

NORD STERN

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Issues of NS

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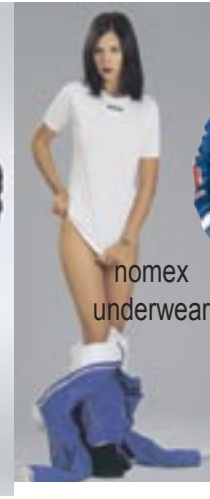
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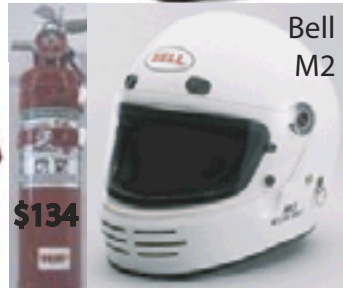
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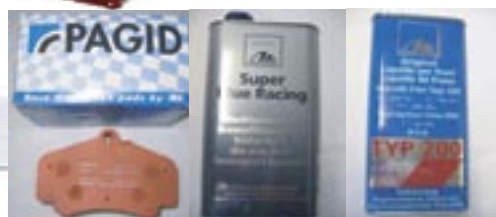


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Front Cover: Another fun shot by Ron Faust at this past summer's Annual Concours in Afton's City Park.

Address changes

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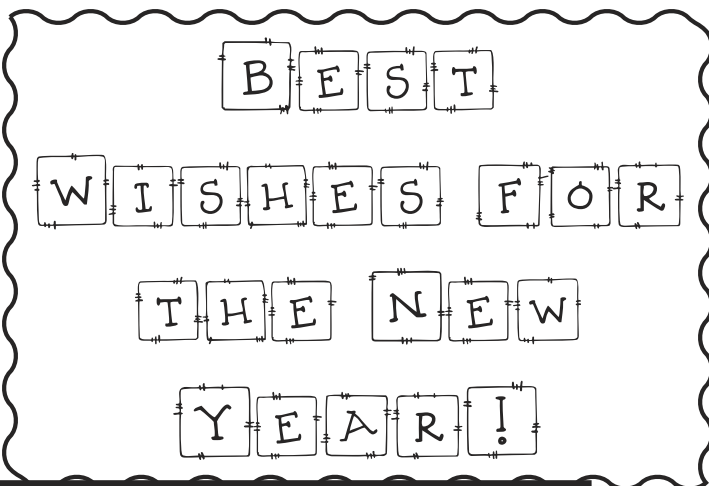
As usual, I have left the column as the last 'to do' item on the list for finishing up this issue of Nord Stern. And here it is, right before the holidays as I scramble to get this to the printer so not to have to think about it anymore (or at least not until next month - which is of course NEXT YEAR!). Where does the time go - my newest mantra (or should I say, lament).

There are some upcoming winter events highlighted in this issue, be sure to get things down on your calendar that interest you. More importantly, a major number of the 2006 events and activities have been calendared and can be found on pages 18 and 19 (that's the center spread so feel free to pull it out!).

One new item just added is the annual New Member Social which is scheduled earlier this year (March 1st as opposed to the end of March) so that those who are interested in upcoming activities can get a better, quicker start on learning what's available, what you might need for your car, and you, to be able to participate in whatever you choose. Fortunately the club offers a wide variety of events as there are many, many interests among club members. Not everyone likes the same thing (gee, sounds like back in grade school!) but I can just about bet there is something we do that you would find fun.

Not only do our events give you the opportunity to have fun in your car (after all, I do believe that's a major part of the reason why we buy these cars...!), but as an added side benefit is the chance to meet so many extremely interesting people who come with such varied backgrounds, experiences. Truly the motto 'Dedicated to the belief that . . . getting there is half the fun' sequesters perfectly into the OTHER half of the fun: It's the People!

Hope to see you at the next upcoming event. Check out January - for the 'dead' of the winter, we have a ton of stuff going on!



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Welcome

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??!

Autocross: A low-speed 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, Road America) where drivers are grouped according to prior lap times. Prior Driver Training participation is required. Performance enhancements are frequently made (but not required!).

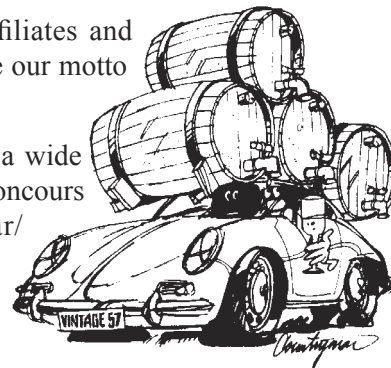
Time Trials: On course timed lap with controlled starts and exiting.

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

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

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

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



No New Members
listed this month,
check here in next
issue!

On an early morning winter walk with the family dog, I recall the warm summer days cruising in our Carrera convertible and the great times at the Nord Stern track events. Reality returns when a sharp cold wind rises, as Odie and I walk through the fresh snow. He trudges ahead of me with a deliberate purpose to his walk, only stopping briefly for newly discovered scents. This is the first real snow of the year and the tall pines along our path stand majestically covered in their wintery white coats. Our Porsches are hibernating in the shop and await my attention from a long “to do” list. Christie just reminded me that as the incoming President, my monthly column is approaching her publication deadline. To think I have to meet that deadline 11 more times this year. What could I possibly write about?

Christie puts out the award winning Nord Stern Newsletter every month. To match this dedication, the least I can do is get my column in to her before her publication deadline. Our outgoing President, Chip Smith, was able to get all his columns in on time. His dedication and hard work has Nord Stern in good shape as we start the New Year. As immediate past president, Chip, moves to the Board of Directors for a 3-year term. Past President, Mark Skweres completes his 3-year term on the Board. Nord Stern has benefited and is certainly appreciative of their hard work and leadership.

As I continue my walk, I contemplate the commitment and dedication of all the Nord Stern volunteers. I think of everyone who has agreed to Chair a position, and how willing they are to help over the next year. I am thankful for their support and commitment.

I think of some of the new events that will be happening this year. We have added a new Chair position for Touring. The Annual Fall Color Tour, under the guidance of John and Suzanne Dixon, has been a tradition for Nord Stern for 13 years. Members have been asking for similar tour events, and Sarah DeLong and Mike Lancial have agreed to Chair the Touring Committee. Plans include several day tours including a possible tour of a local winery. I met with Doug Moulder of Maplewood Imports and he has offered to sponsor a tour. I think of all of the track events scheduled for next year, including a return to Road America, Blackhawk Farms, and the Nord Stern Club Race in July at BIR. BIR has booked our First Fling and Last Fling DE events, but unfortunately did not renew the traditional June Fast Fling DE event. However, I have spoken with John Krecek, President of the Great Plains Region, and he has voiced an interest in

doing a joint event at MAM, possibly in May. There are numerous Tech events over the winter months including the unveiling of the new Porsche Cayman in early February at Maplewood Imports, and the Annual Swap Meet at Carousel Porsche in March.

I am looking forward to the Holiday Party on Saturday, January 28th at the Interlachen Country Club in Edina. The event is hosted by our new Social Chairs, Keith and Kim Fritze. Our guest speaker is NASA Astronaut Colonel Kurt Brown. As the pilot and commander of six shuttle space missions, he should have many stories to tell. If that is not enough, his experience in racing a WWII Vintage P51 Mustang might stir some interest with Club racers.

