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January 2014



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

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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Cover Photo,
Gordon Maltby
Exquisite detail
from this past
summer's
901-O-Rama
held in Marine-
on-St. Croix

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2014 Officers & Committee Chairs

“How to Join PCA and then Nord Stern Region of PCA”

1. First, Join the Porsche Club of America (PCA). Please visit www.pca.org for membership instructions, then . . .

2. Join (or renew) Nord Stern via check:

- ***Go to www.nordstern.org***
- ***Find membership page and download/print application***
- ***Complete form and send with check payable to Nord Stern directly to Ed Vazquez.***

3. Or, to join or renew a Nord Stern membership via Pay Pal, visit www.nordstern.org and select ‘Join’ and follow the instructions

Or, call Ed directly and leave your name, address and both home and work phone numbers.

Your application/s will be sent out right away!

Address Changes:

Please send Ed any address changes or updates directly via snail mail, email or just give him a call!

Membership Chair

Ed Vazquez

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612.720.0760 (cell)

Reminder, Annual Dues are:
\$30 per year (to defray monthly newsletter costs!)

Nord Stern membership Options
\$30 per year
\$80 for three years!

***Check your mailing label
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***Contact Ed with any membership
inquiries or updates***

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The Prez Sez . . .

by Dave Anderson

The official start to winter is still days away as I sit here and write my first column for 2014, but the stretch of subzero December weather thrown at us by Mother Nature has me anxiously waiting for anything approaching normal temperatures for December. At least I have the ClubTalk stories that some members have shared about their first Porsche. I'd like to share mine with you, but some words are due for our hard working volunteers that keep the Club running.

Heartfelt thanks to out-going President Ron Johnson and his cadre of volunteers for their collective dedication in ensuring that we all get the opportunity to enjoy and share in our individual passions; from track events, tours, rallies, and other social events. Most of last year's committee chairs have agreed to continue into 2014. Next time you see the folks listed on the Officers page I ask that you join me in thanking them for their efforts. A special thank you needs to be extended to **Arylce** and **Jim Lilligaard** who have stepped up as Nord Stern's project managers for the national 2015 Escape that was awarded to us at the 2014 PCA Parade. We're still fairly early in the planning stages, but Arylce and Jim have already committed a significant amount of their personal time which has drawn the attention of National. I'll keep everybody updated throughout the year as the Escape committee reaches milestones. For now you can circle the event dates on your calendar: October 1-3, 2015.

Now my first P-car story I promised to share. I purchased my first Porsche and joined PCA / Nord Stern back in 1998. I don't recall where I saw the advertisement and I don't remember the name, but I contacted a past Nord Stern member that had moved to Denver and he agreed to check out an '89 944 Turbo S for me. He called back after inspecting the car saying that if I didn't want the car he was going to move on it. I flew to Denver on a one-way ticket in February that year and purchased my very first P-car. The elation of driving 245HP across northern Nebraska

to the Twin Cities was dashed the closer I got to Des Moines as I drove into one of our typical upper Midwest snowstorms. I distinctly remember driving north towards home on 35W with the car "hunting" through the tracks made by other drivers in increasingly deeper snow and slush. Having grown up in South Dakota winters driving my '69 Torino I thought I was pretty good at handling winter driving, but I never before had a car that liked to wander as easily as my new ride. Somehow I managed to arrive home safely in the wee hours of the morning with my black beauty covered in snow, ice, and salt spray. Although it's primarily a track car now, I'm still driving my first and only Porsche and if you're on the west side of the metro you might see it on the streets now and then. It's parked in my trailer for the winter, but every year I anxiously wait for the snow to melt and provide the opportunity to get reacquainted with my toy all over again.

This reminds me to let you know that 2014 DE track dates for BIR and Road America have been set. First Fling (March), Fast Fling / Club Race (end of July), and Last Fling (September) will be run at BIR. If you haven't experienced one of the country's oldest historic tracks, consider attending our Road America "Cheese Fling" event in mid-July. If you're not a track person the Club also holds other events such as the popular All Porsche show and the Fall Color Tour. Look for event dates elsewhere in the newsletter.

Our immediate social event is the annual Holiday Party at the **Lafayette Club on January 25th**. Cost is \$60 per person for this semi-formal gathering with your fellow Club members. I'll forward details and reminders via e-Blast messages as the date approaches.

Thank you for giving me the opportunity to represent Nord Stern as your President for 2014. See you soon!



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2014 Advertising Rates

Ad frequency	X1-5	x6-11	x12
Full pg.	\$123	\$107	\$70
1/2 pg.	\$77	\$69	\$50
1/4 pg.	\$46	\$39	\$30
1/8 pg.	N/A	\$30	\$20
Inside Covers	N/A	N/A	\$85
Back cover	N/A	N/A	NA
Business Card	N/A	N/A	\$20

Ad sizes (maximum dimensions):

Full page: 8" wide by 10.5" high
1/2 page: 8" wide by 5.25" high
1/4 page: 8" wide by 2.625" high; 4" wide by 5.25" high
1/8 page: 8" wide by 1.3" high; 4" wide by 2.625" high
Back Cover: 8" by 7"

All ads B/W in print, color online. Preferred formats include: hi-res pdf, high-res jpg, tif, Publisher, Word, most files can be accommodated.
6 month pre-payment required for ad insertion, billed yearly

Welkommen . . .

Welcome . . . New Members

(and returning/renewing members!)

We hope to see you at upcoming events!



*No new members this month,
watch here for additional updates!
Happy Holidays from your
Nord Stern newsletter staff!*

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).

ClubTalk: E-mail listservs for member subscribers focusing on car issues and discussions as well as a place to ask questions, get recommendations and comments. Get last minute breaking news on upcoming events and activities. See Nord Stern's website for directions on how to subscribe.

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. Note: Nord Stern conducts an All Porsche Show at which cars are 'shown' but not judged.

Driver Training: A driving course designed to teach and enhance high speed driving skill and technique on an actual race course. Training includes classroom sessions, on-track 'exercises' plus supervised lapping sessions. A Pre-Requisite for Driver Ed participation and NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. Check with DT Chair for additional options.

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

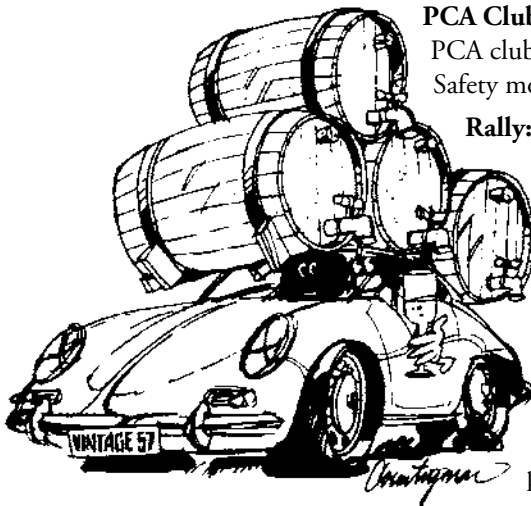
Parade Laps: Held during lunch at Driver Training events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release. **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 pg. 3!

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!



From the Editor . . .

by Christie Boeder

As always so strange to be wishing all my readers a very Happy New Year when it's the height of the Christmas season of parties, shopping, gift giving and generally trying to keep up with it all! Although with the snow and cold we have had so far, I must admit, sure makes it feel like the holiday season! Love the neighborhood when it's clothed in fluffy white stuff but I could do without the bitter temps. Yet, that's publishing for ya. Working more than a month ahead always.

And yes, I do wish one and all the very best for 2014!

As always Nord Stern will have a full calendar of social and driving events on tap. Be sure to take a look at the calendar and get these dates blocked out. We hope this year to run a membership survey to gauge interest in what we currently schedule and what other items could be added or substituted. Stay tuned for info on that endeavor. What do you like to do within the club? What else could we offer that would better entice you to participate? What benefits are there with club membership? Start thinking about your answers, suggestions and thoughts! With the ease of electronic communications and surveys this should be easy for everyone to chime in. Change and improvements can't happen without input and participation!


Lots of interesting articles in this issue, some from our local membership and a few from 'my secret source' within PCA which I found interesting and hope others do too. Best source this month, though, definitely was our very own Clubtalk listserv which recently generated an exchange between members about their love for the marque with all the good points and questionable points that can fuel many a discussion about Porsche the car marker, Porsche

models, Porsche policies and philosophies. As many Porsches owners as there out there, so too are there that many opinions! Some of the exchanges were funny, some poignant but all were thoughtful and generated intriguing and varying opinions. I'll be sharing those over the next couple of months as included are also a number of 'first Porsche' stories. What a great thread a few simple observations by a newer club members generated. Some of the most interesting reading (and I confess I was reading the posts at work!) of late. An example of how Clubtalk can really be effective. And of course, I just LOVE hearing those tales of 'first love' (hmmm, that might be a bit strong a statement but undoubtedly quite apt in many a case) and how a passion for Porsche was born. Or is that something you are just plain 'born with?!

