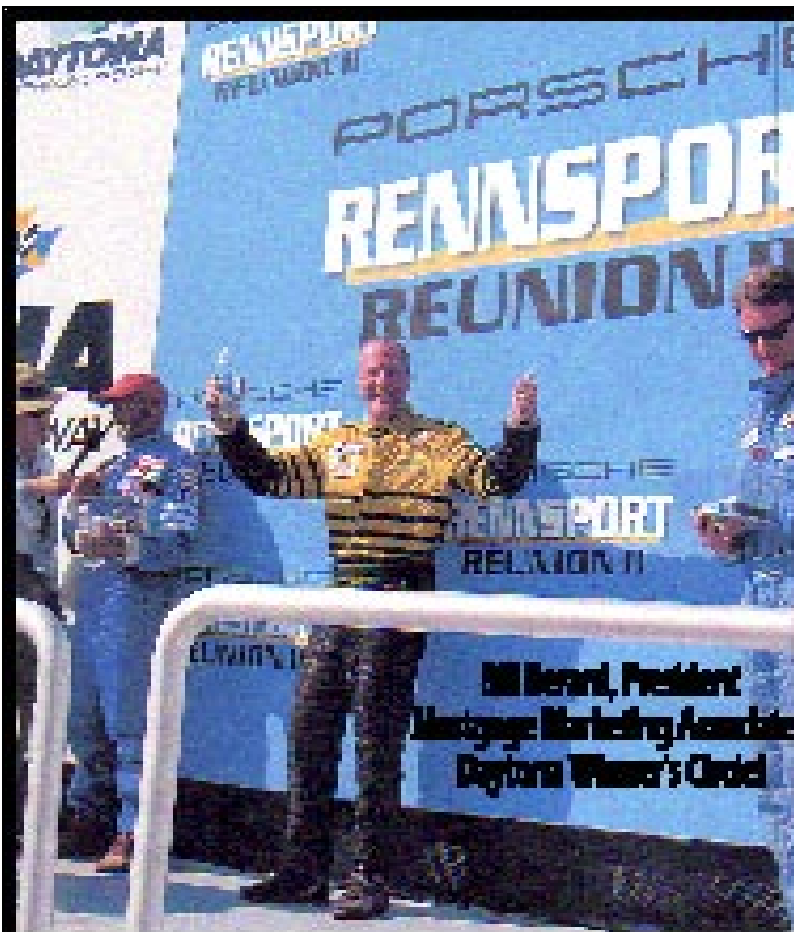
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Driver Education, Autocross Programs or, How to Have Lots of Fun with Your Porsche!

by Don Erickson, 2001 DE Chair; reprinted from December 2000 Nord Stern

“All events are covered by a set of rules, which I highly recommend you read to get all the details regarding what you need to do in order to participate, please contact Bruce Boeder at 952 593-5544 or email at: bboeder@boederlaw.com or go online at <http://www.nordstern.org> to download a copy of the current set of rules.”

Porsches are great to look at, but they are even better to drive! Since many of us have only been able to look at our Porsches this winter (if that!), It's time to start planning for what I believe is the best driving experience one can legally have in a Porsche. Our club puts together one of the best driving club programs in this country and I urge all club members to give one of our driving events a try this year.

For those of you who are unfamiliar (or new to the club) with Nord Stern's non-racing driving events let me give you some background information and definitions of our three types of non-racing driving events.

Driver Education is 'an activity where drivers practice skills of high-performance driving in a controlled environment.

A **Time Trial** is defined as "an event held at a high-speed driving facility where one car at a time competes against a clock." These events usually follow the DE event.

We also offer **Autocross Events**. An Autocross is "an event held at a low or medium speed driving facility where one car at a time competes against a clock. Autocrosses are often held on parking lots where the course is defined using plastic traffic cones or pylons."

All events are covered by a set of rules, which I highly recommend you read to get all the details regarding what you need to do in order to participate, please contact Bruce Boeder 952 593-5544 (bboeder@boederlaw.com) go online at <http://www.nordstern.org> to download a copy of the current set of rules.

Before I go on, please note the difference between the Driver Education Events and **Driver Training**. Driver Training is "a school where drivers learn the theories and techniques of high-performance driving. Driver Training usually incorporates classroom sessions followed by supervised track exercises." (editor's note: DT Chair is Lee Jacobsohn and the registration form can be found on pg. 15) Now here is why I bring this to your attention. Completion of Nord Stern Driver Training, or its equivalent, is required for **new participants at high-speed Driver Education events**. Driver Training is usually only offered twice a year; the day prior to the first Driver Education Event (April) and at the day prior to the last Driver Education event (September). If you have not attended our school you must have proof of equivalent training. So I urge you to sign up for the first Driver Training so you can participate in driving events the rest of the summer. (See form in this issue)

Autocross events, which are **low to medium speeds**, do not carry the same training requirements but we do offer training for these events also (watch the calendar).

This year's schedule of driving events is included on the club calendar on pages 18-19 of this issue.

All Driver Education events require pre-registration, a tech inspection of your car by a qualified service provider (see following article and list of shops), familiarity with the rules, and a few pieces of special equipment. This is all covered in the Rules. We are eager to share them with you so, again, please contact either rules Chair Bruce Boeder or Phil White 612.418.9319 or email at: rs_america@comcast.net, 2005 Driver Education Chair.

All forms are in this issue of *Nord Stern* as well as posted online on our website at: <http://www.nordstern.org/WhatsNew.html>. Most forms are pdf files.

Driver Ed Tech Inspection: Who, What Where, When, How, Why

by 'Mr./Ms. Nord Stern,' reprinted from December 2000 with updates for 2005

“Drivers are required to have their cars inspected at one of the Twin Cities area specialty shops (see list at the end of the article). You are responsible for scheduling an inspection appointment with the shop ahead of time and the inspection usually takes about 20-30 minutes to complete.”