As Odie and I head back to the house, I realized there is plenty to write about. Returning from our trek, Odie heads for the warmth and comfort of the couch. I have to plow the driveway before heading to the office to meet Christie’s publication deadline. Of course, driving a 30-horsepower diesel Kubota tractor with a hydraulic plow is not the same as a Porsche. However, with the right equipment, even work can be fun on a 1,400 foot long driveway with seven turns. Maybe today, I’ll beat my best time!

(editor’s note: Rick, check out page 22 for another ‘almost perfect machine’ to augment your tractor. Hmmmm, 7 turns, too, sounds like a potential driveway ‘run’ ala Goodwood Festival of Speed - not that I am assuming you have elevation changes too, or do you?).



Courtesy Keith Jones is snapshot of the new Cayman S owned by PCNA that is on display at Maplewood Imports, it's gorgeous car. Thanks for a fun pose, Keith. It just plain looks so cool and powerful! Be sure to check out the February 18th Tech Sessions Introducing the Cayman S being held at Maplewood Imports.

Letters to the Editor . . . A.K.A. ClubTalk

But what happens when you “mix” weights. “Should” you even do it. And if you did half-and-half 10-30 and 20-50 would you end up with an “average” blend of 15-40?

Roger Grimm

I was pleasantly surprised at the hot oil pressure when idling (~3bar) with the 5w30 having just swapped out Amsoil 20w50 racing oil. Made me wonder if my gauge or sender is acting up. And count me in with the super cheap 15w50. From the number of us who “bought out” Target stores, they were pretty clearly stocking it up regularly.

Glen Larson

Where are the chemists when you need them? I believe the best answer is “something between what is put together.” If the oils are similar to start with, expecting the average isn’t unreasonable.

Glen Larson

Ha! I am a chemist, but unfortunately this is somewhat outside my area of knowledge. That said, I have done some research on the subject. I’m sure you could find a lot of this through Google, as well...

Oil weight is a measure of the oil’s viscosity, which is basically a measure of shear strength. The higher the weight, the more resistant the oil molecule is to breaking apart under load. In an engine, viscosity has to be balanced with operating temperatures, etc. to ensure that proper lubrication takes place in all conditions.

This leads us to the ingenious invention of multi-grade oil. Multi-weight oils are a combination of a high-purity single-grade base stock (the 15W, can be either mineral oil or a synthetic) with a viscosity index enhancer. This VI enhancer is generally some type of long polymer that expand and contracts to extend the temperature range of the oil.

Anyway, the best advice I’ve ever found is that you should never mix a multi-weight with a single-weight. I’ve seen that several times in my research, and have heard it from two mechanics that I trust.

Mixing multi-weights shouldn’t be a problem, though. They will all have VI enhancers, just in different proportions. Chemically, you’ll end up with an intermediate, multi-weight oil. Also, I’ve never found anything compelling that says mixing a synthetic with a mineral multi-weight bad. It’s just a different stock that does the same thing. In fact, some schools of thought

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feel that the “semi-synthetic” mixes (Like Castrol Syntec Blend) are actually better for older engines than straight synthetics due to differences in the detergent properties. That’s a whole other discussion, though.

I could talk about oil all day. If anyone wants to meet up for an oil change party this spring, I’ll bring the beverages...

Luke Ibis

For probably more than you care to know about oil, check out <http://www.bobistheoilguy.com/>

He also has a big section on oil filters and flow testing.

Chris Petz

Rules. . .

. . . continued from page 23

(Comment: Nord Stern has a rare opportunity to be out in front of most of PCA by offering a competitive class for Cayennes. As an organization offering “a big tent”, there is no reason to restrict those members from full participation in the competitive aspect of the club.)

We welcome any comments from the membership. The Board has made its initial review of the proposals and is unanimously in favor of the changes. However, the Board has not adopted the proposals and will only do so after the general membership has

had an opportunity to comment on the rules change proposals. It is anticipated that the Board will review and vote on the proposals in a meeting in early January and that the 2006 Nord Stern Rules will be available on the web site shortly thereafter. (Comment: Nord Stern has a rare opportunity to be out in front of most of PCA by offering a competitive class for Cayennes. As an organization offering “a big tent”, there is no reason to restrict those members from full participation in the competitive aspect of the club.)

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Johnson Autosport

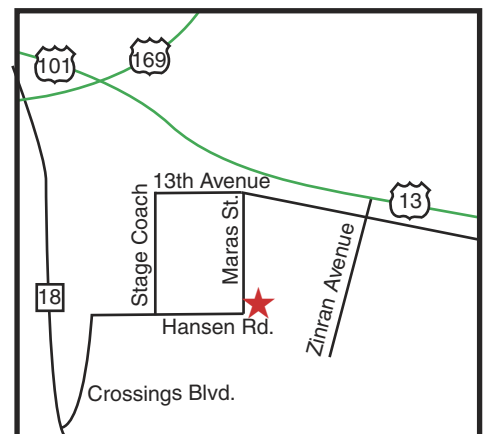
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Holiday Party Guest Speaker . . . Is Out Of This World!

by Rick LaVerdiere

The annual Nord Stern Holiday Party is scheduled for January 28, 2006 at the Interlachen Country Club in Edina. This year, Nord Stern members will have a rare and unique opportunity to meet and hear from NASA Astronaut Colonel Curtis Brown as guest speaker.

Colonel Brown is a former U.S. Air Force A-9 and F-16 test pilot who was chosen for the NASA shuttle space mission in 1988. As a veteran of six space missions, he has logged over 1,383 hours in space. He was the shuttle pilot in his first three missions and served as the space craft commander for his last missions in 1995, 1998, and 1999. In addition to conducting scientific studies, his missions performed satellite deployment, as well as repair and upgrades to the Hubble Telescope.

Since his retirement from NASA in 1999, Curt Brown has not slowed down. In addition to his many hobbies including classic car restoration, he is an air race pilot. He flies a sleek modified vintage WWII P-51 Mustang with "Team Strega." Strega is the Italian word for witch. The P-51 Mustang called "The Witch" is

powered by a V12 Rolls-Royce engine that generates over 3,600 horsepower and a top speed of 500 mph.

Team Strega races in the Gold Class which is an open class. Races are over a marked course of giant pylons at speeds in excess of 400 mph. At times, the racers are within feet of each other and as low as 100 feet from the ground. Curt describes air racing as "THE world's fastest motor sport."

At the Holiday Party, Curt Brown will speak about his space and air racing experiences. His presentation will include video and still photos from his space missions, and his air racing campaigns. Because Interlachen offers a comfortable and cozy venue, members will have an

opportunity to have their questions answered by the American Astronaut who has logged the most time in outer space. As there is limited seating for this event, members are urged to register early for this fascinating and educational program.

We encourage members to explore Curt's accomplishments at <http://www.jsc.nasa.gov/Bios/htmlbios/brown-c.html> and www.strega.com.



