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August 2012





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

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Cover:

Photo by Greg Thoen of Thoen & Associates, see ad on page 10. Rodger Finke's absolutely gorgeous 997 Turbo. Thank you, Rodger and Greg for sharing this 'portrait!'



2012 Officers & Committee Chairs

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

Join or Renew online:

- 1. Go to www.nordstern.org***
- 2. Find membership page***
- 3. Select Paypal option***
- 4. Send Ed an email***

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Call Christie Boeder 612.845.4509.

The Prez Sez . . .

by Jim Bahner

It is hot yet . . . We may have quite the extended driving season this year. That very mild winter and spring we had, means you potentially got your car out much earlier than normal and the way it is looking now with almost 20 days at 90+ degree days, summer isn't going to be letting up any time soon and probably will even extend into the holidays.

We are halfway through the 2012 calendar year and have had many great Nord Stern events already with quite a few yet to come. I would really like to thank the many members who stepped up and have volunteered for 2012 and made all these events possible and successful.

This year is unique in that we have TWO events celebrating their 20th anniversary: our Annual Club Race in Brainerd and the Annual Fall Color Tour along the North Shore. The first 20th Club Race is now a footnote in history by the time you read this, but you still have an opportunity to take part in the second one with the gorgeous fall foliage and scenery of Northern Minnesota. Get our fall color tour on your calendar and let John Dixon know you are

attending! See ad in this issue for further information. He has a great itinerary already planned for this year's very special event.

We have many events coming up and they can all be found at www.nordstern.org. You can also sync your electronic calendar, desktop or handheld to the club's Gmail calendar at nordsternpca@gmail.com.

This will automatically add all events with their dates, times, locations to your personal calendar(s).

This has been quite the summer, I now need to put my hat back on and drink some more liquids, till next month . . .

– Jim



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2012 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 members!)

We hope to see you at upcoming events!



Chris Harber

1998 911

Mitchell Kieffer

1991 911 Turbo

Alex Matusevitch

2009 911 Turbo

Jake Rawn

1986 911

Greg Stanich

1998 Boxster

Brad Swanson

1976 911S

David Voight

2002 911 Turbo

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.

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.

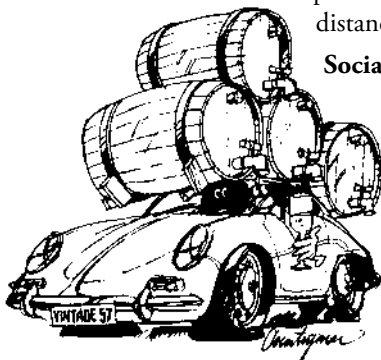
PCA Club Racing: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required.

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!

Taste of the Track: For those who would like to learn more about Drivers Education, but do not want to be a full driving participant in their own Porsche. You will be a passenger with an approved instructor for one run group session at track speed.

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

It's the middle of summer and yet I hate to think we are halfway through our 'warm' weather months. I do love to savor the heat knowing what it'll be six months from now when our cars are all buttoned down and stored away for their winter hiatus. Such a state of contrasts we reside in: 100° days down to minus 30° below. Just think of the range that represents . . . as it's been said, never a dull moment with our climate.

And as I write this I am at Road America in Elkhart Lake, WI with 90+° days of very sunny, hot days of vintage racing. Thank goodness for trackside fans and a little breeze. But I am not complaining, it's gorgeous here, there are tons of cars (vintage racing) and lots to ogle and enjoy - let alone watching our car on track with a fresh motor. Life is good!

Lots of info in this issue along with a very fun reprint of an article about long-time Nord Stern member Hank Godfredson who 'migrated' west to Colorado Springs, CO and celebrates 50 years in PCA. Quite an accomplishment (and for those who might remember them and wonder, their home along with son Joel and family were spared during the recent fires in their area.

Porsche Show's Poster Show . . .

As a part of the All Porsche Show of 2012, we were thrilled to have been able to present and show such significant posters. The 356B shop posters (set of 7) is fairly rare, though somewhat known. POA asked all dealers to buy (\$15!) a set and put them on the walls in their unit rooms. There were about 220 dealers in 1962, mostly VW duals. Maybe 100 - 120 sets ever sold but no real data on that. Assume they printed 200 - 220 sets for the English speaking contingent, and that half actually ever made it to the walls. Half of the rest were likely scrapped in 12 months to make room for new stuff. That leaves very few sets likely to have had a chance to survive til today. People had a fairly rare chance to see the real thing at our show.

We had some Can-Am posters which many people have seen over time, but of which few copies of any one type remain.