Well, it is that time of year again. Time to consider the status of your prize sitting in storage, slumbering out the winter. One of the initial milestones to a season of driving events is the annual tech inspection. Once again, Nord Stern will require the same tech inspection that has been done in the past. This inspection is required prior to the first high-speed event and is valid for the season. Although, a re-inspection may be required if your car is involved in a major incident.

Drivers are required to have their cars inspected at one of the Twin Cities area specialty shops (see list at the end of the article). You are responsible for scheduling an inspection appointment with the shop ahead of time and the inspection usually takes about 20-30 minutes to complete. The shops should have copies of the inspection form (form included in this issue of Nord Stern or available online at: <http://www.nordstern.org/What'snew.html> and scroll down to the links (pdf files). The cost of an inspection will be around \$35 to \$40 (this is 2001 pricing, fyi) and only covers the inspection itself. Although many people will find it more convenient to get their car serviced and inspected at the same time.

Nord Stern members living out of the Twin Cities area or members neighboring regions may find it difficult to get their car inspected at one of the listed shops. They can have a competent local shop inspect their car using a copy of the inspection form as a guide to help the shop inspect your car.

At the completion of the inspection, you will receive the inspection form indicating your pass/fail status. If your car passes the inspection, the inspection form should then be mailed along with your registration for your first event (or presented during registration at the event; along with your current PCA card, driver's license and Snell 95 or better, helmet). If your car has items that cause it to not pass, these problems will be indicated on the form. Some problems may be serious enough to require a re-inspection after the problem is fixed. Others may be resolved with a quick check at the track prior to the event. The shop will generally indicate what is required on the inspection form.

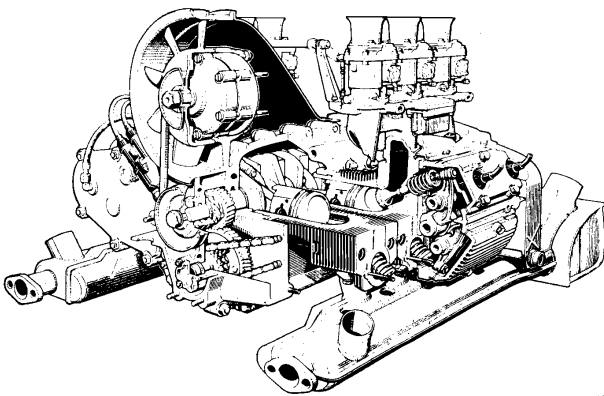
Please understand that you, and only you, are responsible for the condition of your car. The inspection, by the shop, in no way constitutes any form of liability for your car's condition. Nord Stern also reserves the right to 'spot check' any car at any time, to

determine whether your car meets our approved condition. The inspection process aims to increase the emphasis on proper car preparation, save time by eliminating mandatory inspections prior to each event and overall increase the safety of your vehicle.

FAQ: “I would like to prepare my car for the tech inspection. What items will the shop be looking for when I bring in my car?”

The Tech Inspection Form provides an excellent list of items the shop will be looking at. During the inspection, it is likely the car will be put up on a lift. This will allow access to areas of the car that do not get frequent attention. The shop will not only be

looking for items of obvious trouble, but for things that could use some attention.



Continued on page 16

First Fling Driver Training

Friday, April 22, 2005

at Brainerd International Raceway

- **Eventmaster:** Lee Jacobsohn at speed@tela.com (preferred) or 952 922-8485
Jon Beatty at jon@minnetonkasoftware.com (or 952 449-0187 day)

Novice Class: For drivers who have not attended a (or attended no more than one) Nord Stern high speed driving event at Brainerd Raceway. This class will prepare you to safely participate in Nord Stern Drivers Education events. Cost \$160 per person (one driver per car). Limited to 20 students.

Intermediate Class: For drivers who have attended the Nord Stern Novice Class, or similar high speed school utilizing production based street cars, and have participated in less than six DE events in the last six years. This class builds on the topics covered in the novice class with a concentration on advanced car control techniques and cornering lines. Cost: \$160 per person (one driver per car). Limited to 20 students.

Advanced Lapping sessions: For drivers who have attended the Nord Stern intermediate school in the past and desire additional track time. Two lapping sessions will be provided on Friday afternoon. Instructors may be available at the drivers request. Cost \$90. Limited to 24 cars.

Requirements: Car must have passed a Nord Stern annual Tech inspection in 2005. Open top cars must have factory rollover protection or a roll bar that meets PCA club racing rules. Must be a valid PCA member and have a valid drivers license, must be over 18 years of age. Non-PCA members may participate for an additional \$50 non-member fee.

REGISTRATION AND PAYMENT MUST BE RECEIVED BY APRIL 13TH, A LATE FEE OF \$25 WILL BE CHARGED ON ALL FEES PAID AT THE TRACK. REGISTER FOR BOTH DRIVER TRAINING (NOVICE ONLY) AND STAY FOR DRIVER EDUCATION - COST \$300 PER PERSON

Rush this form along with your check payable to Nord Stern to:

Lee Jacobsohn
4849 Russell Ave. S.
Minneapolis, MN 55410

Driver _____

Phone(Wk/Hm) _____ email: _____

Street _____

City _____ State _____ Zip _____

Car _____ Model _____ Year _____

Novice _____ Intermediate _____ Advanced lapping _____

Class, if known _____ Prior high speed school? _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Driver: _____

Co-Driver _____

Tech Inspection . . .

. . . continued from page 14

“If my car ‘fails’ the tech inspection, will I need to pay the fee a 2nd time and have a 2nd inspection done?”

If the ‘failure’ is a simple item that you can correct (loose battery, brake pad wear, etc.) then a quick confirmation check at the track will be required to receive a ‘passing’ status. However, if the problem is significant enough to require the car being put back up on a lift to confirm the condition of the car, you may want the shop to perform the repair and the cost of inspection can be negotiated with the shop at that time.