Up Next!
 Winter Holiday Party
 Saturday,
 January 28, 2006
 Featuring: Col. Curt Brown



Interlachen Country Club

6200 Interlachen Blvd.

Edina, MN 55436

952 929-1661 - website: www.interlachenccl.org

Social/Cash Bar 6:00 pm
 Dinner 7:30 pm
 Speaker 9:00 pm

Dinner Choices:

Chicken Tuscany (Grilled, Marinated
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AutoEdge: 10:00 am to Noon

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Club Racing For the Rookie to the Experienced**

- A tech session devoted to club racing; questions for the novice racer or those contemplating racing: Is it for me? What needs to be done to my car? What do I need to do to be competitive: What are some of the anticipated costs?
- For the Experienced Participants: What can I do to improve my performance? Be safer? What rule changes are occurring? Maintenance issues for my car?

Saturday, February 18, 2006 (note correction of 8 to 18!)

**Maplewood Imports: 10:00 am to Noon
Instantly Porsche! - Cayman S Intro**



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August 4, 5, 6, 2006*



Nord Stern 2006 Officer Slate

Vote • Vote •Vote

Vote for One

Results to be announced at the January 28th Dinner
Interlachen Country Club
Edina, MN

(see page 12 for details and registration)

Fill out and
Return your Ballot to:

Chip Smith
9565 Bennett Pl.
Eden Prairie, MN 55347

President:	Rick LeVerdiere _____	<input type="checkbox"/>
	Other _____	<input type="checkbox"/>
Vice President:	Cal Townsend _____	<input type="checkbox"/>
	Other _____	<input type="checkbox"/>
Secretary:	Eleanor Renwick _____	<input type="checkbox"/>
	Other _____	<input type="checkbox"/>
Treasurer:	Jeff Bluhm _____	<input type="checkbox"/>
	Other _____	<input type="checkbox"/>
Board of Directors:	Chip Smith _____	<input type="checkbox"/>



Calling All Nord Sterners!
Have You Recently Joined?
Are you Interesting in Learning More
About the Club?

We have THE Event for you!

2006 New Member Social!



Wednesday, March 1, '06

6:30 p.m.

Davanni's Pizza

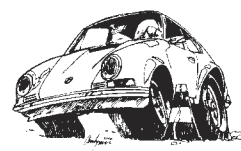
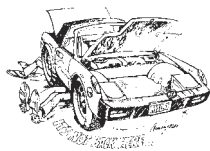
in Edina (south side of Vernon Ave., 1 block west of Hwy 100.

Meet other members of the club, talk to the 'old timers' and get the scoop on Club activities and events. There will be short presentations on:

- Driving Schools
- Concours and Rally
- Social Events
- Touring
- Low Speed Autocrosses
- High Speed Track Events
- Club Racing

Cost: \$7 per person includes a pizza buffet and soft drinks. Other items and beverages may be order a la carte.

Please RSVP with Membership Chair Steve Sherf at 952 471-1054 by Monday, February 27, 2006. Just leave your name and number of guests that will attend. Send no money - pay at the door.



Changes at RA are now official

Courtesy Bob Kosky

The Road America board of directors and staff announced a three-year, five million dollar facility enhancement plan Monday. Significant in scope and investment, the new three-year plan will allow for additional track and facility opportunities, and dramatically affect paddock operations.

Expanded in 1990, the main paddock is being enlarged by 3.5 paved acres.

The increase will provide additional space for race teams, transporters, vendors and two new skid pad areas. The hill behind the current medical center will be excavated and graded to the west to gain paddock space. A larger medical center will be constructed in a new paddock location that will allow better access for racers, spectators and emergency medical personnel.

In addition, several track alterations will be made to the track without changing the original track design. Turns 3, 5, 6, 8 and 12 will be resurfaced with a high-wearing asphalt compound to improve wear and maintain the track's smooth, consistent asphalt surface. Modifications will also be made to the run-off area at

turn 5 to make recovery faster and easier. Another notable safety change will be a re-configuration of the Bill Mitchell bridge at turn 13 to accommodate a greater run-off area.

The expansion plans also include the development of Paddock Village, a 35-acre garage/workshop business park targeted toward small business owners and motorsports enthusiasts. The 2700 square foot units have an open, clear span and are expandable to 16,000 square feet. Tall entry clearance is accessed through 14-foot garage doors. Paddock Village membership will include Road America track and facility privileges.

Road America celebrated its 50th year in 2005, and its 2006 schedule is as follows: April 21-23, Championship Cup Series (CCS), May 19-21, SVRA Spring Vintage Weekend, June 1-4, Suzuki Superbike Doubleheader (AMA), June 22-25, Kohler / SCCA Chicago Region June Sprints, July 7-9, Ferrari Challenge, July 13-16, International Challenge with Brian Redman (Vintage), August 17-20, Generac 500 at Road America (ALMS), September 15-17, VSCDA Elkhart Lake Vintage Festival.

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Maplewood: 651-748-1300 Rochester: 507-285-1221
St. Cloud: 320-253-8770

2005 Kalender

January

2006

- 7 Winter Tech Session: Johnson Autosport with Automotive Artist/Graphic Designer: Mike Jekot**
6:00 to 9:00 pm

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

- 10 Nord Stern Business Meeting**

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: Axel's Restaurant in Roseville***

Eventmaster: Rick LaVerdiere 651 998-1511

ricklav968@hotmail.com

- 14 Winter Tech Session: AutoEdge**
Topic: Club Racing

10:00 am to Noon

Eventmaster: Andrew Busche at 612 824-3547

andrew.busche@watsonwyatt.com

- 28 Nord Stern Annual Holiday Dinner**
Interlachen Country Club

Eventmasters: Kim/Keith Fritze

See page 11 for details/reservations

February

2006

- 15 Nord Stern Business Meeting**

Wednesday night!

Social: 6:30 pm; Meeting 7-9 pm

Location: Axel's Restaurant in Roseville***

Eventmaster: Rick LaVerdiere 651 998-1511

ricklav968@hotmail.com

- 18 Winter Tech Session: Cayman Introduction!**

Maplewood Imports

10:00 a.m.

Eventmaster: Andrew Busche at 612 824-3547

andrew.busche@watsonwyatt.com

- 25 Sears Imported Autos Open House**

1915 Xenium Lane N., Plymouth, MN

"Introducing New Body Shop"

10:00 am to 12:30 pm Serving Pizza

952 512-6566; Mike Wells/Body Shop Manage

March

2006

- 1 New Member Social**

Davanni's Pizza in Edina (Hwy 100 & Vernon Ave.)