We'd like to welcome new advertiser Minneapolis Design to our 'family' and so far . This month his campaign kicks off with three gorgeous ads. Enjoy, and we look forward to learning more about his business in an upcoming Advertiser's Profile.


And I finally have a spread of photos from this year's Fall Color Tour. I am relying on the old 'a picture paints a thousand words' phrase as I don't have time to caption all of them. However, I think the look and feel of this annual event comes through strongly in the photos. Talk about smiles all around - once again it was a wonderful weekend of driving, socializing, dining, a bit of shopping, a bit of hiking and lovely scenery. Again, thanks to John Dixon and crew for a great weekend. This is SUCH a favorite. Can you tell I really like this annual weekend!


Cheers and Happy Holiday with a very Happy New Year to one and all.




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Above, I think this is my absolute favorite picture from this year's Fall Color Tour up at BluFin Bay during the Friday Night Social. Teresa Pfister peeks out with one very happy grin as she finally joins in the annual pilgrimage 'Up North'. With Greg and Sue Stanich, photo courtesy John Dixon

2014 Calendar . . .

JANUARY

- 14 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!
- 25 Annual Nord Stern Holiday Party!**
LaFayette Country Club (Note: Corrected Location)
6 p.m. Social
7 p.m. Dinner

FEBRUARY

- 11 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

MARCH

- 11 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

APRIL

- 8 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

MAY

- 2 First Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net
- 3-4 First Fling Driver Education**
Eventmaster: Chuck Porter
Register online at: clubregistration.net

JULY

- 14-15 Wisconsin Fling: Nord Stern at Road America**
Eventmaster: Dave Anderson
- 25-27 BIR Fast Fling and Annual Club Race**
Eventmaster: Doug Anderson

SEPTEMBER

- 1 Annual Rochester Labor Day BBQ and Picnic**
Details TBA, Questions Jeff Boehm at 507.261.9407
- 9 Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

12

- Last Fling Driver Training**
Brainerd International Raceway
Eventmaster: Ron Johnson
Register online at: clubregistration.net

13-14

- Last Fling Driver Education**
Eventmaster: TBA
Register online at: clubregistration.net

26-28

- Annual North Shore Fall Color Tour**
Eventmaster: John Dixon, eyerack@tcq.net
or 612.618.9506, Headquarters: Blue Fin Bay, Tofte

2014

OCTOBER

2014

14

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

NOVEMBER

2014

11

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

2014

DECEMBER

2014

9

- Nord Stern Business Meeting**
Location: Lifetime Fitness Center
755 Prairie Center Dr, EP
6:30 Social, 7:00 Business Meeting
All Members welcome!

"Third Thursdays" of each month

An Informal 'Post-Work' Social at

Club Jager

923 Washington Ave. North, Mpls, MN 55401 612.332.2686

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January 16, February 20

March 20, April 17, May 15, June 19

July 17, August 21, September 18

October 16, November 20, December 18



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Nord Stern Porsche Club

Member-Wear

	Port & Company 100% Cotton T-Shirt <ul style="list-style-type: none">• Heavyweight 6.1-ounce, 100% (preshrunk)• Shoulder-to-Shoulder Taping• Coverseamed Neck• Double Needle Hem• Black w/Nord Stern Logo <i>Small – XLarge - \$20.00 Each</i> <i>2XLarge - \$22.00</i>	Men’s Size	Quantity	\$ Item Total
	Cutter & Buck Tournament Pique Polo <ul style="list-style-type: none">• Ribbed knit collar & Cuffs• 3-Button Placket• Drop Front Shoulder• Reinforced Side Vents• Pearl Colored Logo Buttons• C&B Pennant at Left Sleeve Hem• White w/Embroidered Nord Stern Logo on Left Chest <i>Small – 3XLarge - \$45.00 Each</i>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	Eddie Bauer Packable Wind Jacket <p>Wind was the inspiration for this compact layer – and it packs down into a pocket, making it easy to carry wherever you go. Hood with drawcord and toggles for adjustability, contrast reverse coil zipper, underarm vents, packable zippered chest pocket, front unzipped pockets, elastic cuffs and an open hem. Contrast Eddie Bauer logo on right chest. 100% nylon.</p> <i>Small – Xlarge - \$50.00 Each</i> <i>2XLarge - \$52.50</i>	Men’s Size	Quantity	\$ Item Total
		Ladies’ Size	Quantity	\$ Item Total
	Port Authority Dry Zone Cap <p>An exceptional combination of breathability and moisture wicking, this cap features a quick-drying CoolMax® sweatband. Sandwich bill.</p> <ul style="list-style-type: none">• 55/45 poly/polypropylene double knit• Unstructured• Low Profile• Hook & Loop Closure \$20.00 Each	Size	Quantity	\$ Item Total
Contact Name				\$ Order Total
Contact Phone #				

Please contact Ed Vazquez at edmn911@aol.com. Email your order now for future delivery.*
****Delivery date will depend on meeting the minimum order.***

Dude, It's a Porsche!

Thread Courtesy ClubTalk December 2013

Hi all, Now that it's in storage, I thought I'd share my thoughts about my first few months of ownership. I bought a 1995 Carrera 4 in mid-July.

1. This is the only car I've ever owned where knowing and having a good mechanic lined up seemed to be of critical importance.
2. Not really a fan of the three oil gauges (especially the oil volume one that is basically useless)
3. I know that this is a very high-quality machine, and that it should and could last for many, many more miles and years, but #1 and #2 together have instilled a vague distrust of the machine that I still need to overcome. This, I think, speaks more to my personality than the car. Right now, though, I'd think twice about taking the car on a long road trip. I'd probably still would end up taking it (after putting a couple bottles of oil in the trunk), but I have no qualms about driving my 12-year-old, 92k mile Mazda across the country, or my 15-year-old, 60k mile Chevy S10. Hopefully I'll get over this feeling after driving it more next year. I also think that
- this will change after I've maintained it for a while, and know more about the condition. (The seller had a PPI done, by a crap shop as it turns out, but there have been no major mechanical failures so far.)
4. It's not quite as practical a family car as I had hoped. Yes, I got a child seat in the back seat for my daughter (who likes riding in it better than the Mazda, bless her heart). However she, in her egocentric 2-year-old way, feels cramped and fusses when my wife tries to have any amount of legroom in the passenger seat. Hopefully when she's older and bigger and can sit in the seat itself, we'll all be able to ride in it. Feel free to tease me about carting my toddler around in a Porsche. I think it's awesome.
5. My left leg is sore from driving in the city. My clutch work has gotten much better, although I still have a lot to learn.
6. Love the visibility out of the driver's seat. Eventually you get used to those damn A-pillar air bags blocking your view, and then you sit in this, and it's like a miracle of visibility.

Continued on page 12

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Dude . . .

continued from page 11

7. Love hearing that engine bang/purr away depending on how much gas I'm giving. Best car-sound ever.
8. Love the handling. I feel like I can instantly do whatever I need to do. I'm looking forward to bringing it up to a DE next year so I can drive it properly on the track, and on the street.
9. Love the look of the car. Every time I walked up to it, I'd think "I can't believe I get to drive this."
10. Overall, I've had a much more complex relationship with it than I thought I would. I thought it would be unabashedly awesome, and in reality, I've felt much more mixed about it. Perhaps it's because it's something that I had worked towards and thought about for such a long time. Nobody grows up *wanting* to own a 1998 Chevy. Hopefully this list will be full of positive sentiments after a full year of ownership. In the meantime, I'm starting to wonder about the merits of a 2007 ... do they come with PDK? (I see they do not.)

That being said, when does spring come? I miss my pretty red car.

– Rich Iwen

Rich, just over two years ago, my red '86 Carrera was hit in the rear at a stoplight and totaled. I was able to get a decent settlement from the insurance company and subsequently purchased a 2007 Cayman. The Cayman is a better car in almost every way. Nonetheless, I really miss the '86. There was something about that car ... it just fit me better. When the insurance company gave me the opportunity to buy it back, I declined.

I've regretted that decision pretty much every day since.

– Michael John

Yes, and it has long been established that 964 > 993. :-) J/K of course!