The 1966 European Delivery poster is a very rare sight these days since most dealers used and used up their copies. It is to my mind one of the most attractive Strenger posters ever. It stands on artistic merit, regardless of automotive content.

The 917 1970 LeMans winner noted the first overall Porsche victory there, after many class wins. There are some of these in the hands of collectors of 917 and LeMans memorabilia, but few others survive from what I can determine.

The McQueen poster immediately ran afoul of copyright infringement. Solar Productions was not consulted prior to printing and had the strongest of image protections to back their request for licensing or royalty payments. Porsche opted to withdraw all copies to avoid legal troubles (clearly of their own

Just a couple of things to note in this issue. Readers will possibly note that page 30 is a reprint from the recent July issue of the newsletter. All the caption for the photos from the Dent Kraft tech session were 'buried' beneath the photos themselves and illegible. I did not catch that during proofing and decided to rerun that page. Enjoy again!

Our very own Porsche and Poster Show held at the end of June was a resounding success; 150 cars on display, a truly historic and amazing array of vintage Porsche posters curated by Mark Bouljon of Carousel Porsche and member Ron Faust both of whom provided selections from their personal collections. It's not easy transporting and hanging so many valuable and interesting pieces and our thanks once again for their willingness to donate their time and efforts. Mark and Ron have gathered even more interesting factoids and tidbits to share with us and I'll be featuring more on the posters next month, too. We truly are fortunate to have the caliber of knowledge in this region and more importantly, individuals who love sharing it all, too!

As Jim says in his column, lots of events coming up and we hope to see you there . . . Christie

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making). Perhaps 1,000 were printed and more than 800 were gathered back. That leaves very few available to collectors of Porsche stuff, McQueen Stuff and movie stuff. There are FOUR copies in Minnesota, however.

Porsche gave up rally competition after winning Monte Carlo and a few others more than once. Few today know how strong the rally program was.

The last Targa Florio ever run was 1973 and was won by -wait for it- Porsche. We were fortunate to see that actual car here on a couple of occasions when Peter Kitchak made it available.

(editor's note: Further details and poster info will featured in upcoming issues of the newsletter so stay tuned!)

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Letters to the Editor

Courtesy ClubTalk

Clubtalk talks back

I posted an inquiry at 10 p.m (June 20) last night asking if any member had a two-wheeler or as Keith Jones more properly called it, a "hand truck". By noon today I've had enough responses to equip the biggest warehouse in the Twin Cities!

Included was a reply from a member who lives within walking distance of our house.

Thanks to all who replied! It's not the cars, it's the people!

– Bruce Boeder

All Porsche Show of Shows!

Kudos to ALL who put together the show this morning. A wonderful variety of cars and years, young and well driven.

The posters were great as well, saw a few that got me interested in this marque back in my teens, even saw a poster that I think ad agency, Fallon did, noted by it's clean image and simple tag line.

Great job to all. And not once did I hear anyone talking about gas! :)

– Michael Grabner

I second that. It was a boat load (or should I say carload) it fun.

– Michael John

Biggest local Porsche event Christie and I have ever gone to in the Twin Cities in 20+ years. 150+ cars and counting. Even two tractors and a bike! Plus wonderful posters.

Special thanks to Phil Saari, Mark Bouljon, Ron Faust, Keith Jones and an endless list of region volunteers!

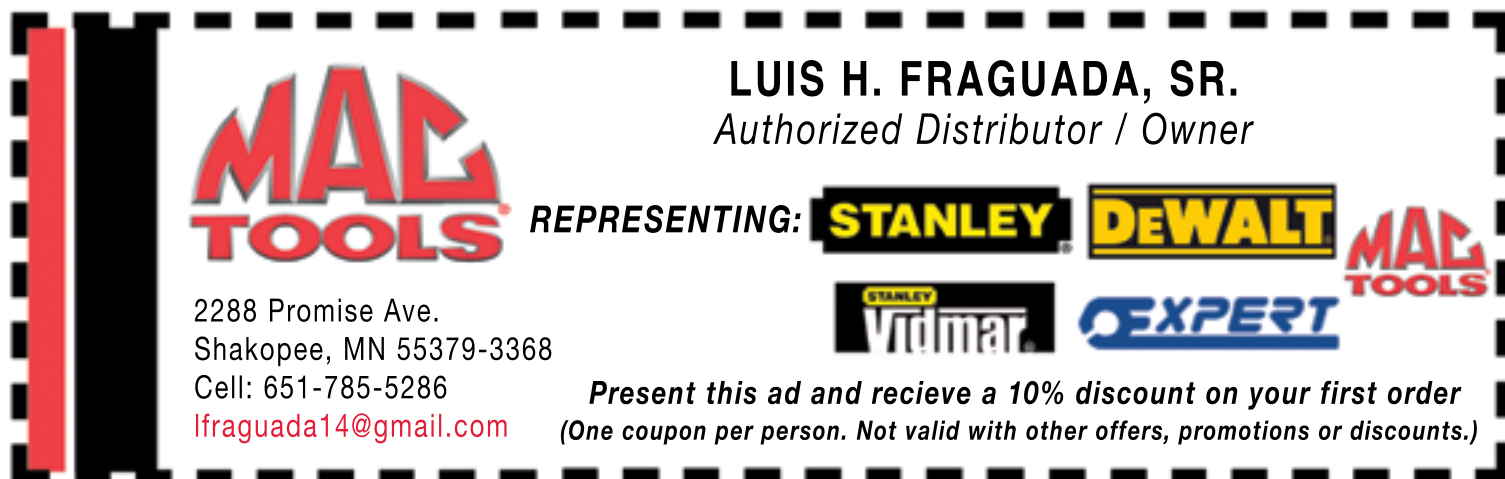
Plus Ed Vasquez was signing up new and renewal members as fast as they could write.