Time: 6:30 p.m. Cost: ~\$7 per person

RSVP: Membershi Chair Steve Sherf at 952 471.1054

- 4 Winter Tech Session: Annual Swap Meet**
8:00 am to Noon

Carousel Porsche

9191 Wayzata Blvd. 763 744-9191

Eventmaster: Andrew Busche at 612 824-3547

andrew.busche@watsonwyatt.com

- 14 Nord Stern Business Meeting**

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: Axel's Restaurant in Roseville***

Eventmaster: Rick LaVerdiere 651 998-1511

ricklav968@hotmail.com

April

2006

- 1 Novice DE Tech Session**

Learn what's needed to begin DE at BIR

10:00 am to Noon

Location: TBA

- 11 Nord Stern Business Meeting**

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: Axel's Restaurant in Roseville***

Eventmaster: Rick LaVerdiere 651 998-1511

ricklav968@hotmail.com

- 21 Nord Stern Driver Training**

Brainerd International Raceway

Eventmaster: Jon Beatty 952 449-0187 or email:

jon@minnetonkasoftware.com

- 22-23 First Fling Driver Education**

Brainerd International Raceway

Eventmaster: TBA

Questions: Phil White 612.418.9319 or email:

rs_america@comcast.net

- 29 Eden Prairie Twin City Tire Open House**

The Porsche Club and other car clubs are invited to an open house showcasing this new facility
10:00 am

Contact/Questions: Paul Bergquist of the Mercedes-Benz Club at 952 937-1822

or email: PBASSOCINC@aol.com

May

2006

- 7 Annual Maplewood Imports AutoFair**

Maplewood Imports

2873 Hwy 61 N. 651 483-2681

Eventmaster: George Andeweg

Details To Follows

- 9 Nord Stern Business Meeting**

2nd Tuesday of the month

Social: 6:30 pm; Meeting 7-9 pm

Location: Axel's Restaurant in Roseville***

***Axel's Restaurant in Roseville. Axel's is attached to the Radisson Hotel in Roseville on the northeast corner of the intersection where Highway 36 and 35W split. Address is 2540 Cleveland Ave. North, Roseville. Phone 651-367-3967. Directions: From the south, west or Hwy 36 westbound:

Take 35W north from where it splits with Hwy 36 in Roseville. Take first exit (Co. Rd C exit) and stay left on the exit ramp. At Cleveland Ave. go right (south). The Radisson and Axel's are about 1/3 mile ahead on your left after crossing Co. Rd. C

From 694: Take 35W south to Co. Rd C exit. Go left (east) on Co Rd C to Cleveland (Burger King at the intersection). Go right (south) on Cleveland. The Radisson and Axel's are on your left about 1/3 mile ahead. P.S. Food is Good!

Eventmaster: Rick LaVerdiere 651 998-1511
ricklav968@hotmail.com

June 2006

2-4 Great Plains Region Driver Education and Club Race

Mid-America Motorplex
Contact: John Krecek 402.505.9911 or krecek@cox.net

9-10 Autobahn Country Club, Joliet, Ill.

Milwaukee PCA Driver Education & Club Race
John Fried 414.453.8653 or e-mail: jtfried@wi.rr.com

9-11 Annual German CarFest

Multi-Event sponsored by several German car clubs and includes: Friday night Boat Cruise
Saturday: Car Show at Rice Park, downtown St. Paul
Saturday Evening: The Emperor's Ball at Landmark Center
Sunday: Premier Concours d'Elegance
Contact/Questions: Paul Bergquist of the Mercedes-Benz Club at 952 937-1822
or email: PBASSOCINC@aol.com
More Details to Be Announced

July 2006

10-11 Road America Driver Ed

Monday and Tuesday
Elkhart Lake, WI - Eventmaster: TBA
Contact Phil White rs_america@ccomcast.net

August 2006

4-6 Nord Stern Annual Club Race and Driver Education
Brainerd International Raceway

Eventmaster: TBA

13 Sunday Autocross at Dakota County Tech Center
Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

September 2006

4 Labor Day BYOB Picnic in Rochester!

1:00 pm to 5:00 Location: TBA
Contact: Jeff & BJ Boehm, email: jbandbj@chartermi.net

0 Sunday Autocross at Dakota County Tech Center

Eventmaster: Harvey Robideau 952 361-4872 or email: p911SC@earthlink.net

14-15 Blackhawk Farms DE - tentative date

Eventmaster: Ron Lewis 952-932-0505 or email: lewis_re@earthlink.net

22-24 Nord Stern's Annual North Shore Fall Color Tour

Tofte, MN Headquarters: BlueFin Bay
1-800-Blue Fin for reservations
Eventmaster: John Dixon 952-939-9071 or email: eyerack@tcq.net

29 Nord Stern Driver Training

Brainerd International Raceway
Eventmaster: Jon Beatty 952 449-0187 or email: jon@minnetonkasoftware.com

30-- First Fling Driver Education

Brainerd International Raceway
Eventmaster: TBA
DE Chair: Phil White at rs_america@comcast.net or 612.418.9319

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Zone 10



December 2005

Around the Zone

This time of year brings holiday dinner meetings, Changing of the Guard meetings and Awards dinners. All of these meetings serve to recognize and thank the many volunteers who contribute so much.

Katrina and I attended the Great Plains Region Awards dinner and, along with the serious recognition awards, they have fun with awards such as the "Aw Nuts, Dum Kopf and Stuck in the Mud." Steve Wilwerding, editor, brought oohs and ahhs from the crowd with his presentation of pictures highlighting the year.



Steve Wilwerding proudly displays his award for off-road excursion at the Mid-America Motorplex

2006 Calendar

Please take a look at the 2006 Zone 10 calendar on page 2. Nord Stern Region already has an impressive calendar of events for 2006.

New Executive Director

Vu Nguyen has been hired into the new position of Executive Director. PCA has grown large and complex and Vu has been hired to assist in managing club operations and provide increased continuity as our elected officers change over time.

PCA Staff Appointments

John Cochran was recently appointed as National Sponsorship chair. John can be reached at:

100 Harborview Dr.
Baltimore, MD 21230
410-385-0780
jhcochran@comcast.net

Doug Monaco was recently appointed as a member of the Parade committee, responsible for goodie store operations. Doug can be reached at:

4018 Portsmouth Rd.
Largo, FL 33771
727-532-0660
dsmonaco@hotmail.com

2006 Zone 10 Rep

I was honored to be called by Tom Bobbitt, PCA President, and asked if I would serve as the PCA Zone 10 Representative for the term of 2006-2007. I readily accepted and look forward to serving the members and Regions of Zone 10.

D & O Insurance

For the first time, PCA has secured Directors and Officers insurance coverage for the Regions effective August 17, 2005. Under the D&O coverage, the persons insured include the Region's directors, trustees, officers, employees, volunteers, and staff members, including any executive board members and committee members. This important policy provides coverage to each Region for liability up to \$1 million per insured claim. Each Region must execute a Warranty Statement and return to the PCA National office as soon as possible to activate the coverage.

PCA Code of Conduct

PCA recently approved and published a Code of Conduct and Ethics. Each Region was provided a copy. The executive council, in consultation with the zone reps, approved the code as an explicit statement on how PCA will conduct their affairs. The code is not a cookbook of rules but rather sets forth broader principles against which individual conduct will be assessed. Each Region is encouraged to read the document and consider adopting it within their Region. Please contact me with any questions or for a copy of the document.