– Laurent Migault

Rich, a couple of comments: As an FYI, Christie and I have taken our 1993 C4 on multiple long distance trips with no problems. That car has many more miles on it, no doubt, than your car and frankly, no real problems. I personally wouldn't be worried about taking that car for a long trip. Be careful about having your daughter ride in the back seat . . . we did that with our kids and they are now both Porsche fans and went through the driving school at Brainerd shortly after they turned 18 . . . Zee Germans haff strong legs, javohl!

Finally, I'll gladly take that car off your hands, if you really want to sell it . . . :-)

– Bruce Boeder

I had similar vague distrust of my '85 Carrera when I first got it, a few years ago. Most of it went away as I performed routine maintenance tasks, refreshed various components, and put some miles on it. In my mind though, I still felt compelled to care for it like precious porcelain.

This year, I took it up to BIR for my first DT/DE event. After a

couple days of high speed, high RPMs and cornering at the limit, my outlook was completely changed. These old cars are amazing, and can still take whatever you or your long trip can dish out. I find myself enjoying the car more than ever now, even if it does have a handful of fresh stone chips from the track. :-)

– Cheers, Curtis Witt

Rich, I have a 96 C4. My kids loved riding in the back before they got too big to sit back there. I still smile when I think of the state trooper that was planning to ticket me in the sane lane on 394 coming out of downtown Mpls. As he pulled alongside, my 6-year-old son's blond head peered out of the back window foiling his plans. He smiled and gave a thumbs-up, though.

I wouldn't hesitate taking the car across country. These cars are more reliable than most and certainly more robust than anything. They like to be out and getting some exercise.

You have a C4. You don't have to put it away for the winter. Mine is my only car. I have an extra set of wheels with snow tires. It's the most fun winter car I've ever had. :-)

– Mike Tietel

There is a great article in the November issue of Panorama about a 1996 993 C4 with over 300,000 miles. The 993 was, and is, fairly bulletproof. Enjoy the drive!

– Dave Sorenson

Drive it! Enjoy it! I took a 993 cross country from New York to LA on a "run" for charity. Bullet proof. When other exotics were dropping like flies, the 993 ran strong. No issues at all. The 993 is solid and reliable. Maintain it and have loads of fun. I sold my 993 and got a GT3. Sometimes I would rather have the 993. And besides, the 993 will outlast and run circles around any early 996.

– Scott Kuhne

Rich, You bring up many points that I to some extent still deal with after five years of Porsche ownership. My 911 is a late 70's Targa. This could be me and me only, but there's a part of me that says not to drive it too much because of adding miles will decrease the value or to many rock chips as well but then I LOVE to drive the damn thing, so much fun!!

I have two kids and both have outgrown the back seats, my soon to be 15-year-old permit carrying daughter cannot wait to get behind the wheel and drive a car with three foot controls and a stick and as she puts it "a car with soul" so that's what your teaching your kids now!

My car is well maintained and looked after by CTS (Courtney Truck Service) and the car has never let me down. In the spring, she starts up every time and almost seems to ask me where the "f" have I been?

Enjoy, share, drive and be thankful that you have been given the opportunity to drive one of the finest sports cars in the world.

– Michael Grabner

Rich, I find your email quite funny. Dude, you own a Porsche 911! It's small, it's quirky, it sounds great, it smells incredible. Bottom line, it's a wonderful experience that I hope everyone can enjoy sometime in their lifetime.

I grew up around P-Cars. Like Bruce's kids, my father owned a '73 911T. Against the wishes of my mother, he bought the car after a 5-year stint with a '53 MG TD (fun car, but Lucas electronics and a wood frame - not the antithesis of performance - more like driving Ms. Daisy). Since my father convinced my mother that he would use it as a daily driver for 8 months out of the year, I spent a lot of time in the backseat. I can still remember the great times we had in the '73 - from driving to see relatives in the 5 state area to the trips to BIR for DE events - no Ford, no Chevy, no Dodge provide that Swiss army knife type of fun. As a young boy it was a great bonding experience with my father - the car represented everything my mother disliked about cars - it was cramped, smelled like oil, was loud to ride in for extended periods and it basically fit 2 people - not the ideal car for a family of 5.

Like you, I dreamed of having a 911. In 1983 my father gave me a poster of a black on black Targa with the flipper whaletail. He was a big goal setter. He believed in putting a picture of what you wanted in front of you so that every day you know what you are striving to achieve. Every night I would look at that poster as I did my homework. I ran a small lawn service during the summers and netted about \$3,500 each summer. By the time I went to college, I had saved about \$15K. I was fortunate to leave college with some money in my bank account, but the economy was in the tank. I was driving a 1984 Datsun B210 that I had

bought from my future wife. I scored my first job and received a \$3K bonus after the first year. Like I said, the economy was in the tank but I had \$17K in cash saved from college and my first bonus. I was living nearly rent-free and saw the opportunity to buy my first Porsche. I was fortunate to find a 1988 911 Targa, blue on black. The owner was local and had a garage full of P-cars. The owner thought it was great that I was a first time Porsche owner and he cut me a deal on the car. To this day, I remember driving home with my first 911 - the very car I looked at every day for 5 years during my teenage years. That car was bulletproof - I literally just put oil and gas into the car during the years I owned it. I eventually sold the car to subsidize a house remodel, but I had seller's remorse and after 2 months realized I had made a big mistake. Again, as fortune would have it, I found a 1987 911 Coupe and convinced my wife that taking a loan to buy the car would be a good investment. She saw through that sell-job, but allowed me to buy the car.

911s are great cars and I would never have a moment of doubt jumping in my car and driving it anywhere in the country. I have purchased several Porsches around the country and driven them home - I think I am up to 13 or 14 cars/states. Remember that the 911 design has withstood the test of time. Corvettes, Mustangs, Camaros, etc. have all changed platform designs multiple times

Continued on page 15



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Dude

continued from page 13

while the 911 platform remained the same. Your car may have its quirks, it's probably not the most practical car for a family, but it's the most fun you'll have owning a car. Get the small things sorted – Nord Stern provides a great community to seek advice and get help. The only thing that Nord Stern is not great at is helping you with your addiction for Porsches - they only fuel fire that burns within you. :)

I hope you enjoyed the read and got a chuckle out of it!

– John Velure

These are great stories. Thanks to everyone for sharing!

– Rich Iwen



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Ken's Corner: What Makes a Porsche a Porsche

by Ken Koop, The Yellowstone Regon (Old Faithful newsletter)

What makes a Porsche a Porsche? That little question can conjure up all sorts of opinions from people who love Porsches. We have all read comments in magazines and have heard them in discussions many times before; that the last true 911 built, ended when Porsche switched from the air (oil) cooling to water cooling. That any water cooled car can not possibly be a Porsche. That 914's and 924's were just impostures. That Porsches are too heavy. That a real Porsche can only be a two-seat sports car. That real Porsches have to be built in Stuttgart. Then came the Cayenne! Holy Moly, an SUV! Surely the Cayenne can't be a Porsche! What's next, a Sedan? (We'll save that one until later with the Panamera). Well, let us look at each one of these statements to see if any of them really hold up to the historical facts.

The last true Porsche was air (oil) cooled. Sure the 550, 917, 906, 356, 904 and many other air-cooled Porsches were wonderful cars. But that statement would mean that the 959's, 962's, 996 RSR's and GT1's, all of which had some form of water-cooling, could not be true Porsches. But each of those cars were not only good cars; they were iconic Porsches. Don't forget, it wasn't Porsche who ended the era of the air (oil) cooled engine. It was emission control, noise regulations (cooling fan related) and just managing the heat from higher and higher horse power engines. So how could being air (oil) cooled, be the only criteria that makes a Porsche a Porsche?

The 914's and 924's were impostures. Sure, these cars did use some non-Porsche parts. And they were supposed to be VW's or Audi's from the onset. But these cars were designed by Porsche for a low-cost entry into the sports cars arena. Porsche saw their potential, and after VW and Audi passed on building them, Porsche kept them for their own. As far as their performance on autocross or race tracks go, they do extremely well. If you ever happen to see a 914-6 on a track, you will come away with a new opinion of how fast and well mannered these cars can be.

Porsche's are too heavy! Every car manufacturer is saddled with the same government regulations. And every manufacturer fights to avoid an increase in weight from year to year. Most Porsches now have six airbags, eight in the Cayenne, a side impact bar, roll over bars, six computers, crash zones, ABS, ASR, ABD, PASM, PSM, PCB, PCM, Variable Valve and Variable Ram Air Runners just to mention a few of the features that are packed into each car. All of these features are added for safety, performance or fuel economy reasons and they have one thing in common; each one adds just a little more weight to the vehicle. Even by going to exotic materials like carbon fiber, it is difficult to get the cars weight much below 3,000 lbs. Unfortunately, the days of the safe 2,000 lb car are over. However, if you judge the cars on their performance, then the new cars look pretty good. Every new model is designed to out accelerate, out brake and out corner

their predecessors. Porsche has to be doing something right to make this happen.