“There are no exceptions to the required Tech Inspection. If you show up at the track without the form being on file or with you, you will be asked to go home without being able to participate in the event and without a refund of your registration fee. Nord Stern does not perform any tech inspections at the track (aside from the few items that may need a quick confirmation from a failed initial tech inspection). This applies to out-of-region participants, too.

Nord Stern high-speed events allow drivers to push the limits of their cars. Safety of both you and your instruction and that of other event participants is amongst our highest priorities. A good tech inspection is the first step in helping us conduct safe and fun events!

Participating shops:

Auto Edge Attn: Bob Viau
900 Wildwood Rd.
Mahtomedi, MN 55115 651-777-6924

Elias Import Repair
Attn: Eric Mortimer
24212 Greenway Ave.
Forest Lake, MN 55025 651-464-8890

FlatSix
Porsche Specialists
9010 Pillsbury Ave. S.
Bloomington, MN 55420

Leighton’s Garage
Attn: Leighton Reese
14301 W. 62nd St.
Eden Prairie, MN 55346 952-934-8900

Carousel Automobiles
Attn: Bret Dahlgren
9191 Wayzata Blvd.
Golden Valley, MN 55426 763-744-9191

Jeppesen Imports
Attn: Joe Jeppesen
7700 Quattro Dr.
Chanhassen, MN 55317 612-934-5511

Maplewood Imports
2780 N. Hwy 61
Maplewood, MN 55109 651-483-2681

Courtney Truck Service
14205 62nd St. West.
Eden Prairie, MN 55346 952-934-0931

Johnson Autosport
Attn: Bob Johnson
240 Shumway Street
Shakopee, MN 55379 952-233-2752

Nurburgring
Attn: Rick Moe
5315 Pioneer Creek Drive
Maple Plain, MN 55359 763-479-6393

Sterling Enterprises
Attn: John Biesecker
6305 Cambridge Street, Suite 106
St. Louis Park, MN 55416
952-929-1044, cell 612-598-7920

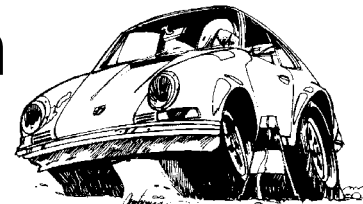


Another young, future Nord Stern member gets ready to ‘hit the road’: Jack Velick piloting his parent’s Cayenne. Photo by Jason Velick

Editor’s Note: Send me those photos/jpgs of your family and I will be happy to include them!

Nord Stern

2005 Driver Ed Event Registration



- **Eventmaster/s:** TBA for each event - See Calendar
- **Cost:** BIR April/June/Sept events: \$195 driver; \$150 2nd driver, same car
Early Bird Discount (30 days prior to event) \$170 driver; \$150 2nd person, same car: and Limited non-PCA registration available: \$245 per person
Road America: \$245/\$225 PCA members, \$295/\$250 non-PCA drivers
- **Requirements:** Snell 95 or newer helmet, 96 db noise limit, PCA Membership Card & valid driver's license
- **Experience:** To participate, you must have Nord Stern or other approved driver's training experience.
- **Tech Inspection:** Mail in form with registration, form available in Nord Stern or downloadable from Nord Stern website (PDF format) www.nordstern.org
- **Refund Policy:** FULL refund if you cancel by calling at least one day before scheduled event.

- | | |
|--|--|
| <input type="checkbox"/> First Fling April 23/24
<input type="checkbox"/> Club Race (Cost TBA) Aug 6/8
<input type="checkbox"/> Road America July 11/12 | <input type="checkbox"/> Fast Fling June 11/12
<input type="checkbox"/> Last Fling Oct. 1/2 |
|--|--|

Rush this form along with your check payable to Nord Stern to:

Cal Townsend, Registrar
15391 Flower Way Apple Valley, MN 55124

Driver _____ Car #: _____

Co-Driver _____ Car #: _____

Phone(Wk/Hm) _____ Cell: _____

Street _____

PCA Card # and expiration date: _____

City _____ State _____ Zip _____ email: _____

Car _____ Model _____ Year _____

Best Time BIR _____ Best time co-driver BIR _____

"In consideration of being permitted to use the BIR facility under the track rental lease of Nord Stern, I agree to be solely responsible for any and all property damage to the BIR facility caused, in whatsoever manner, by myself, or a registered co-driver either in the vehicle which I have registered, or in another vehicle, within seven (7) working days of invoice by it for all reasonable property damage which it has been billed, or which it paid to the operators of BIR for property damage to the BIR facility in which I, or my vehicle was involved. Nord Stern Region reserves the right to exclude any individual."

Driver: _____

Co:Driver _____

2005 Kalender

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)
- 6 Quattro Club Teen Driving Clinic
Run by the Quattro Club
Do NOT need to be a club member
For further info contact Teresa Vickery at:
twv@marketingbydesign.com or 952.474.7126
See page 10 for further info!

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 Training**
Brainerd International Raceway
Eventmaster: Lee Jacobsohn 612.922.8458
speed@tela.com
- 23, 24 **First Fling Driver Education**
Brainerd International Raceway
Eventmasters: Bruce Boeder 952 593-5544
email: bboeder@boederlaw.com
and Jim Holton 1-218
email: jim@holtonsalesgroup.com

May

2005

- 15 Annual AutoFair
Maplewood Imports
Eventmaster: George Andeweg 651
- 21/22 **Kansas City Region**
Ozark Lake Weekend Festivities,
further details TBA

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
Eventmasters Teresa Vickery 952 474-7126
email: TWV@mktgbydesign.com
and Roger Johnson 763 557-9578
email: rogerdjohnson@comcast.net
- 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.