John Phillips
PCA Zone 10 Rep
402-333-7245
pcazone10rep@cox.net

PCA ZONE 10 CALENDAR

Update 12/1/05

DEC

3	Holiday Party	Great Plains
3	Holiday Party	Kansas City
3	Christmas Party	St. Louis
7	Meeting	Red River
9	Dinner	Dakotas
13	Social/Meeting	Nord Stern

JAN 2006

7	Holiday Party	Dakotas
7	Winter Tech Session	Nord Stern
10	Social/Meeting	Nord Stern
14	Holiday Party	Central Iowa
14	Smith Collection, Museum of Speed	Great Plains
14	Winter Tech Session	Nord Stern
21	Holiday Party	Schonesland
28	Holiday Party	Nord Stern

FEB

15	Social/Meeting	Nord Stern
18	Winter Tech Session	Nord Stern
25	Sears Imported Autos Open House	Nord Stern

MAR

4	Annual Swap Meet	Nord Stern
14	Social/Meeting	Nord Stern

APR

1	Novice DE Tech Session	Nord Stern
11	Social/Meeting	Nord Stern
21-23	DE @ Brainerd	Nord Stern
29-30	DE/Club Race Heartland Park	Kansas City
29	Twin City Tire Open House	Nord Stern

MAY

7	Maplewood Imports Auto Fair	Nord Stern
9	Social/Meeting	Nord Stern
12-14	40th Annual Ozark Weekend Tan-Tar-A Resort, Lake of the Ozarks	Kansas City

JUN

2-4	Club Race & DE @ MAM	Great Plains
2-4	DE @ HPT	Kansas City
9-11	Annual German CarFest	Nord Stern

JUL

10-11	DE @ Road America	Nord Stern
-------	-------------------	------------

AUG

4-6	Club Race & DE @ Brainerd	Nord Stern
13	Autocross	Nord Stern
6-11	PCA PARADE	Portland, OR
24-27	Run For the Hills, Black Hills	Dakotas

SEP

4	Labor Day Picnic in Rochester	Nord Stern
10	Autocross	Nord Stern
22-24	North Shore Fall Color Tour	Nord Stern
29-Oct 1	DE @ Brainerd	Nord Stern

OCT

20-22	DE @ HPT	Kansas City
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For More Information

Central Iowa Region	www.ciapca.org
Dakotas Region	http://dak.pca.org
Great Plains Region	www.pca.org/gpl
Kansas City Region	www.kcrpca.org
Nord Stern Region	www.nordstern.org
Ozark Lakes Region	www.pca.org/olk
Red River Region	www.pca.org/rev
Schonesland Region	www.schonesland.org
St. Louis Region	www.pca.org/stl
Wichita Region	www.pca.org/wic

MULTI-REGION WEEKEND EVENTS

May 12-14, 2006

40th Annual Ozark Weekend

Tan-Tar-A Resort, Lake of the Ozarks

Kansas City Region

August 24-27, 2006

Run For the Hills, Black Hills

Dakotas Region

Details TBA

2006 ZONE 10 DRIVER'S EDUCATION DATES

Mar 30-Apr 1	St. Louis	GIR	DE
Apr 21-23	Nord Stern	BIR	DE
Apr 29-30	Kansas City	HPT	DE/Club Race
May 13-14	Great Plains	MAM	DE
Jun 2-4	Great Plains	MAM	DE/Club Race
Jun 2-4	Kansas City	HPT	DE
Jul 10-11	Nord Stern	RD AM	DE
Aug 4-6	Nord Stern	BIR	DE/Club Race
Aug 12-13	Great Plains	MAM	DE
Sep 14-15	Nord Stern	BLKHK	DE
Sep 22-24	St. Louis	GIR	DE
Sep 29-Oct 1	Nord Stern	BIR	DE
Oct 20-22	Kansas City	HPT	DE

Out and About with Keith Jones . . . Who Makes Waiting in Airports FUN!

For the man with everything - the V8 snowblower

([link to this article](#))

December 1, 2005 If you're tired of anaemic, one-lung snowblowers with their slipping drive belts, you might consider Kai Grundt's V8 snow blower which raises the bar on the traditional snow blower in every respect. With electric start, electric block heater, antifreeze heater and eight cylinders, it has no drive belts to freeze up and you'll never get bored with the job as the 454 cubic inch big block Chevrolet V8 produces 412 horsepower, 430 foot pounds of torque and can throw snow 50 feet at just 3500 rpm. Nor will you get cold as the machine has been ingeniously designed to route the engine coolant through the handle bars, with the rear mounted, enclosed radiator keeping the operator nice and cosy.



[View all images for this article](#)
(6 total)

As the article says, for the man with everything: the V8 snowblower! Oh my, now that's a Minnesota machine. And we might even need something along these lines this year (unlike recent years!) if mother nature cooperates. With those pipes, it looks almost diabolical, but very, very effective. Gotta have it.

Keith, you can spend all the time in airports you 'want' when you find us fun stuff like this. Also below is another version of the speedometer making the rounds on the internet! This one Keith labeled: Scaredy Cat Racing!



Rules Committee Rules Report . . .

Change is in the Air!

by Bruce Boeder

The Nord Stern Rules committee has met and considered rules change proposals that have been received from the membership this year. After consideration of the rules by the full committee, the committee has issued the following unanimous recommendation for consideration by the Nord Stern Board of Directors

Rules Change proposals for 2006

1) Eliminate the requirement that a driver participate in at least one low speed event in order to be eligible for Time Trial/Autocross Awards.

(Comment: This provision eliminated a number of this year's participant's from any possible award, which runs contrary to the general purpose of the awards.)

2) Eliminate the following paragraph from the "Awards" section:

A driver may enter only one car for any timed event. (The purpose of this rule is to preclude a driver from obtaining an unfair advantage in the form of additional practice by entering more than one car.)

(Comment: Since participation in time trials is to be encouraged by the club, preventing a driver from participating in more than one car at any one event runs counter to that intent.)

3) Start requiring Snell 2000 or 2005 certified helmets, Effective June 1, 2006.

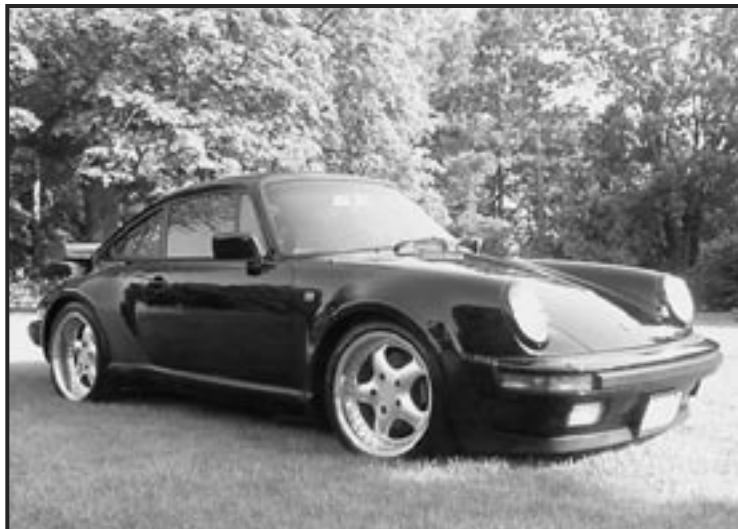
4) Revise all car classifications and handicapping points to replace them with the PCA Club Racing rules and classes, with

separate classes maintained for Women and Men, with Women having the option to compete against Men.

(Comment: Our current stock classes largely allow the same modifications as do club racing classes, and in fact, in some instances, allow more modifications, thus taking cars further from "stock" than makes sense. There are certain cars within our current rules that have been historically mis-classified. In addition, as the factory continues to add models and increase the performance levels of cars produced by the factory, it makes sense to rely upon PCA nationally for issues of car classification. By doing so it eliminates any possible claim of local bias. It is hoped that this change will result in more club racers, rather than less club racers, participating in time trials and autocross. It will allow members who do not currently participate in club racing to measure themselves more "head to head" with those who do. Existing class records will be carried forward where possible but it is anticipated that there may be some classes for which there will not be current class records at the beginning of the 2006 season. Accordingly pages 6-12 of the Nord Stern Rules will be replaced with the applicable pages from the PCA Club Racing Rule book.)