The statement that a Porsche has to be a two-seat Sports Car is just crazy. Don't those people ever look behind their own 911 sports seats to notice that there are two seats directly behind them? According to Porsche sales, it still appears that the 911 is still a fairly sought after Sports Car. Their assembly line runs two shifts per day, and if you want to order a new 911, you will be waiting twelve months for delivery. Pretty good for a sports car after more than forty years of production and four seats.

To be a real Porsche, the car has to be made in Stuttgart. Well, from the beginning, Porsches haven't always been made in Stuttgart or in Germany or even by Porsche. Gmund, Austria was the location of the first 356 production before moving to Stuttgart. I don't think many would consider these cars to not qualify as Porsches. Then came the 924-944's. These cars were produced by Audi about 50 miles north of Stuttgart. Only the last of the 944's were actually produced in Stuttgart. Today, the majority of Boxsters and Caymans are made in Finland. Their build quality is at least as good as the ones being produced in Stuttgart. When someone buys a used Boxster, they do not check the VIN # to see if it has an S for Stuttgart or a U for Uusikaupunki and then discount the price accordingly. No, they look for the Porsche Crest, and that is enough to verify the authenticity.

Saving the best for last, the heresy of all heresies, a four-wheel drive SUV! Ugg; the Cayenne! Well, think back a few years ago to an event called the Paris-Dakar Rally that Porsche won twice. Porsche used a vehicle that could leap sand dunes because of its high ground clearance. It could withstand the extreme desert heat because of water cooling. It could churn through the desert sand with its four-wheel drive. Gee, that vehicle sounds very much like the current Cayenne, but in reality it was the predecessor to the exotic 959. Or just maybe, it was the predecessor to the Cayenne. Porsche was as usual, just ahead of its time.

What then, really is a Porsche? Is it a vehicle that is engineered by Porsche, or assembled by Porsche, or have the engine built by Porsche? Or, does it need the Porsche "look" and quality? Or maybe, it has to have a sufficiently high level of performance? Well, the answer is rather simple; a real Porsche carries the Porsche Crest and the acceptance of its customers (us).

Porsche understands it must do certain things to maintain its image:

- First and foremost Porsche knows it needs to stay profitable to invest in new vehicles, and to continue to build the quality cars we expect of them. Porsche, by the way, has been the most profitable car company in the world for the past seven years.

- They need to continue to build the best performing cars in their class. Just look at the current models of the Boxster, Cayman, 911, Cayenne and Carrera GT. All of them represent the top level of performance and quality in their respective class.
- Porsche must use premium materials in their vehicles and produce vehicles that are trouble-free with low maintenance costs. Porsche is doing this by going to better quality materials inside the new Boxster and 911's models. They also are increasing service intervals to save on maintenance costs.
- Lastly, Porsche needs to stay true to their roots by continuing to produce excellent Road Cars. Historically Porsche has built Road Cars, modified their cars for racing, sold them to customers and then let those racing results help to sell more Road Cars. This has always been the Porsche Mantra, and from the sounds of things in Stuttgart, I'm sure this will continue into the future.

So what really does make a Porsche a Porsche? That decision, I will leave up to you. Everyone will have their own personal

favorites and maybe even models they dislike. For me, it's the sound, the touch, the shape, and the feeling I get when I am close to one. Any one! It really doesn't matter what model it is, because they are still all members of an exclusive family. And wouldn't life be just a little bit boring, if every member of its family was

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Boxster Lore: The 'Red Clip' and 'The Chop' . . .

By Bob Bianconi, Maverick Region "Slipstream"

The "Red Clip": The infamous Boxster "red clip," is kind of like snipe hunting or maybe cow-tipping. At first you're not really sure a snipe exists or that you can tip-a-cow, but later you know all too well that you have been the victim of a prank. Unlike the American snipe or a cow you can push-over, the mysterious red clip really does exist. What is it you ask? Well, it's a u-shaped clip, or more specifically Porsche part number: 986.504.986.00.

The red clip does actually serve a purpose: I believe it is supplied with the speedster hump option (correct me if I'm wrong all you Boxster experts). It's used to prevent damage to the top if the convertible top button is accidentally pushed with the humps in place.

The red clip is also used to fake the car alarm into thinking that the convertible top is in the up position and that the motion sensors should be working - those two black oval shapes above the mirror. It is placed in the 'cavity' where the convertible top lever usually seats on the windshield frame (here a picture is worth a thousand words...). Since there is no lever when using the humps, the clip depresses the alarm switch found in the windshield frame cavity. This makes the alarm think that the motion sensors should be armed. The motion sensors do not normally work when the convertible top is retracted.



So if you don't have the speedster humps who cares about the red clip? Well, it can actually be useful. If you wanted to leave the top down and have the motion sensors continue to work, you could use the red clip. That way, if someone were to reach inside, the motion sensors would activate the alarm. A word of caution: things that flap in the breeze might activate the alarm.

The "Chop": Want to prevent an ugly crease in the middle of your plastic rearview window? Well, then, do "The Chop." At least that's what a lot of Boxster owners say. As the top folds



down, a permanent crease can form in the plastic window and scratches in the plastic are also possible. I understand that this is particularly acute in cold weather.

You can avoid the crease by helping the window fold; it just takes an extra step. Lower your top about ½ way, exit the car and then push the fold into a nice smooth crease. Finish lowering the top. Some folks even throw a soft towel or pillow into the crease as the top lowers to prevent scratches.

There are some companies that sell products for this purpose. (eg, 986Solutions: <http://64.225.94.154/ShopSite/page22.html>)

As for me, I like the convenience of lowering the top without getting out of the car (hmmm, lazy?). Neither my '98 nor the '02 show any signs of the crease but it has been well documented on the Boxster Bulletin Board (<http://www.986board.com/board/986board.htm>). If a crease develops, leaving the car in the sun will help to soften the plastic window, I'm told. In this case, an ounce of prevention might be in order...





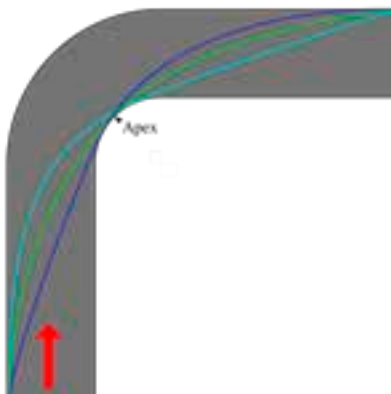
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7. **My favorite Nord Stern event is . . . ?**
Any event in which we can meet new people & get to know our customers!
8. **My favorite PCA event is . . . ?**
We haven't attended a PCA event yet but we look forward to attending one in the future.
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10. **When I'm not at the shop, you can find me . . . ?**
Playing with my grandchildren and spending time with my wife and four daughters. In November and December, you can usually find me bow hunting in the woods.



The crew: Steve Olson, Kara Olson, Crystal Ellison, Brianna Ellison, Sara Ellison, Rod Ellison and Kirsten Ellison



Escape to Rushmore 2015 Updates . . .

Brought to you by Nord Stern with Arlyce and Jim Lillegard

While it may seem as if Escape 2015 is a long way off, the planning behind the scenes is in full throttle and progressing well. Contracts have been signed with Rapid City Civic Center, the Holiday Inn, Adoba Eco, Crazy Horse Monument and Latchstring Inn. Pricing is being worked out with the emphasis on keeping registration as low as possible! Individuals are stepping forward to manage various aspects of running an event of this nature and size (registration, website, etc). The logo is in the approval process so watch for that soon!

Activities are being developed, a very limited Goodie Store is being planned but augmented with online purchasing options - a great way to limit stocking inventory! The logistics of registration at the Holiday Inn are also in the works.

All in all, the planning is way ahead of other Escapes! Next up is looking for sponsorship contacts and here's where the connections within Nord Stern will be explored! Don't be shy, volunteer! Watch your newsletter for ongoing info and news for what will be the BEST PCA Escape ever!