19 **Car Handling School @ Dakota Country
Driver Training Facility**
July **2005**

11-12 **Nord Stern at Road America!
Two Full Days of Driver Education
Monday/Tuesday
Location: Elkhart Lake, WI**
Eventmaster: Dave Anderson 763 479-8231
david@anderson.com

August **2005**

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

14 **Autocross @ Dakota County Driver
Training Facility w/Corvette Club**

26-28 **Run for the Hills, Pt. Trois!**
Dakotas Region; further info TBA

September **2005**

5 **2nd Annual Rochester Porsche Picnic!**
Eventmaster: Jeff and BJ Bluhm
email: jbandbj@chartermi.net
Details: TBA

15,16 **Blackhawk Farms DE**
Thursday and Friday
Eventmaster: Ron Lewis 952 932-0505 or
lewis_re@earthlink.net

23-25 **13th Annual North Shore Fall Color Tour**
Headquarters: BlueFin Bay (1-800-BlueFin)
Eventmaster: John Dixon 612 939-9071
Email: eyerack@tcq.net

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

October **2005**

1,2 **Last Fling Driver Education**
Brainerd International Raceway

14-16 **Annual Flaming Fall Weekend**
Ozark Lakes Region, further details TBA

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Dues Are Past Due!

Your monthly newsletter for Nord Stern Porsche Club, the Nord Stern does require a subscription. Our dues are yearly (January through December).

\$20 per year
\$55 for 3 years
\$90 for 5 years



Send your check to the membership chair, Steve Sherf, see page 4 for further info. Your subscription will cease with the March issue.

PCA Update: PCA 50th Anniversary and Membership Station at Sebring 12 Hour in March

Reuben Ledsema, Zone Rep

There will be a PCA 50th Anniversary and Membership station within the Porsche Corral at the Sebring 12 Hour race on Friday, March 18 and Saturday, March 19. The Porsche Corral is hosted by Porsche Cars North America and by

Florida Porsche dealers.

The Porsche Corral will be located on the right side of the entrance road shortly after you enter the Raceway through the main gates. The International Motor Sports Association (IMSA) is supporting the Sebring Porsche Corral with scheduled appearances by Porsche racing teams race drivers for informal talks and autographs.

In addition, IMSA will offer strictly supervised Parade laps of the track on Friday afternoon with a two lap maximum open to the first 100 registered Porsches on a

first come, first serve basis. Join us at Sebring for the 53rd Annual Mobil 1 Twelve Hours of Sebring, March 16-19.

For information contact Ruben Ledesma, 10216 Hunt Club Lane, Palm Beach Gardens, FL 33418. 561-627-7645, or email at: rl986@bellsouth.net.

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For additional information, contact Fast Lane Travel, Inc. – the official PCA endorsed Treffen tour company at 877-959-FAST (3278) or visit our website at www.FastLaneTravel.com



*356 European Gmund (left)
Below: Host George Maybee
of Henderson, CO who built a
recreation of the Phortner Haus
of Gmund, Austria - first Porsche
factory - and organizes a yearly
festival to Celebrate All Things
Porsche! Mike Jekot was invited last
year to show his art and has reported
it was great fun.-*

Out and About at the 2004 Gmund West Festival

photos by Mark Jekot



*Left: Gmund West building
Below left and below: the Concour
winning 906*



The Low-Tech Review —

Tires: The Ride of Your Life

by Michael Dolphin , The Circuit; Grand Prix Region

“Question:

Michael, how do I tell the difference between oversteer and understeer?

Answer:

If the back end of the car hits the wall first, you have too much oversteer.”

Several years ago, I almost lost a friend and his wife to an auto accident caused by his very poor choice of tires for a 911SC. As we surveyed the great deal of damage caused by an exploding tire at 100 miles per hour, he admitted that the tires were on sale, were the right size for his car and seemed okay for his usual driving habits.

Since that day, I have been continuously cognizant of the fact that many of our members have the same answer as to why they chose their tires. I walk the parking lot at Porsche gatherings and am often surprised at what I see on cars capable of 140+ MPH and tendencies of trailing throttle oversteer.

Over these years, I've learned a lot about tires. Over the next paragraphs I'll try to cover some of the most important elements you should consider in your own tire choices (engineering or automotive degrees will not be required).

On a glance, tires seem simple enough — air-filled ovals of rubber that connect your vehicle and the road. They provide some degree of shock isolation from the road as well as to enhance both traction and control of your vehicle while the car is moving at any speed over a wide variety of wet or dry conditions. While simplistic, this explanation is pretty much the essence of what a tire is intended to do for your car. However, what it means to your particular vehicle is not so simple. The following bullet points are not all-inclusive, but they are the ones that will enhance your knowledge of automobile tires.

- **Brakes stop the wheels from turning** - tires stop the car!! Picture this — how many times have you seen a car continuing to slide even though the wheels are no longer turning. Porsche has continually provide some of the best brakes available in the world, so the issue becomes the abilities of the tire itself. The tire needs to provide enough friction (grab) for the car to stop. The combination of speed, tread design, tread compound, and slip angle are the elements that separate grip from slide. Sometimes you need the best combination to bring a car to a safe stop.

- **Tires are technology and every tire is a compromise.** The industry spends billions of dollars on tire technology. Tread patterns, compounds and assembly techniques are state-of-the-art. Each tire is designed and built for a purpose — and some do a better job than others. Tire makers offer a wide range of tires to meet a variety of needs. Question: Michael, how do I tell the difference between oversteer and understeer? Answer: If the back end of the car hits the wall first, you have too much oversteer. 19 January 2005.

- **Tread design.** You probably know that many race cars run tires called slicks, which have no tread whatsoever. On a dry surface the tire has 100% contact with the pavement and thus provides the very, very biggest/best contact patch. But if it rains then the lack of tread gives water no place to go except under the tire itself, and the slick becomes a perfect surface for hydroplaning — that is, the tire now rides on water and not on pavement. Result — totally uncontrollable slide!!