5) A New SUV class will be formed for the Cayennes, with Cayenne S being assigned to SUV1, Cayenne Turbos to SUV2, etc.

Continued on page 9



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Please Join Us for Saint Paul Sommerfest June 9, 10 and 11, 2006

Benefiting the Sommerfest Performing Arts Fund which assists small to medium sized performing arts groups to foster diverse, vibrant and accessible cultural arts programs that enrich our community

- **Sommerfest River Cruise, Friday, June 9th
6-10 pm, Harriet Island**

"The best happy-hour in town!" A fun-filled evening of dining and dancing on the Mississippi River with jazz, polka and choral music. Casual dress, \$50 per ticket.

- **12th Annual German Carfest, Saturday, June 10
9 am-2 pm, Rice Park, downtown St. Paul.**

A European square is recreated, lined with Mercedes-Benz, Porsche, Audi, BMW and Volkswagen automobiles. Music & food. Free for attendees, fee to exhibit 952.937.1822.

- **The Fourth Annual Emperor's Ball, Saturday, June 10
6 pm-midnight, Landmark Center, St. Paul.**

Romance and pageantry of a Viennese Ball is recreated with performances by the Saint Paul City Ballet, a 5-course Imperial Banquet, exquisite wines, a 50-piece orchestra, jazz & swing, a Torten Café for the finest of pastries, and a Beer Hall with polka & pretzels, plus carriage rides in Rice Park. Black-tie. \$150 per ticket. 9 PM – midnight, dinner excluded, \$75 per ticket. Corporate table purchase available 651-489-9623.

- **Concours d'Elégance, Sunday, June 11: 9 am-4 pm, Rice Park,**

Elegant and exclusive vintage cars take center stage in Rice Park for a juried car show organized by the Mercedes-Benz Club of America. Music and food. Free to attendees, fee to exhibit 952.942.7352.

- **Sommerfest Promenade & Picnic, Sunday, June 11: 11-2 pm**

Horse drawn wagons and carriages parade to the top of Summit Avenue for music, food and fun at the German American Institute's Duetsche Tage Picnic.

For reservations and information see www.saintpaulsommerfest.org or 651-489-9623

The St. Paul Hotel has extended a discount rate to guests, contact them at 651-292-9292

FREE dance lessons (waltz, swing, fox trot, Latin)

March 2006 for 10 weeks, Tuesdays 7 – 9 PM, Klub Haus 1079 Rice Street, St. Paul,

Call Dick Kedrowski if interested. 651.430.0003

Last Fling Scenes BIR

photos by Jim Anderson, www.jimsracing.com



PORSCHE® BOXSTER® Again Garners Two Of North America's Most Prestigious Automotive Awards

Courtesy PCNA

Porsche's wildly entertaining mid-engined roadster tagged as an Automobile Magazine All-Star, and one of Car and Driver's 10Best

ATLANTA, Dec. 8, 2005 □ Porsche's Boxster and Boxster S® mid-engined soft-tops continue to rack up awards, again earning two of the most noted prizes available from the automotive press. The Porsche Boxster has been named a 2006 Automobile Magazine All-Star, and has also made Car and Driver's 10Best list. The Boxster has earned both of these respected awards on previous occasions.

Appearing in Automobile Magazine's January 2006 issue, a news release on the awards referred to the Boxster as "the sports-car from heaven." In its January 2006 10Best issue, Car and Driver described the Boxster as having "pinpoint balance, augmented by reflexes worthy of an Olympic fencing champion," adding that, "the Boxster serves up the quintessential sports-car experience."

Introduced to the North American market in January of this year, the 2005 Boxster and Boxster S are the second generation of Porsche's entry level sports car. As such, they have received significant styling changes, more powerful engines, numerous handling enhancements, and greater active and passive safety. Current U.S./Canadian pricing

for 2006 models is \$45,000/\$64,100 for the Boxster and \$54,700/\$77,900 for the Boxster S.

Based on the award-winning Boxster, Porsche's new for 2006 Cayman S® coupe launches in North America on January 14. Using the acclaimed underpinnings of the roadster, the sleek, fixed-roof, two-seat coupe provides an even stiffer chassis structure, and a larger and more powerful 3.4-liter Boxer engine. U.S. and Canadian pricing for the new Cayman S coupe is \$58,900 and \$83,900 respectively.

Automobile Magazine is a monthly automotive lifestyle publication with a circulation of 550,000 designed to appeal to the interests of passionate automotive enthusiasts. With a monthly circulation over 1.3 million, Car and Driver is the world's largest automotive magazine.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne® sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 210 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



Wiedeking Named “Man Of The Year” By *Automobile Magazine* . . . Porsche AG President and CEO Wendelin Wiedeking honored by premiere North American enthusiast publication

Courtesy PCNA

ATLANTA, Dec. 9, 2005 -- In a year where the company's products continue to earn laurels, Dr. Wendelin Wiedeking, President and CEO of Porsche AG, has been awarded the “Man of the Year” title by *Automobile Magazine*. The respected automotive publication cited Wiedeking's corporate accomplishments of stability, profitability—and most importantly—for helping Porsche create cars that are “truly great.”

Appearing in *Automobile Magazine*'s January 2006 issue, the article credits Wiedeking with strengthening Porsche's financial base with profitable products such as the Cayenne®, allowing it to thrive as an independent producer of some of the world's finest sports cars.

An *Automobile Magazine* news release on the award states that Wiedeking, “has transformed Porsche from a money loser to a winner, diversified Porsche's product line, and most importantly has produced fantastic vehicles.” In the same January 2006 issue, the Porsche Boxster® was named a 2006 *Automobile Magazine* All-Star, an award it has earned on four previous occasions.

Wiedeking, a former *FORTUNE* magazine European Businessman of the year, holds a doctorate in mechanical

engineering. He joined Porsche AG in 1983, was named to the Board of Management in 1991, and became its Chairman in 1993. He has overall responsibility for the design, engineering, and production of all operations related to Porsche sports cars, and under Wiedeking's aegis, Porsche has seen consistent growth and profitability.

Automobile Magazine is a monthly automotive lifestyle publication with a circulation of 550,000 designed to appeal to the interests of passionate automotive enthusiasts.

Porsche Cars North America, Inc. (PCNA), based in Atlanta, GA, and its subsidiary, Porsche Cars Canada, Ltd., are the exclusive importers of Porsche sports cars and Cayenne sport utility vehicles for the United States and Canada. A wholly owned, indirect subsidiary of Dr. Ing. h.c. F. Porsche AG, PCNA employs approximately 300 people who provide Porsche vehicles, parts, service, marketing and training for its 210 U.S. and Canadian dealers. They, in turn, provide Porsche owners with best-in-class service.