– Bruce Boeder

Continued on page 14



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2012 Calendar . . .

August

- 11 Annual Summer Drive: Vino in the Valley**
Eventmaster: Randy Walker

September

- 3 Annual Rochester Labor Day Porsche Picnic**
Eventmaster: Jeff Boehm. jeffandbj@gmail.com
- 21 Nord Stern Driver Training**
Brainerd International Raceway
Eventmaster : Ron Johnson
- 22-23 Nord Stern 'Final Fling' Driver Education**
Brainerd International Raceway
Eventmaster: Doug Anderson
- 28-30 20th Annual Nord Stern Fall Color Tour!**
Bluefin Bay, Tofte, MN
Eventmaster: John Dixon, eyerack@tcq.net

2012

October

- 20 Octoberfest/Annual German Carfest**
Details TBA

2012

2012

November

- 11 Annual Old Log Outing, Details TBA**

2012

"Third Thursdays" of each month

5 p.m. ++ An Informal 'Post-Work' Social at
All Nord Stern members welcome!

Club Jager

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July 19

August 16

September 20

October 18

November 15

December 20



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The Show of Shows!

by Phil Saari, Photos by Ron Faust

The recent All Porsche Show, held on Sunday, June 24, 2012 as a part of Roseville's Rosefest brought a lot of interested people and many fine cars together. Nearly 160 Porsches, two Porsche tractors, a Porsche bike and many previously unseen Porsche historic posters provided a day of true Porsche camaraderie for the 250-300 attendees.

We have to thank many volunteers who willingly shared their time to make this event a success. Namely, **Mark Boulignon** and



Ron Faust who provided posters and organized the poster display, **Eric Erickson, Keith Jones** and **Phil Hancock** who coordinated registration including the Courage Center campaign, as well as **Ed Vasquez** who provided membership information. We also want to thank the following volunteers: **Mark Pladson, Doug Dye, Lance Link, Tom Prezious, Jim Robinson, Eddy Tan,**



Jim Bahner, many of whom are new members of Nord Stern. A total of \$2,405 was raised for Courage Center which is the most ever from this event.

Nord Stern is indebted to the City of Roseville for the use of Central Park for the sixth consecutive year of the All Porsche Show. **Lonnie Brokke** and **Rick Schultz** from the Roseville Parks and Recreation Department continue to promote this Nord Stern event to be included in the Roseville Rosefest. We sincerely thank them for this opportunity.

Photos by Ron Faust. Above left: Marsha finally gets her Targa! Above, a small sample of the 'scene', below see an alternate use of our new car badge! and of course, left are the two Porsche tractors Rob Welch brought.



Christopher Lee, Hal Voges, Wade Peterson, John D. and his wife, Jim Tourtellotte, Richard Marcantonio, Klaus and Lisa Schneegans, Greg Holman, Christie and Bruce Boeder and



Hank Godfredson Celebrates 50 Years with PCA . . . For Goodness Sakes, Why?

by Pat Boggs, Alpine Mountain Region PCA

Editor's note: Long time PCA members, Hank and Phyllis Godfredson are well known by many of us in Nord Stern. Even though Hank and Phyllis moved themselves and their business to Colorado back in 1999 they've stayed as active as ever. Their local region, Alpine Mountain recently published a short retrospective of Hank's 50-year members in PCA and with their permission and a few more photos from Phyllis, it's reprinted here (although with a few 'editorial' comments!) for your reading pleasure. Enjoy! I know the Boeders for one truly miss this extremely talented, interesting and passionate couple. But I know how much they love Colorado where one can drive all year long and Phyllis can grow and develop her award-winning roses - another passion that would merit it's own column! With our best always to you, Hank! (p.s. the Godfredson's are Life members of Nord Stern so they do stay abreast of all the Minnesota comings and goings!)