Continued on page 34



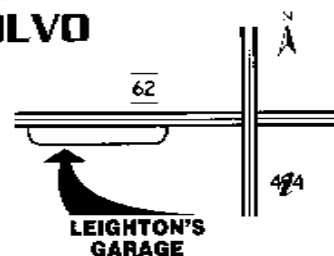
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Nord Stern Business Meeting January 4, 2005

Eleanor Renwick, Secretary

Minutes from Nord Stern Business Meeting January 4, 2005

Chip Smith called the meeting to order. Committee chairs were urged to make sure that notices for their events are submitted to Newsletter Editor Christie Boeder in time to allow publishing in Nord Stern two months prior to the event. This is to allow ample notice to members wishing to attend.

Social: Bill Berard, Social Chairman, reported that the Annual Winter Holiday Party is scheduled for January 21 at the Interlachen Country Club. Our speaker will be pro racer Tommy Archer who had a championship year in his Viper for 2004. Members of the Ferrari Club will be invited to join us at this event. Bill will be coordinating some Cruise nights this summer also. Dates are not selected yet.

BIR Relations: Discussed Brainerd Intl. Raceway (BIR) being officially for sale. Local community is reportedly interested in keeping the facility a race track. No further details. Discussed other race facilities being considered for construction in Minnesota. Nord Stern track events for 2005 will not be affected and a contract has been executed.

Drivers Education: Phil White, Drivers Education Chairman, reported that all dates for track events and autocrosses for 2005 have been finalized and published in Nord Stern. Anyone interested in being an event master should contact Phil. Discussed the idea of allowing lat registrants to our BIR events to get their car tech inspected at the track for a higher fee if we can secure a qualified Porsche mechanic to perform the inspections. Currently, participants are required to have their car inspected at a Nord Stern-approved shop prior to their first event each year. Several issues about the idea were discussed. The topic was deferred to the board of directors for discussion and a decision. Fire extinguishers are no longer required to participate at a high speed event. The equal restraint rule for driver and passenger will remain this year. Registration fees for driving events were discussed and final fees will be published in Nord Stern. Other select car clubs will be invited certain some BIR events and our Road America event to help cover the costs. Discussed possibility of assembling an orientation packet for members considering track events for the first time.

Met Council: Bob Kosky advised that the St. Cloud Drivers Training facility was initially closed to car clubs for driving events. However, the manager of the facility has

reconsidered and will now allow select clubs to again use the property. Nord Stern event dates for 2005 are already set but the club will work with the manager for possible 2006 dates. Our first autocross event is a joint event with the MAC at Valley Fair April 17. A heavy turn out is expected.

Driver Training: Lee Jacobson reported that the high speed drivers training schools are set for April 22 and September 30 at BIR. A low speed car handling course will be offered at Dakota County Drivers Training facility June 19. This event will include driving exercises and classroom instruction. It is geared at drivers who have not been through our high speed schools. PCA will be conducting a driver instructor training school for Nord Stern Instructors in June 10. A PCA national official will conduct the school. A possible parking lot location was discussed.

Rules: The board of directors will be voting on the proposed rules changes for 2005 and will advise.

Shop Relations: Three technical workshops and a swap meet are scheduled for January and February. Dates can be found in Nord Stern.

Advertising: Invoices have been issued for the year. Discussed adding a link on Nord Stern's web page for advertisers.

Concours: We are seeking a venue for our concours this year. No date is set yet. Committee chair Chris Harbron is seeking experienced members to assist in coordinating the judging.

New Member Ambassador: Both local Porsche dealers have a letter from Nord Stern welcoming new Porsche purchasers to join our club.

Membership: Nord Stern renewals are being sent in steadily. 120 members left to renew.

Safety: nothing new to report

Club Race: Roger Johnson has been named Chairman of the PCA Website by PCA National. He will continue as Club Race chair this year but is we are seeking a member to assist him this year and eventually assume the chair position. Parties interested should have prior club race experience and/or familiarity with club race events and protocol.

Timing and Scoring: Committee chair Ed Tripet is investigating the possibility of using electronic displays at timed events to show each participant's time as they finish their run.

Continued on page 30

NORD STERN FEBRUARY 2005

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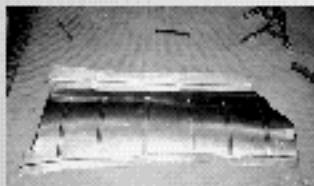
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Before



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Panel Duplication



Installed

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2005 Nord Stern Driver Education Tech Form

Porsche Club of America, Nord Stern Region

Name _____

Address _____ Email address: _____

City _____ State _____ Zip _____ Phone _____

PCA #/Exp. Date _____ Drivers License # _____
(Required) (Required)

Car Number _____ Best Time @ BIR _____ Nord Stern Car Class _____

Make _____ Model _____ Engine _____

List Modifications to Engine, Drive train, Suspension, Brakes and Wheels on back of this form.

Technical Safety Inspection

To be completed by qualified shop or inspector.



Shop/Inspector Performing Tech _____ Shop Stamp: _____

Lights	Pass	Brakes/Wheels/Tires	Pass	Interior	Pass
Headlights	_____	Tires/Wear	_____	Steering/Play	_____
Front Signals	_____	Wheel Bearings	_____	Brake Pedal/Firm	_____
Rear Signals	_____	Rotors/Scored/Cracked	_____	Seat Belts/Anchors	_____
Tail Lights	_____	Brake Fluid/Full/Clean	_____	Helmet Snell 95/Better	_____
Brake Lights	_____	Brake Lines	_____		

Suspension	Pass	Engine/Trans.	Pass	Other Misc. Items	Pass
Shocks/Leaks	_____	Fan Belts/Cracks/Tight	_____	Spare Tire/Secure	_____
Susp. Travel/Noise	_____	Fuel or Oil Leak	_____	Battery/Secure	_____
Susp. Mounts/Rust	_____	Hoses, Wiring/Secure	_____	Windshield Wipers	_____
Tie Rods/Tight	_____	Transmission/Leaks	_____	Roll Bar 1" above occpts.	_____
Ball Joints/Tight	_____	Throttle Return	_____	head/s for Open cars	_____
Engine Mounts/Cracks	_____	CV Joints/Tight/Dry	_____	Equivalent Restraints	_____