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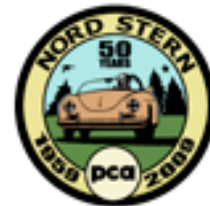


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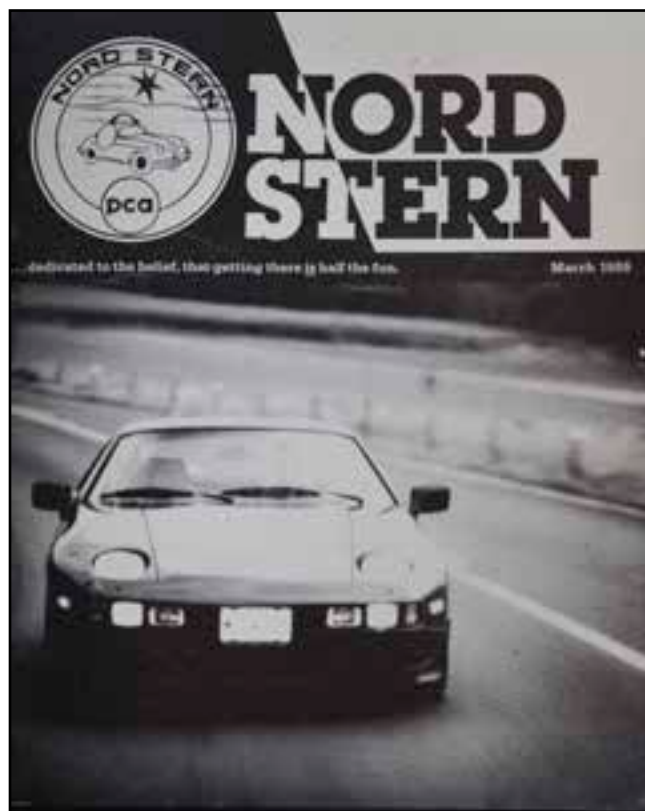
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Where We Were – Where We Are – Celebrating 50+ Years of Nord Stern



We go back to 1986, twenty seven years ago. Nord Stern newsletter was black and white, 24 pages in addition to the cover. Editors Dave and Susan Weber are complimented by President Hank Godfredson on their new format: "...and now, thanks to your computer, professional typesetting". How vintage.
March 1986

- Nord Stern has produced a VHS tape titled "Autocrossing



Cover photo of **Kim Crumby's** 928 by Tom Gasser. BIR. Proceeds went to the Nord Stern Autocrossing fund. You could still get your "limited edition" copy for only \$39.99. "The only \$40 Porsche accessory guaranteed to cut your autocross times." Does anybody out there have one?

- A Winterbeater Rally is planned; bonus points will be awarded for the rustiest, dirtiest winterbeaters entered.
- Following a February tech session which took place at Carousel, another tech session is scheduled for April 5th at Rick Moe's Neurbergring in Long Lake. Rick will demonstrate engine tear down.
- A third tech session will combine with a picnic and tour down to **Bob Johnson's Whitewater Restoration**

in Altura. Bob's help and the proximity of his shop to Rochester enabled me to continue my Porsche avocation/addiction during that busy period of my life.

- Quick "Chicks": the first "ladies" only high performance driving school will be held in June at BIR. More



Hank embellishes his own column with original artwork . . . an editor's dream. Looks like Hank and Phyllis!

experienced "gals" will get lots of track practice without having to share their car with their significant others.

- A carbon buildup problem has been noted; Chevron Techron fuel additive was recommended for Porsches,



Carousel Tech Session

Audi's and BMW's by experts at Carousel. A tech tip says you can measure your alcohol % by mixing 3 ml of water and 9 ml gasoline in a syringe. The water will

The Scans Continue



Somebody's Frowning!

drop to the bottom so that the number of ml of the combination of water and alcohol can be measured if the syringe is held upright.

- **Roger Johnson** offers a column on "Race Ramblings". He points to the 24 Hours of Daytona as the first true sign of spring (somewhere at least). This year the 962 is the new Porsche warhorse; Al Holbert, Derek Bell and Al Unser finished first.
- In the Marketplace **Bob Cox** offers a freshly rebuilt 356 SC motor with lots of trick stuff. Bob is working



Handsome dude listens to every word while three behind him pray or sleep

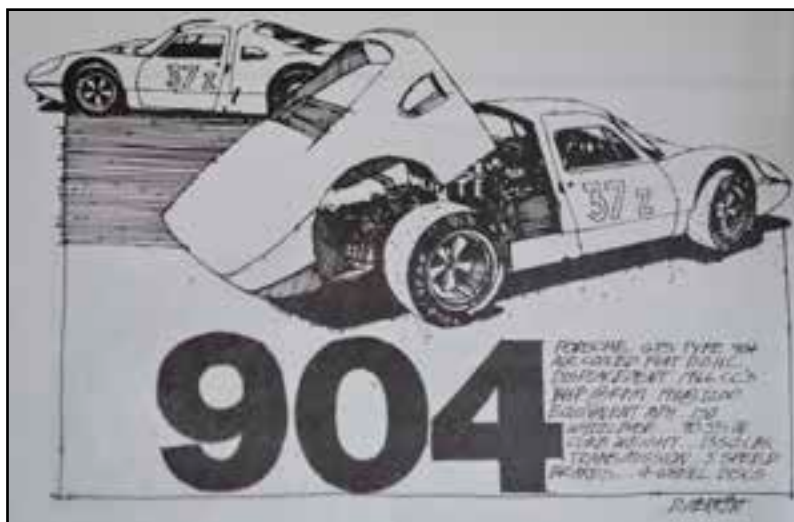
on a green 1957 GT Carrera Speedster and will buy any 356 A parts he can find.

That white lab coat would look good at the hospital!



The Scans Continue

Continued from page 23



904: 198 horsepower at 7200 rpm in a 1350 pound car

“Quick Chicks Ladies Day” at the track is coming



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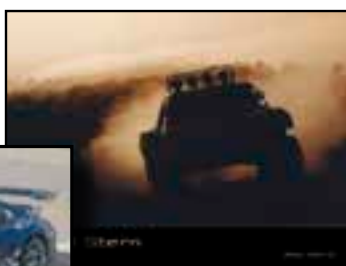


Scenes from this year's Fall Color Tour and tour of Pigeon Falls,
photos by John Dixon



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Nord Stern December 2013 Business Meeting

by Betsey Porter, Secretary

The December Nord Stern Business Meeting was called to order at 7 pm sharp!

- President – Ron Johnson
- Handed the meeting over to Dave Anderson, 2014 President, to run

President-elect – Dave Anderson

- New generic email addresses have been created
- president@nordstern.org, etc.
- Also created groups for board members and for chairpersons
- Will replace personal addresses in newsletter and online

Treasurer – Jeff Bluhm

- Membership is down by \$600 from this time last year.
- Payments fluctuate, we shouldn't be worried

Social Committee

- Bret secured a contract for the Holiday Party
- Ron secured a pianist for Holiday Party, Steven Anderson
- Dave will set up and open Club Registration for Holiday Party registrants, people can also send checks to Bret.
- \$60 per person, with two choices for meal and special requests as needed
- Ron will work on an agenda for the meeting
- We may have a few items to auction off for Courage Center

Advertising – Jill Daneu

- Jill and Christie sent emails in November to lapsed advertisers asking if they will renew for 2014
- Two advertisers are not renewing: Chateau St Croix and Racing Products MN
- Four new advertisers have joined for 2014: Aero Upholstery, Preferred License Plate Signage, Schmitt Towing, and Minneapolis Design. Also, Anderson Motorsport is increasing their ad size for 2014
- Jill has also reconnected with the Porsche dealers and they plan to update their ad for 2014.

Newsletter – Christie Boeder

- Christie will return as editor in 2014
- December is slightly delayed at the printer
- January is almost done, want to get out by New Year's

Webmaster – Mark Kedrowski

- No report

Membership – Ed Vazquez

- No report

Met Council – Bob Kosky

- Dinner is first Saturday in January at Old Chicago
- Harvey will co-chair with the Corvette Club
- Ice racing starts first weekend in January

- 5 events planned
- Combining with Chump Car group. Site is up, schedule is posted

Charity – Keith Jones

- No report

Insurance – Michele Deml Johnson

- No report

Club Race – Doug Anderson

No report

Driver Education – Steve Meydell

- No report

Track Relations – Jim Bahner

- 2014 dates confirmed
- First Fling – May 2-4
- Cheese Fling at RA – July 14-15
- Fast Fling and Club Race – July 25-27
- Final Fling - Sept 12-14

Driver Education Registrar – Dave Anderson

- No report

Driver's Training – Jim Bahner

- No report

Touring & Drives – Mike Lancial & Randy Walker

- No Report

Rally – Lon Tusler

- No Report

Concours/Porsche Show – Phil Saari

- Roseville wants us! All Porsche Show will be June 29th

Fall Color Tour – John & Suzanne Dixon

- No Report

Rules – Bret Bailey

- Rules committee has been disbanded!
- Safety and Eventmasters should be enough to cover this stuff. We should update and publish the rules

Safety – Paul Ingebritson

- Paul will connect with Keith Erickson to get The Big Book of Safety. Please let Paul know if you know of any issues that should be addressed in 2014
- Thinking about creating a "safety sheet" to hand out to people new to BIR.
- Ron proposes we discuss implementing a policy that moves us on the short track the instant the long track gets wet.
- Dave proposes we start handing out logbooks to new drivers to help them keep track of their events (for racing purposes). He has some examples from other regions.