Q and A . . . 914 Engines Courtesy PCA Website Tech Section

Q: Fairly new owner to 1973 914 with rebuilt 2.0 and carbs. Washed the car Sunday and started with no problem then drove around the neighborhood. Monday afternoon wanted to go for a drive and the engine cranks but will not start. Battery is good, fuel is fresh, starter I guess is ok since it turns the engine. Please help, I don't want to miss the best driving days of the season and a car show in a few weeks.

Evan

A: This may or may not be related to washing the car. Since you say you have carburetors you may not have the engine lid water tray, so water from washing can get directly onto the distributor area. It could be possible that the spark plug wires and or the distributor cap now have moisture in/on them. Start by seeing if you have spark, unplug the coil wire from the center of the distributor cap and hold it a 1/4" from a metal surface (ground) have someone crank the engine and see if a spark jumps from the end of the wire to the ground surface. If no spark, remove each wire (one at a time so as not to lose your firing order) and wipe off the wire end and blow out the cap socket. Then after you have all the wires back in, remove the distributor cap and turn it over and dry or make sure the inside of the cap is dry. (use caution around the carbon button in the center of the cap) If any of this had any moisture and you got it dried that should start it. If there was no moisture or none of this helped, you next should check to see if you're getting fuel, remove an air cleaner and operate the throttle linkage, you should see fuel squirting from the accelerator pump, if not you may have a fuel pump problem. It might also be as simple as being out of gas, sometimes previous owners forget to tell the new owner that the fuel gauge is inaccurate.

Ed Mayo - PCA WebSite - 9/8/2005

Q: Oil temp in line sensor on way to a oil cooler how hot is too hot, I run syntet oil

A: Ideal oil temp is in the 210 to 220 range, and 250 is considered too hot. Having said that I realize that synthetic is more able to withstand that high of a temp than conventional oils, but I believe that if you're seeing oil that hot you need to do something to get it to a cooler level. I think that the ambient temperature should also be considered, in that if you see 240 on a 75 degree day you're really going to be toasty on a 90 degree day. I've got an additional cooler on my 2.0 914, and on one of our typical balmy summer Texas days (95 to 100) and my wife and I driving back to back time trial runs we'll get up to 240 degrees, but on a 85 degree day driving on the interstate at 75 or so the temp will only get to about 195. If you're seeing an occasional peak of 230 to 240 I don't think you need to worry, but if that temp is more the norm you need to get it cooler.

Ed Mayo - PCA WebSite - 11/1/2005

Q: When checking oil on the 914, do I check with engine running or with engine off?

A: The 914/6 you have is a dry sump system, and the oil is checked with the engine running. To properly check the level, the following conditions must be met, oil temp must be at least 180 degrees, engine idling, and on level ground.

Ed Mayo - PCA WebSite - 8/27/2005

Q: What cam can I use to get more performance?

A: There are so many factors that influence cam selection that there are no easy answers. An important consideration is what other modifications do you intend to make to the engine. Using the cam to open the valves more and keep them open longer won't increase the air flow any, unless the air flow through the head ports is improved, and usually the RPM range is also improved. If you're dealing with a stock 2.0, except for the carbs, then cam selection will be something very close to stock, maybe 5 to 10 degrees more duration, and a very slight lift increase. Anything more will be a waste since the rest of the engine isn't designed for more flow and RPM. I suggest you call one of the reputable cam grinders like Elgin's or Web-Cam, they will ask you questions about what you have, and then sell you only as much cam as you need.

Ed Mayo - PCA WebSite - 8/27/2005

Q: I am tinkering with replacing my 1.7L with a stock 2.0L 914-4 engine. Looking at the exhaust systems, heat exchangers and muffler, for both engines, there are two sets of part numbers listed for the respective exhaust systems. If I install a 2.0L will I need to change the exhaust system as well, or will the 1.7L exhaust system work with the 2.0L engine? If I need to replace the exhaust system, do you have any recommendations? I don't need heating and would prefer OEM, or an OEM look. There is an aftermarket Dansk muffler listed for a 2.0L engine but resembles a 914-6/early 911 muffler. Will the OEM heat exchangers or headers fit with this muffler? Thank you.

A: Both exhaust systems will bolt to the engine, however the 1.7 uses smaller diameter tubing than the 2.0 system, it being a smaller, lower horsepower engine. Also the 1.7 header system has a different kick-up at the rear where it enters the muffler, so a 1.7 exhaust needs a 1.7 muffler, and a 2.0 system needs a 2.0 muffler. The Dansk muffler you mentioned is probably a copy of the original 2.0 muffler, they did look similar to the 911 muffler. If you want a stock appearing system, even though you say you don't need heat, I would suggest the SSI stainless system, they look just like the OEM, but they are made of shiny stainless steel. A non rusted pair of original ones might be found at a swap meet, if you have those there on the island. (I guess the parts would never go far would they) The Dansk muffler will bolt up to the

OEM or the stainless.

Ed Mayo - PCA WebSite - 3/20/2005

Q: About four months ago I was having problems with the engine cutting out at both high and low RPM, and at times completely stalling. I did a complete tune up checking everything from the valves to replacing the points and condenser, ignition timing, plugs, air filter, fuel filter, oil and filter. I checked all hoses for vacuum leaks and intake runners and gaskets. Afterwards it slightly did the same thing but it then went away. Well it's been four months and now it's back, and it is stalling when I let off the gas coming to a stop and cutting out or bucking at low and high RPM. I found resistance values at Rennlist for all fuel injection components and all tested within limits except for the head temp sensor because I couldn't get to it without removing a lot of stuff. I have also rechecked the points and dwell angle and timing all is good as are the plugs and leads. The cap and rotor are also good. I know there is fuel pressure because after it dies while cranking the engine to get it restarted after 30 seconds or so I can smell fuel it's just not being ignited. When I go to the back and check all connections everything seems to be fine and then the car will restart. This problem is very intermittent, it will happen and then be perfectly in order for many miles but occur again intermittently. I also don't think it's vapor lock because the outside temperature is 35-50 degrees when it happens. I suppose there is a fault in the wire harness somewhere but I can confirm voltage at the coil from

the ignition switch. What else could it be. Any thoughts would be greatly appreciated.

A: There are a few suggestions I can give you, when the engine is running move the fuel injection wiring harness around to see if it changes anything, if so you may have broken wires inside the loom. Next check the ground points for the F.I. harness which should be three spade connections on the top of the engine case under the plenum, wiggle them with engine running, again, looking for engine running change. To be safe pull them off and scrape them clean. Check the trigger points, (they're often overlooked), should have no more than about 5-6 ohms through each point. Lastly, you do need to check the head temp sensor, run the engine to a reasonable temperature, turn it off, disconnect the sensor and connect an ohm meter to the sensor wire and ground. Depending on how warm you got the engine you should read about 30 to 50 ohms, as the engine cools the ohms should steadily rise until they get to about 800-1000 ohms, again depends on actual temperature. Wiggle the sensor wire to make sure the reading doesn't change which would indicate bad sensor. Don't over look obvious problems like high resistance battery connections. If none of this helps, let me know.