Condition of: _____

Brake Pads _____ Tires/Wear _____

Is shop re-inspection required Yes No

Items to be corrected _____

(Continue on back)

The driver/owner has read and agrees to abide by the Nord Stern Driver's Education Rules. **High speed driving is an inherently dangerous activity. The passing of this technical inspection means that the automobile has met certain minimum safety standards for participation in a driver's education event. However, no technical inspection can uncover all possible defects nor predict all unforeseen circumstances. Neither Nord Stern Region of the Porsche Club of America, Inc. nor the technical inspector makes any express or implied warranty of fitness for any purpose. It is the ultimate responsibility of the automobile owner and driver to insure the safe operation of this vehicle, and to maintain the car's safe operating condition over the course of the season.** In order to participate in any Nord Stern driving event all registered drivers must present a valid PCA Membership Card and Driver's License. Nord Stern Regions reserves the right to exclude any individual.

Driver/Owner's Signature _____ Date _____

Nord Stern

Emergency Contact Information

Date: _____

Driver Information _____

Name _____ Telephone _____

Street Address _____ City/State/Zip _____

Contact Information

Name _____ Telephone/Cell _____

Street Address _____ City/State/Zip _____

Is the contact person at the track? Yes or No

Are there any exiting medical problems that should be noted? _____

Have you been treated for any of the following medical conditions?

Yes/No

_____ Frequent or severe headaches
_____ Dizziness or fainting spells
_____ Unconsciousness for any reason
_____ Eye trouble except for glasses
_____ Hay Fever

Yes/No

_____ Asthma
_____ Stomach problems
_____ High or low blood pressure
_____ Insulin dependent diabetic
_____ Allergy to any medications

List any medications currently used _____

To be submitted with your registration form

Chronicles . . .

. . . continued from page 9

Fear and panic returned. Would I be found New Year's Day huddled and frozen in my little Porsche? I had to act fast! I did. Just then a party-dressed young man -- slight of stature -- pulled in for gas. A nice warm car with plenty of room for another passenger. My savior!

Opening his passenger door, I stood there menacing. All 6 feet, 200 pounds of me. My oversized mustache hung with ice and so did my attitude. "I need a ride", I demanded. It was his turn to be terrified as I slid in beside him.

As we drove away, I tried to assure my young driver I meant him no harm. Stuttering, he apologetically explained that he would have to stop by his girl friend's house to explain his delay. Would she call the cops to save her lover? I didn't care. I just wanted to get home and live another day.

Finally, we pulled into my driveway. I handed him my last \$20 bill, thanked him profusely and disappeared into the warmth of my home. I would survive to see another year! To this day, I wonder how my young driver tells the story of his crazed passenger.

To you, my reader, I urge you to respect the death dealing force of nature. A little overconfidence; a long time dead.

*An embellished excerpt from the book "It's O.K. To Love Your Car".

(Editor's note: Ken Kamstra is the author of the above-mentioned title, it's a fun read!)

Monthly Business Meeting
2005 Location!
Famous Dave's Calhoun Square!
Tuesday, February 8
Agenda:
6:30 pm Social
7:00 pm Meeting
Eventmaster: President Chip
Smith, chip13@mn.rr.com

Minutes . . .

. . . continued from page 24

Newsletter: Calendar listing of 2005 events are in the middle of Nord Stern; it is updated monthly.

The next business meeting is scheduled for 7pm on Tuesday February 8 at Famous Dave's restaurant on Lake St. and Hennepin Ave. in Minneapolis.

Old Business: The report from the President's Advisory Group, headed by past President Ed Hazelwood, is not yet finished but will be submitted to Chip Smith shortly.

Submitted by Chip Smith for Secretary Eleanor Renwick who is on vacation.



Left, On display at Gmund West, a McLaren, photo by Mark Jekot

Below: various cars participating in the Concour Event at the 2004 Gmund West Festival, photo by Mark Jekot



Driver's Edge . . .

. . . continued from page 5

A registered 501(c)(3) nonprofit organization, Driver's Edge was developed to address the fact that the nation's schools simply do not have the facilities, budgets or expertise to develop and institute the appropriate and necessary hands on training for young drivers.

While a comparable program would cost approximately \$450 per person, there is **NO COST** for young drivers to attend Driver's Edge, thanks to private charitable donations and the tremendous support of community oriented companies such as Bridgestone North American Tire, LLC and Red Bull.

Two programs will be conducted on Saturday, July 9, 2005: 8 am and 1 pm. A total of 200 young drivers (plus their parents) will have the opportunity to participate

in this innovative program. Spaces are available for young drivers between the ages of 15 and 21 who possess a valid driver's license or permit.

To register, please visit www.driversedge.org or call 877-633-EDGE (3343).

Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 7th of the month prior to publication date: Send ads to:

Christie Boeder - NORD STERN
11919 Hilloway Rd. W.
Minnetonka, MN 55305

952 593-5544 or email ad to:
editor@nordstern.org

Zu Verkaufen

1988 944 Turbo S

Guards red/linen interior, 78,000 mi., all S goodies including limited slip, Koni sport suspension, big brakes, big turbo, etc. Racetec rollbar (not cage), Recaro SRD seats, Sabelt harnesses and Momo steering wheel. Otherwise totally stock, never chipped, stored winters, all original paint, Mobil 1, AutoEdge maintained. A fast, delightful and well-cared-for car in great condition that I've owned since April 1994, and a perfect combination of street and track enjoyment. \$14,500 with Recaros, or \$13,500 with original power linen leather high-back buckets. Call or email Dave Galey at 612-578-4638 - djgaley@yahoo.com