Continued on page 29

NORD STERN JANUARY 2014

Porsche 'Odds and Bits'

Courtesy Clubtalk, by Dave Roberts

I had my Camaro and Vette at Sebring this weekend for the HSR year end classic and I felt like I was at PCA Club Race and the organizing body nice enough to let me race with them. There were approximately 150 cars and more than half had to be Porsches. In Group 9 where I run the Vette approximately 50% of the field was made up of current cup cars many of which were driven by pros getting ready for the 12 hour race next year. (We actually had our GT-R down with a Nissan Academy driver on Thursday testing and the factory Corvette team showed up last night for a week of testing this coming week). The other 50% of a Group 9 was made up of my Vette, two nearly current Trans Am cars, a Panoz, the Cayman series with two pro drivers, a Ferrari, couple of 935's, along with various track prepared GT-3's and variety of other gutted 911 bodies with high horsepower motors. It was like a swarm of bees around me. They were everywhere. I think we had nearly 50 cars in our race yesterday. Loads of fun with a few "mishaps" as it was extremely competitive throughout the field. A good time was had by all or at least most.

Group 5 was even worse. Me in my 3,200 pound lumbering '69 Camaro with the horsepower to pull most of the group down the straightaways but no sooner than I would try to get the car wooed up with brakes the size of some bicycles these days and rotating through a corner, 10 911's and 914's were all over me. They were like fireflies in the July sky. Problem is, my Camaro doesn't have a predictable line. Those of us who drive these beasts point them in a given direction by turning the wheel and that is when the front wheels begin to push. We then steer it through the corner with the throttle. We have a general idea where the car is going to go but we are never quite sure. If you have ever followed one, you have no idea where the old Trans Am car is going and are convinced the driver doesn't either. You couldn't be more correct. It is our

best defense against better handling cars. If the drivers of the cars behind us have the guts, they will make a move to pass, if not, they wait for us to drop a wheel or two off the track and then pass which we do occasionally. That is the only reason I raced at Baja the last 6 years. It taught me how to drive the Camaro with 2 or 4 wheels off the track.

I love running in this Group in my 944. The high horsepower 1960's vintage Trans Am cars drive away on the straightaways but by the time the drivers get them slowed down for the corner, the Porsche has out braked them and made the pass. The Trans Am cars then pass on next straight and the ballet starts all over again at the next corner. It is actually great racing. The next time you see Shannon Ivey, ask him how much fun it is to drive his 67 Hawk Camaro and how much fun it is to race against them in a Porsche.





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- Trackside Tire, Lynn and Paul Beyl
- Bill Wolfson, Commercial Real Estate



December Meeting Minutes

continued from page 26

- Hot Lap technology at BIR?
- There are apps out there that can do the same function as the timing equipment. See if there is any interest in it when we do the survey

Zone 10/National – Kim Fritze

- The logo for the 2015 Escape was submitted for approval to PCNA and Porsche. PCNA says ok, still waiting for Porsche. National will be taking over the Escape in 2016, so this is the last “zone-produced” Escape.
- Kim was reappointed to Zone 10 for two years. Yay!

Old Business

- Escape 2015: Todd Smith is taking over the website
- Planning meeting was held in Rapid City, went very well
- Budgets are being prepared and will be submitted to the board
- Counting on sponsors, vendors, dealers and advertisers to make it a success
- Dave and Todd will set up an “internal” website for everyone to communicate with each other

New Business – There being no new business, the meeting was adjourned at 8:49 p.m.

Respectfully submitted, Betsey Porter, Secretary



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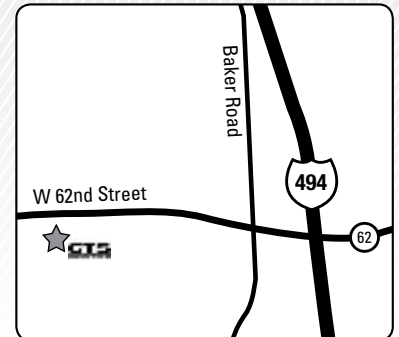
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So! You Want to be an Instructor?

by Bill Groschen, Reprinted from 1999 Nord Stern

You want to be an instructor? Are you nuts? Why? Better pay? There ain't no pay. Shorter work hours? Guess again. Prestige? Sure a little, maybe. Unless you screw up or maybe your student doesn't listen or understand what you mean and they screw up. Then you're the butt of everybody's jokes. Might learn something? Definitely. Maybe more than you expected or wanted to know. Danger? Without a doubt. Remember, you are in the hands of a novice who is trying to 'go fast' and probably has never been over 90 MPH in a straight line, much less 110 or 130 MPH in a curve. Pucker time? Adrenaline rush? You bet. Sit in that right hand seat often enough and I'll guarantee somewhere along the line with some new student you will at least see the faint outline of Jesus in turn one, two or three at BIR.

What else? Get more track time? Fer sure! On a 'short of instructors' weekend if you try to get in time in your own run group as well as teaching two students, that could amount to somewhere around 250 to 350 laps. Don't believe me?. Figure the math. Except on school days, 8 to 10 laps per 20 min. session, three sessions per hour, 5 to 8 hours. per day. Dizzy yet? We have three events at BIR per year with two of them including drivers schools. So in a (good?) year you could get over a thousand laps at BIR and one third to one half of them in the passenger seat with your life in the hands of the guy behind the wheel. Comfy now?

If you could hear a tape recording of the in car conversations between instructor and student during some of these lapping sessions you would hear things like, *"Don't turn in too early on turn three this time, OK? Here we go, pick up your brake point, got it? Good! Brake!... Brake!!... Brake! Brake! Brake! Brake!!!!!! Don't turn yet! Oh, Shit! Careful, now. Easy, Easy, Easy!!! Thank you, Lord!"*

The above student was concentrating very hard on the turn in point and forgot about the brake point. The instructor's screaming then distracted him/her from the turn in point . . . and so the world turns. That's only the first time through turn three at somewhere near appropriate speed. That is, appropriate speed for you, 'cause you have been around that comer at speed yourself about 2,000 times. Right? Well, wake up and smell the roses, Bunkie, things can get much more interesting in the rain.

I would caution first time instructors to drop 10 or 20 mph from the student speed for several laps until the comfort level rises between instructor and student. It's really poor form to be off the track with your first student. Also, and I speak from experience, a bad experience, never put your hands on the steering wheel without first informing the student you intend to do so or asking the student if it would bother them. Seeing a problem fast approaching in the infamous turn three @ BIR, I reached over and grabbed the wheel to keep the student from turning in 'WAY Early' and the

student screamed and grabbed her helmet with both hands. Did you ever try to negotiate a 120 degree turn while steering from the passenger seat with someone else working the pedals? I don't recommend this at all. As I remember, this lady went on to be an excellent and very fast driver despite my instructor induced trauma. Her name shall remain anonymous.

I think someone (not me) should write a book or gather stories from instructors about their most harrowing experiences. It ought to be a best seller in the instructor core.

What are the 'costs' of being an instructor. You get track time, but you are not really in control. You usually get to pay for an extra night's lodging, so you can be fresh in the morning. You get to pay for an extra tank of gas, a missed day of work (What is that worth? \$50 or up to \$1,000?) You usually get to wear out your car a little quicker giving your students rides around the track to show them the "line" that you think is the best.(but, then it's also great fun to scare the crap out of them for a change so maybe that is a benefit). You get a stiff neck from that helmet that doesn't seem too heavy for the first 50 laps but Oh, Mother after 200 laps it will git ya. I also get a little tennis elbow from holding on to the door handle in the turns as most of the cars don't have 4 or 5-point harnesses. You get to spend a little more for lunch and dinners than you normally would. The \$5 hot dogs, \$3 cokes etc. but you would have to eat anyway so that is not real spendy unless your group likes to eat at Ivan's all the time. I figure a Driver's School day at BIR costs me from \$300 to \$800. NO? Hotel, gas, tires, meals, missed work?????? You figure it. (editor's note, and this is 1999 dollars!)