Ed Mayo - PCA WebSite - 1/24/2005

Continued on page 33

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Tech Quiz . . . General ?s

compiled by Skip Carter & Greg Philips of Grand Prix Region PCA, Long Beach , CA from Parade Tech Quizzes

GENERAL QUESTIONS

The 917 intricate space frame was welded of:

- Carbon fiber
- Aluminum tubing
- Boron steel
- Copper

Excellence, Vol. 2, page 574

2. The Porsche Carreras built for the 1973 IROC races had the new 1974 3.0-liter RSR engines.

True or False

Excellence, Vol. 2, page 655

3. The 1973 Porsche 917/30 Spyder had a twelve cylinder engine of:

- 4.5-liters
- 6.0-liters
- 5.4 liters
- None of the above

Excellence, Vol. 2, page 728

4. Porsche's 956, 962 and 962C racers were fear-some competitors in the U.S. and Europe for some ten years (approximately 1982-1992).

True or False

Excellence, Vol. 2, page 903

5. The Porsche TAG V-6 Formula One engine of the eighties weighed 330 pounds and used a Bosch Motronic fuel injection system.

True or False

Excellence, Vol. 3, page 1051

6. For his 75th birthday, Ferry Porsche received which model Porsche as a gift:

- 911 Turbo
- 944
- 928-4 (four seater)
- None of the above

Excellence, Vol. 3, page 1073

7. Porsche developed an engine for offshore boat racing in 1986-87 based on:

- 2.5-liter Boxster engine
- 32-valve 928 V-8 engine
- 2.5-liter 944 Turbo engine
- 5.4-liter V-16 experimental engine

Excellence, Vol. 3, page 1085

8. The first Porsche engine to receive styling touches was for the:

- 356
- 924
- 914
- 968

Excellence, Vol. 3, page 1113

9. Porsche's Tiptronic transmission (Type 943) made its debut in the 1999 model year with the new 996.

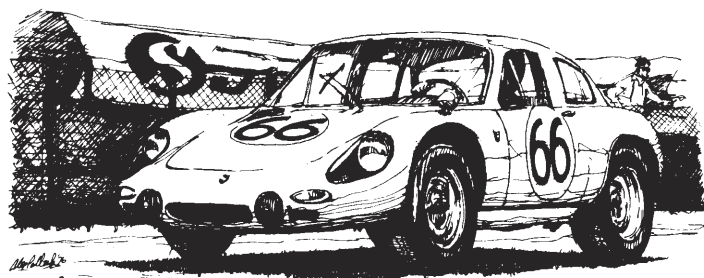
True or False

Excellence, Vol. 3, page 1140

10. In 2004 Porsche celebrated the 50th Anniversary of a model that is considered to be a cousin of the Boxster. Which is the model?

- 356 Cabriolet
- America Roadster
- 550 Spyder
- All of the above

Panorama, 5/04, pages 4-5



Answers:
1. b
2. T
3. c
4. T
5. T
6. c
7. b
8. d
9. F
10. c

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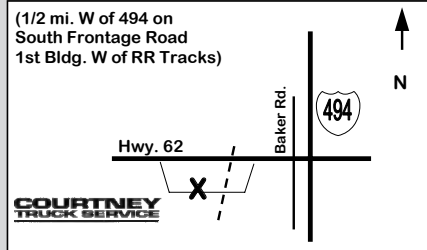


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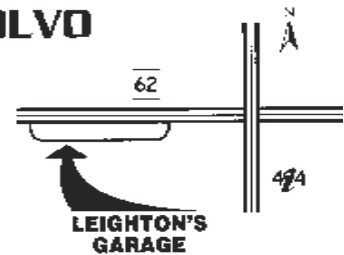
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914 Engine Q & A. . .

. . . continued from page 29

Q: Can you tell what the diameter of the large end of the connecting rods should measure? I can not find these tolerances in the factory manual or the Haynes manual. (1.7l) Thanks.

A: For some reason the factory manual missed some things, but these dimensions can be found in the 914 spec book. Big end diameter w/o bearing shells is: 1.7 & 1.8 57.8mm diameter - rod length center to center is 127- .05 mm 2.0 52.8mm diameter - rod length center to center is 131- .05 piston pin bush diameter is same for all at 24.015-24.024mm. The 914 rod bolt nuts are a one use only, always replace the nuts with O.E.M. do not mess with aftermarket on this. You will probably need to get from dealer to insure quality. This does not include brands like Raceware and ARP, their stuff is the absolute best way to go.

Ed Mayo - PCA WebSite - 1/23/2005

Q: Thanks for the help over the years. I've gotten my rebuild done, and solved the rich hot start problem (combination of pressure sensor, and incorrect head sensor for '73 2.0L FI).

The car runs well. However, it gets HOT. When I had it over in Spain, I put a pair of oil coolers on the engine lid. Not the ideal solution, as it preheats the air entering the engine compartment, but it seemed to work on the Autopista (redline in 5th for long periods at a time).

However, the increased performance of the engine and Salt Lake City (4,200+ ft altitude, and 100+ degree days in the Summer) have the oil running in the 250-280 range. Even with

Mobil 1, that's hot!

I really don't want to take out the front trunk with a GT type cooler. In looking at the water-cooled Porsches (and their side-mounted radiators), I'm thinking it might be possible to put coolers in the sides of the front. If I use the stock fog light/horn openings for intake, I could seal off the inside trunk under the headlights, and cut an exit hole at the front of the wheel wells. Have you heard of this being done?

Absent that, would putting fans on the coolers on the engine lid provide enough additional cooling? Would the additional temperature be a problem for the engine? I have head temperature gauges, and they don't seem to go up much when the thermostat opens and the oil coolers start working.

Thanks.

A: I have had good luck with mounting a cooler back by the rear transmission mount hanging vertically. I used a fiberglass rocker panel (didn't want to cut up the original) and installed a NACA duct almost at the rear end of the panel. It allowed me to run a 3" flex hose under the trailing arm and up over the axle to a collector duct in front of the cooler, so that all the air must go thru the cooler. This is on a stock 2.0, with this set-up, highway driving even here in Texas, usually only gets the oil to about 190-200. Haven't been able to try it at top rpm in 5th though. (this ain't Europe) During time trial use it can get up to about 240 or so (90-100 ambient) which I can tolerate. If you have more than a stock engine or run longer periods of time in that kind of heat, you just can't avoid putting the cooler up front where it can get more air. GT Racing has a front valence that mounts the cooler 911RSR style to avoid cutting up your trunk.

Ed Mayo - PCA WebSite - 11/8/2004

Rick Moe's

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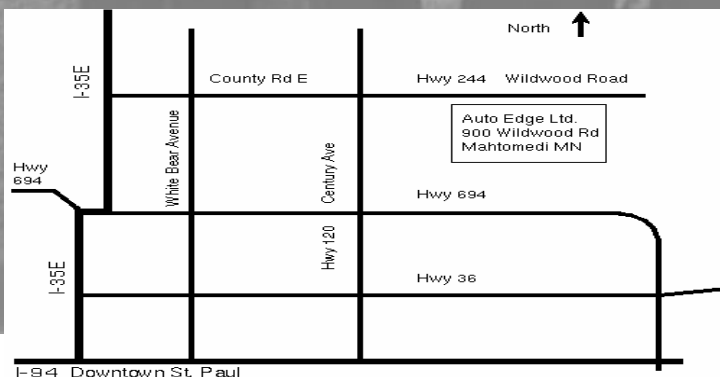
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