Wheels

18" turbo twist wheels, standard headlights, standard taillights & side markers from 2000 Boxster. I have been upgrading this winter so make me an offer in you can use any of the above items. Roger Forland 507-287-8056 or email directly to: Roger@westwoodhomes.biz

1987 944S

White with Burgundy interior. Original tool kit, space saver spare tire with air pump and protective bag for sunroof, and complete set of shop manuals. 15" x 7" Phone Dial wheels. \$5,000. Also, have 2 OMP seats with fore and aft adjustment rails that fit 944s for \$1,200. 4 New Yokohama AVS 215/ 60R 15 for \$400. 4 Flat Dish wheels 16" x 7" for \$600. Currently have Yokohama Advan 032's mounted. Call Richard Hutton @ 507-285-1838 or e-mail: rah356@mac.com

Chrome Exhaust Tips

Two Fabspeed chrome exhaust tips, \$125 for the pair or \$75 each - new they are \$250 a pair. They look great but they are heavy and rather than skip a meal I prefer to use lighter parts. Phil White, email is: rs_america@comcast.net

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.

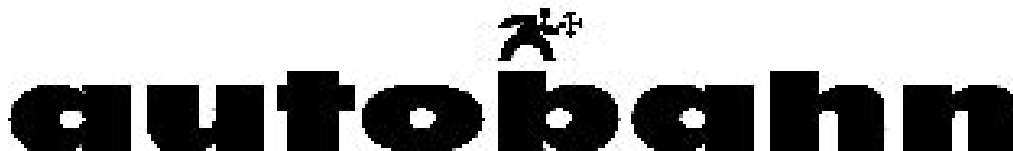
Exhaust System

Cat back dual outlet exhaust system; Fits 1975 to 1989 911 This free flowing system delivers more power with a much better tone than a dump pipe Weighs 6 pounds less than stock muffler, \$60, Kelly 651 457-1404

Wanted: Tires

Used 17 inch street tires, two or four, 215 or 225 Kelly 651 457-1404

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**autobahn**

L T D

The Boxster Bath

By Steve Grosekemper, Windblown Witness, San Diego April 2003

“The car would not start, the top and door locks would not operate, and the lights were flashing like a bad 70’s disco video.”

When you work in an automotive repair facility and it starts raining, it’s only a matter of time before the tow trucks start rolling in. Usually the problems range from dead batteries to wet ignition system failures. One particular morning, we were graced with what could only be described as a much younger German version of Stephen King’s Christine. It was a 1997 Boxster, which had an extreme case of demonic possession.

The car would not start, the top and door locks would not operate, and the lights were flashing like a bad 70’s disco video. Being suspicious of water damage on this very wet day, we started poking around and found a non-factory installed option for this Boxster; an indoor swimming pool.

Under the driver’s seat was about 2 inches of standing water. Normally this would be a small task for a good wet/dry vacuum. However on this model vehicle, a very important control unit was taking a bath in the depths of this new pool.

This little black box controls everything that is even remotely related to the alarm.

This includes the top, the door locks, the windows, the lights, and of course the starting of the vehicle.

After removal and disassembly of the control unit, it was apparent that this was not a single incident damage issue. The printed circuit board showed extensive water damage that had occurred over a long period of time. Each time the car was washed a small amount of water would make its way to the pool area, and take a small bite out of this control unit. When the car was left in the torrential downpour, the control unit was drowned for the last time with no recovery.

A car should be able to withstand a little rain, shouldn’t it? Yes it should, and it would if all was well. But this



figure #1

Boxster had one tiny little problem, a tiny plastic problem. The problem was in the water drains for the convertible top. As water runs down the back of the top fabric, it drains into the top storage area. On the bottom of this area there are two drain holes, one on each side. In each drain hole is a little plastic umbrella. (See figure #1 Notice the drain cover (umbrella) just above the drain hole.)

This umbrella is intended to keep dirt and debris from entering the drain hole and causing a blockage. When water is present, the umbrella floats, which uncovers the drain to allow water to exit the top storage area. In this case, the stem of the umbrella became brittle from the engine heat and broke off in the drain tube. With the left drain tube blocked, the water level increased until it had no place to go but behind the seat. This is why you should check the carpet behind your seat after washing your car or leaving it

continued on page 23

NORD STERN FEBRUARY 2005

in the rain. If it is wet, be sure to check the drain holes and their operation.

When the drain holes become clogged, the excess water will saturate this back carpet piece until a pool of water collects under the seat (and over the control unit).

Checking the drain tubes is easy; just activate the top until the metal cover is fully open with the top in the up position. Look in the top storage area to see if both drain covers are in place. Testing the drains is as easy as pouring some water over the drain holes, it should quickly drain onto the ground in front of the rear tires. If this is not the case, remove the drain covers and blow some compressed air through the drains. Anything caught in the drain should shoot out the bottom of the car. Do not replace the drain tube covers with new pieces if they are not there. Later cars do not have these covers. I can only assume that Porsche decided the covers were more trouble than they were worth.



911 Sunroof Rattle

by Steve Grosekemper, San Diego Windblown Witness December 2000

“What has most likely happened is that the sunroof guide felt has deteriorated, resulting in an unwanted metal-to-metal contact.”

You are driving along enjoying a perfect southern California day in your 911. You decide to open the sunroof to take in the sights and sounds of the birds singing and the wind whipping by. You gently push the switch and listen as the sunroof rolls back. But instead of the sounds of nature’s symphony, you are overcome with the sound of marbles in a tin can.

Since the perfect drive on the perfect day is not compatible with this wretched noise, you reach up with your hand and push and tug on the sunroof. As you do this the tone and volume of the marbles change but they do not go away. Your thoughts now turn to those rotten neighborhood kids and how on earth they could have gotten all those marbles in your sunroof anyway! Fortunately, the likelihood of you having to fish out a dozen marbles is fairly low.