What are the benefits? You are "GOD" for a day. In my case "Groschen On Duty". You get to see a scared, white knuckled, wide-eyed student transform from a worm to a butterfly in 8 to 24 hours. You get to teach someone skills that will surely some day save their lives or someone dear to them or you. You get to see that fear - (What the hell am I doing out here with my Precious Porsche trying to wreck it with this bozo in the passenger seat telling me to go faster and faster on the wrong side of the road?) - transposed to a mile wide grin as they power through a four wheel drift under complete control at the end of the week end. You get to pay your dues for the instruction you got when you first tried this insane sport.

By the way, I have found that as a general rule women students seem to learn much faster than men. Why? I think it has something to do with testosterone. Women will assume that you know of what you speak and just do what you tell them. Men seem to have this attitude problem about having all this driving time over the last 20 + years and know how to drive for heaven's sake. What can

Continued on page 38

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Those smiles say it all! Out and About with Nord Stern's 2013 Fall Color Tour: Friday Night Social

Photos by John Dixon

Another Gorgeous Fall Color Tour: Pigeon Falls, Lunch at Birch Terrace and that (in)famous Sunrise hike!

Photos by John Dixon



Rush right out with someone to see “Rush”

by Dick Badler, Courtesy Rocky Mountain Region

OK, I have a mission for you. Take a friend to see “Rush.” A friend who isn’t into performance cars. Who doesn’t follow racing. It’ll be, as we say, a “mitzvah,” a good deed, a plus mark in the karma ledger. It’s your obligation as a lover of Porsches and sports cars and racing in general.

Here’s what happened with me. I had made my mind up, weeks before opening weekend, to see the film with my friend Julie, Peter Revson’s sister. I thought, well, what could be more appropriate than that.

But she canceled on me, the night before opening day.

Having seen the film, I can now say that it was probably good for her to pass. She’s someone who thinks about her brother, who died testing at Kyalami 39 years ago, every day.

So I went with another friend, someone who is definitely not into cars, much less Formula 1. She drives an old Toyota Matrix . . . not that there’s anything wrong with that.

When the lights came up, her first question to me was, did that really happen? An allusion to Hollywood’s history of taking, uh, liberties with the facts?

No matter. My answer was that, yes, from a framework standpoint, the story stands. For example, Lauda’s crash was spot-on. I told my friend that, in preparation for the screening, I had watched on YouTube a video of the actual crash, in grainy black and white, shot through the trees. And the big-screen color version was identical. In fact, it looked like they used the actual YouTube video in the film, as a TV replay.

As for the behind-the-scenes incidents, the press conference, the one in the janitor’s closet, the one with the Italians, the conversation in the hangar, and so forth, who knows? Although I understand from an article in *Autoweek* that the screenwriter, who is British, is married to an Austrian. The couple lives in Vienna, and his wife knows Lauda. She put them in contact and, out of that, Niki provided extensive first-hand commentary and background.

As the closing credits ran across the screen, my friend sat back in her seat, glassy-eyed. She said her hands and wrists were throbbing, from gripping the chair rails.

We went to dinner, and the questions continued. Do these cars race at Long Beach? I laughed, because she’s from LA . . .

I said they did during the first few years of the Long Beach race. But the series moved on, long ago. Now Indycars run there, the same cars that run at the Indy 500. They look like Formula 1 cars, at least to the untrained eye. But they’re not. They’re all actually built by the same manufacturers, and bought by each team.

Then I went on to explain what a “spec” series is, and how Formula 1 is emphatically not a spec series . . . how each team in Formula 1 builds its own cars, and some build their own engines too, and how these cars are, far and away, the most expensive and most technologically advanced in the world, and how, with

downforce, they’re pressed to the track so hard they could run on the ceiling, and how, yes, they’re faster than anything else, by far, and how, in order to develop the skills to master them, every driver today starts as a pre-teen in go-karts.

Was Lauda the best?

Of his era, maybe. Or maybe Villeneuve. Who really knows? But he certainly was the hardest worker of all the drivers of his era. I’d say he had superhuman grit, an off-the-chart capacity to do what it took . . . if not native talent . . . and the film caught that remarkably well.

But I wouldn’t quite put him with the pantheon, with Stewart, Clark, Senna, Fangio, Schumacher, even Vettel.

I explained how, when Senna died in 1994, all Brazil shut down for three days of mourning. The whole country. And I mentioned the movie “Senna,” which is a very different film from “Rush”—it’s a documentary that tries to get into the head of the legend, and largely succeeds. I said she should see it.

I had no idea, she said. Which is just the point. Because, folks, this is probably the first film ostensibly about racing that fully pulls you in . . . not just us gearheads—we’d see it for the racing footage alone, which is why we still watch “Le Mans”—but the naysayers, the civilians, those who would otherwise complain to you about watching cars go round and round, lap after lap . . . who would ask you, why? What’s the big deal? What’s the intrigue? They never actually go anywhere!

This film comes closer than anything ever put on the big screen to provide an answer. It makes “Grand Prix” look like a cartoon with pioneering cinematographic techniques.

Hemingway allegedly said there are just three true sports—bullfighting, mountain climbing and motor racing. The rest are merely games.

“Rush” proves the point, at least for one of the three. Which is why you should go, and why you should take someone who is not into cars and racing. You have an obligation.

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Motor rebuilt by Autometrics, Transmission rebuilt by autometrics, time on both approx 40 hrs, Car won 2012 PCA GTC3 national points race: 1st in class 2013 Sebring: 1st in class 2013 Road America. Asking \$79,000. Jerry Greene, email: jgmotorsports@msn.com.



2004 Porsche 911 C4S

56,100 Miles, unique slate blue exterior with black leather interior All the usual extras: sunroof, 6 speed manual, heated seats, etc Engine rebuilt and clutch installed by Courtney Truck Service at 51,000 miles as the result of IMS failure. New Michelin Pilot Sports installed at 55,000 miles. Stored and not driven in winter. Price: \$37,500. Tons of photos available. Located in the western suburbs. Offered to NS members first before posting on other websites Contact Tom Judd 612-554-6381 or email to tjudd@fredlaw.com.



1986 Porsche 944 Turbo for Sale

Very nice clean 2 owner car! 120,000 miles. Non-smoker. No winters since 1989. Copenhagen Blue, black interior. Alpine AM/FM/ CD player. Nakamichi power amp. European driving lights. Progressive rate springs in front, stock rear. 968 m030 front sway bar, Weltmeister 19mm adjustable bar in rear. Corner balanced by Autoedge. Autothority 2.5 chipset. Limited slip differential. Well maintained by owner, Maplewood Imports and Autoedge. Recent cam and balance belt, water pump and radiator replacement. Asking \$9,500 with HRE 17" with Michelin Pilot Sport PS2 tires as pictured above. Also have original phone dials for sale. Jim DeBenedet 651-483-1006 (home) or 651-402-0356 (cell). Also have Recaro clubman seat, Weltmeister front sway bar, set of Weltmeister front springs, TIF 7000 digital tire thermometer, and a G-Anylist for sale. Best reasonable offer.

For Sale

955 Cayenne Genuine Porsche Part OEM Black Cargo Box Locking Carrier, Roof Mounted, Porsche logo. New. Never used. Porsche Roof Transport System 955 2003-2010 Genuine Porsche Part OEM Aluminum Silver Finish Roof Rails New. Never used. Sold together \$700, Contact Mary Longfellow. 651.238.8811.

Winter Wheel Set from 996 C4

FT 225/45 R17 Blizzaks mounted on Carrera Cup I style 7.5" et 52 wheel; RR 255/40 R17 Blizzaks mounted on Carrera Cup I style 9" et 47 wheel. center caps. Apprx 10,000 miles. \$850 OBO. Can be seen in Chanhassen. Brian 612.916.6055, bkasbohm@c4kaz.com

Garage clean-out

911, 944 and 914 stuff. Any reasonable offers accepted. 4 steel rims w/Yokohama 215/60R15 tires + 1/2" spacers, steel lug nuts, 5 pair

Repco Metalmaster disc brake pads 17-20210-M (D210M), 4 jack stands 2000 lb rated, Hydraulic floor jack 2 ton Viking, 1970 911 rear light covers L,R (Bosch), 911 Workshop manual for 1965-70, 4 Chrome hub cap inserts with Porsche crest, Wooden shift lever knob with Porsche crest, 1965 912 ski rack bumper/roof mounted, 1970 914 2.0 rear tail light assembly (Hella SMR SRBBL 152ZR), 1970 914 speedometer dial, oil/generator warning panel lights, Cylinder compression tester 300psi, Bleeding tire pressure gauge 0-60psi, Purolator oil filter PC34 (901.107.203.02), 7 qts Royal Purple 20W50 synthetic oil, Call Steve Coleman 612-270-4327 or steve@pllc.com.