What has most likely happened is that the sunroof guide felt has deteriorated, resulting in an unwanted metal-to-metal contact. As the sunroof lowers and slides back into the roof, it lays down onto the sunroof rail. If the rail felt is missing the metal tab lies onto the metal sunroof rail causing the aforementioned bag-o-marbles clatter.

One would think that the repair would be as easy as ordering a new felt and performing a quick installation. While that is a great idea, there is one catch. In order to get the felt you must purchase a new sunroof! I prefer to make a trip to the hardware store and pick up a few adhesive felt pads strips like the ones used under furniture legs and such. After a quick trip to the hardware store follow these steps to eliminate the noise.

- 1- Open the roof about 2 inches.
- 2- Gently pull down on the leading edge of the sunroof headliner and separate it from the sunroof.
- 3- Slide the headliner back all the way and locate the missing felt pads towards the rear of the sunroof.
- 4- Flatten the existing tabs and attach an adhesive pad in its place.
- 5- Re-install the sunroof headliner and drive the car to verify that all rattles are gone.

Tires . . .

. . . continued from page 22

A street tire has to meet a different need than race cars on dry pavement. So how much of slick design should be built into a street tire? How much and what tread design to allow water to escape from under the tire? How much compromise between the two?

- **Rubber compound.** Slicks also maximize another design component — they are made of exceptionally soft rubber. Softer rubber better molds itself to the road surface. Grip is tremendously improved and the car is less likely to slide because of the tremendous adhesion provided by soft compound tires and the surface. In fact, as the tire gets warmer, the rubber softens and has even more adhesion. A downside of soft rubber is that it wears more quickly. In a race car, treadwear is measured in hundreds of miles. As a street driver, do you want to buy new tires every month? Likely not, so the manufacturers make another compromise by creating rubber compounds that last for tens of thousands of miles. Again, how much of a compromise do you want to allow between good traction and good mileage?

Treadwear ratings are only a guide to how long a tire will last. The numbers are not exact because there is no standard for them. They are only a guide. Recently we've seen tires with high treadwear ratings actually designed as competition tires. Club and amateur racing entities do not penalize the driver for higher tread wear ratings.

- **Tires are a direct component of your suspension system.** Tire profile is a ratio of the tire's sidewall height (distance between the wheel and the road) to its width. The higher the number (60 or 70 series) the bigger the distance between the wheel and the ground. The more tire between the wheel and the ground the softer the ride. The higher profile tire carries more air and sits higher, and thus has a lot more give as you drive over bumps and pot holes. High profile tires work well on a Cadillac or a Crown Victoria.

With lower profile tires (30 or 40 series) the wheel is closer to the ground, there is less flex, the ride is much stiffer, and the car grips better going around corners. Your Porsche is not a passenger sedan. As mentioned regarding technology, tires are built with a purpose. There are very different considerations of a tire for a 4200 pound, long wheelbase front wheel drive car that also has that intentional floating-boat-on-water suspension design (yuck).

With passenger cars and high sidewall tires, as your car exerts sideways pressures (as in a turn) there is more sidewall available for that car to move (squirm) sideways on the tire itself. As a simple descriptive exercise, grab a piece of paper at the top and bottom. As you hold the bottom

steady, you can see that there is a lot of room for sideways movement from the top. Move your grab point about halfway down the same piece of paper and you obviously see that you now move the point where you have hold to a much lesser degree.

- **Tire and wheel size is only one component of whether the tire is right for your car.** You also have some choice regarding tire size. You could likely find a size that fits both your Porsche and a small SUV, but that particular tire tread and compound will not be optimal for both vehicles.

There are also performance trade-offs in wheel and tire sizes. Changing to larger or smaller wheels and tires is almost like changing transmission gear ratios. Simply, a smaller tire/wheel combination enhances acceleration performance. Larger wheel/tire takes a longer to get to speed but increases top end performance. Do you want a quicker 1/4 mile time or do you want 2 extra MPH? Answer — it's your choice.

Another consideration with bigger, heavier wheels is unsprung weight. More unsprung weight decreases brake performance. However, bigger wheels can (but not always) look pretty cool.

So, what tires for your Porsche? There are several choices that allow you to make some compromises yourself, but within a relatively safe margin. I, of course, have my own preferences. I have also had a great deal of informed opportunity to pick the tire that works for me and my car (which may not be the tire you'd prefer). I can make recommendations, but I first I have to know what your needs are. You can email or call me and I can try to help.

Porsche has tested many tires to determine the right ones for our vehicles. Some tire manufacturers provide specific tires for specific Porsche models. These tires come are designated as an "N" certified version. This is Porsche's stamp of approval. If you have a newer Porsche, I suggest that you do follow their recommendation (it could effect your warranty).

Dealer tire pricing is now comparable to other tire dealers. A new partnership with Tire Rack provides some great savings and deals to match website prices without the inconveniences of shipping costs and waits for delivery. See your dealer for details. A great tool of a more objective nature is available online at www.tirerack.com. Shop for tires by vehicle rather than tire size. The site will return specific tires that are appropriate for any year or model of Porsche (or other vehicle).

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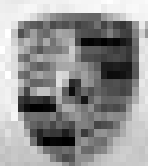
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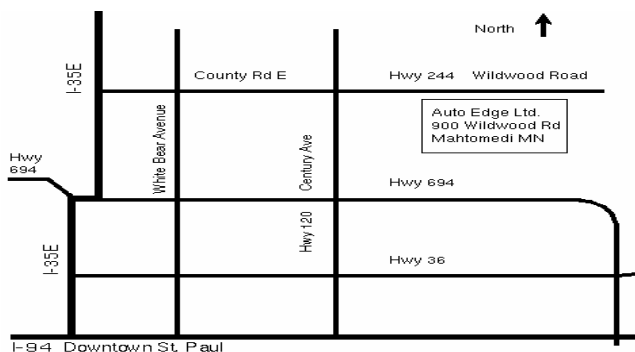


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