Porsche Approved Winter Wheel and Tire Package

A boxster is a great winter car! Four Factory 5-spoke wheels with Pirelli Sottozero tires. Size 235/40 R18 NI. Load Rating: 91V. Used for one Season. Can email photos. \$1,000. Contact Paul Zollinger, 651.336.8677, or paulzollinger@me.com.

1986 Porsche 911 Carrera

Excellent condition. Rare black with saddle (camel) interior, whale tale, 3.2L. 114K miles, 16" original Fuchs, recent (4K miles ago) synchros, rotors, re-painted hood, new interior headliner, tach flipped 180 degrees for easier reading at speed. Rare European headlights. Spectacular street car that shows well and with minimal investment could be a concourse competitor.



Only work remaining is rear brake pads and 4 marker lights. \$23,000. David Adams, playfullynow@gmail.com, C 612-802-7404, H 612-605-5277.

1996 911 Carrera 2

\$33,900. Tiptronic, no accidents, never seen snow, stored in climate controlled indoor parking, never driven during Winter, and



maintained by one of the best porsche specialists in the area. Beautiful guards red with cashmere leather interior, Hi Fi sound package, ice cold ac, 17" alloys, power seat, sunroof, clear bra, with all records, manuals, and a super clean car fax. No fluid leaks or

other issues. Non smoker owner and this Porsche has been babied. This car has the coveted 993 body style which is the last air cooled model and a collector's dream. 993's are appreciating in value! I have owned the car 7 years after it spent its prior life in a southern state. Took me 2 and a half years to find this specific combination so it is somewhat rare. Contact me with questions. With low mileage at 57,400, this is a great car! Scott Bracke, scott993@gmail.com.

1999 996 Carrera

Tiptronic, black/grey with 73,000 miles. Since 2006 the car has been serviced by Carousel and lately by Auto Edge. Carfax available for years prior to 2006, subsequent records available on request. Current owner has always garaged it and stores it in the winter and it has not been raced. Asking \$21,600. Please contact Sara with any questions or inquiries at sasexton@q.com.

Wanted: 914

I am a 70-year-old PCA member from Milwaukee who previously owned a Boxster and 911. I'd now like to 'get back to my roots' and buy a 914. My objective is not a project car, racing, DE, concours

or autocross, but just simple enjoyment. Ideally, looking for a 1972-76 model and want reliability rather than all-out performance. The 2.0, 1.8 or 1.7 are all options. I am seeking a fully restored car with solid mechanicals, electronics and good body integrity (no rust). Originality is not so much an issue (repaint, carbs replacing fuel injection, seat replacement, etc). Chuck Hays, 414.276.1110 or cdhays@yahoo.com.

Wheels and Tires

O.Z. Racing Ultraleggera HLT wheel set, straight but with some blemishes, Silver, two 20x8.5 55mm offset and two 20x11 65mm offset. Hankook tires: Ventus V12 EVO tires, 245/30ZR20 and 305/25ZR20, with a couple hundred miles on them. \$1650 for the set. Took them off a 997C2. Contact Arden Olson at arden.olson@comcast.net

1985 928S

Manual transmission. I have owned the car since 1999. It is Grand Prix white with burgundy interior. Currently it has beige sheepskin seat covers on the front seats. Tires have less than 4k miles on them. Always serviced at Maplewood Porsche or Maplewood Audi. 142k miles. Asking \$7000 or best offer. Joe Bergeron H 763.560.5036, c 612.709.1257, w 651.483.2681. I used this car primarily as a summer driver. The leather on the driver's seat is worn through on the side bolster and the tops of the two rear seats. I replaced the factory radio with an after market cassette deck. I would say the car runs good and always delivered 20 plus mpg. The hood was repainted sometime before I owned the car. It is a close match.

1986 944 Turbo

Low miles, well maintained, white with minor body scrapes in right front. Engine was overhauled by competent technician last year. New timing belts, tensioners waterpump. Car is mechanically sound throughout. 83,000 miles.\$8,500. Jeff Quam 701-219-3530 or jaq@702com.net. Can be seen in Moorhead MN.

2001 Porsche Boxter

38,000 miles, orient red metallic, grey interior, GREAT summer car \$15,500 (negotiable). Call 612.384.7213 or email deanlp@comcast.net for more informtion.

1987 944S

White with Camel Leather interior with 72,000 original miles. Very good condition both Exterior and Interior. Stored winters, detailed annually, and always serviced by Porsche mechanics. New Michelin tires, battery, and fuel pump in Sept, 2012. Last Timing belt/waterpump service at 60,000 miles by Kelly-Moss Motorsports in Madison, WI. Clean Carfax. Second owner for the last 18 years. Must sell; asking \$10,000. Please contact John at either 320.250.4530 or Jwrees49@gmail.com.

1987 944 Turbo Race Car

Professionally built, red, stage 2 chip, 968 brake cooling, 16" Fikse wheels, 2-1/2" lower front, 2" lower rear, Quaife torsen diff, quick shift, sway bars, roll cage, adj shocks, lite weight doors, etc. etc. \$17,000. Contact Bruce Schmitt 612-868-8871.

1985 Carrera Cabriolet

56,200 miles, 5-speed manual transmission, alloy wheels, AC, power windows and locks, cruise control, etc., blue leather interior, top renewed in 1998. Service records included. \$24,500, Rob Rulon-Miller, 612.308.0827.

Instructor . . .

continued from page 32

this jerk tell me I don't already know? They usually find out in a few loops of the track but still fight being told what to do for a few days.

My personal heartfelt thanks to **Henry Godfredson, Paul Binek, Denny Guntzel, Bob Kosky, Steve Coleman, Sam Mancino, Al Schlegle, Robin Boone** and all the other wonderful people that got me into this crazy wonderful sport and helped me get better and better. I think I surprised many of them by eventually becoming an instructor. As I remember I held the record for number of off course agricultural driving incidents and number of backwards track miles at BIR for several years running. Of course I blamed it on those Michelin XWX hockey pucks I had on my '74 chocolate brown 911 that is still doing duty at BIR two owners removed from me. Makes me wonder just how many laps of BIR that car has seen as all owners of that car tracked it since new in 1974. AH, if cars could talk.

So take heart beginner, intermediate, or advanced driver person. You to can eventually experience the terror, the excitement, the high cost, the heart warming pleasure of seeing your fledgling student excel. You will have the camaraderie of wonderful people, and the knowledge that you paid your dues to those that helped you. Sooner than you think it will be "Your Time In the Barrel" so to speak.

Hear Ye, Hear Ye, all students and 'Hot Dogs' that were prior students. Go thank your instructors. They sacrificed a lot to teach you what you now know, it cost them big, you probably took years off their expected life, and even with the huge liability they knowingly accepted in your behalf they loved every minute of it and will do it again and again, and again, for you or almost anyone else. Your humble? servant, Billy G.

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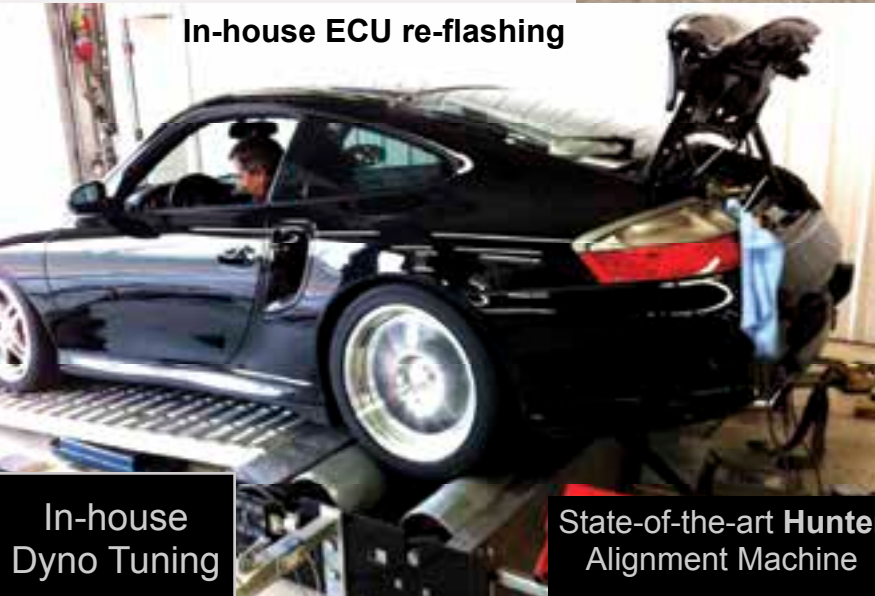
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