In April of this year Hank Godfredson will reach a milestone that few achieve - 50 years of membership with PCA. In this day and age this is quite an achievement. Let's face it, in a society where one out of two marriages ends in divorce and people change jobs on a regular basis, a 50 year commitment to anything is remarkable, let alone to a car club. So we decided to sit him down and ask him: Why stay with PCA for 50 years? The answer is simpler than you might expect.

Hank purchased his first Porsche in 1960. For those of you out there who are quick with math you noticed that 50 years ago was 1962. That's right, Hank had his Porsche for two years before he joined the club. Why? Well, that answer is easy; he did not even know there was a Porsche club until after two years of ownership.



Nord Stern instructors ready to fly to Topeka to give driving instruction at a DE at the new Heartland track. L-R Teresa Vickery, Cory Johnson, Bob Hilton (pilot), Phyllis and Hank Godfredson and Mike Blomburg



Hank with his 911 ST and 356 GS Carrera Coupe. 1986

When I asked how he finally did find out about PCA, Hank replied, rather sheepishly, that he knew I was going to ask that question and the plain truth is he just does not remember. C'mon 50 years is a long time ago!

Hank originally lived in the Minneapolis/St. Paul area and joined the Nord Stern Region in 1962. Even in the beginning, PCA had the structure we are familiar with today - President, Vice-President, etc. at the national and local levels. But in the beginning the club was very small. Some years his region had only eight active members, while other years saw as many as 20. They met monthly for dinner and one might suspect at some fancy restaurant in the cities - but no. They would pick a restaurant 25 to 30 miles outside the city for the simple reason that they wanted to drive their cars - I believe we can all relate to that feeling.

There were no DEs in the early 60's but Hank's region held two big events a year: one summer and one in the winter. The summer event was the annual Apple River Float. The dealership, a VW/Porsche, would provide the club with VW vans to transport them to and from the picnic site. Hank fondly remembers floating down the river in an inner tube while drinking beer. In the winter, Nord Stern held the Wisconsin Eiskhana. The site was right across the state border, and the club would meet and spend the day driving their vehicles on the frozen lake. While the Apple River Float is no longer held, Nord Stern still hosts the winter Eiskhana (editor's note: actually we don't, and not sure when it ended as we have belonged to Nord Stern since 1990 and that event has not been hosted by Nord Stern since at least that date. I do remember hearing about the float trips, but those also were not being organized when we joined the club).

Continued on page 20

NORD STERN AUGUST 2012

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Nord Stern Driver Education - All Invited!

Plan now for the LAST of the track season

2012 Driver Ed schedule will feature 3 weekends at our home track, Brainerd International Raceway in Baxter, MN and a two-day event at Road America in beautiful Elkhart Lake, WI.

Our DE program offers more track time than most members can take advantage of; safe and exciting opportunities to learn what your car can do on a high-speed closed-course track and hone your car control driving skills. There's never such a thing as too much track time and Nord Stern excels at organizing and managing the driving events for the benefit of all. Be sure to mark your calendar for this year's dates: and as always, it's NOT just the cars . . . it's the PEOPLE. See your March and April 2012 newsletters (always available online as a pdf download) for even more information.



Don't miss our LAST DE at BIR!

**** Last Fling Driver Training . . . September 21**
Contact Ron Johnson for further info, 952.476.7445

**** Last Fling DE . . . September 22 - 23**
Brainerd International Raceway: Baxter, MN
To register login to: www.clubregistration.net
Costs: First car, first driver: \$350
Same car, second driver: \$310

Clubtalk

continued from page 8

I agree with Bruce, a wonderful show, both cars and posters. Well done all and as always a great time to chat with old friends and meet new ones. The cars and posters were just the excuse we needed to get together again.

Phil, Mark, Ron and all of the other volunteers made the event happen. To all of them my thanks.

– Dale Trippler

Membership Renewal Testamony

Ed, the last year or two my Nissan and I have been competing in Super Touring level wheel-to-wheel racing and are nationally competitive with track records at Brainerd's short track, Road America, as well as Nola Motorsports in New Orleans at their brand new track two weeks ago. I've been able to compete against highly modified vipers, 'vettes, and 996 & 997 GT3 Cup cars.

Nord Stern's Bruce Boeder, Bill Groschen, Jon Beatty, and others got me to the track in the

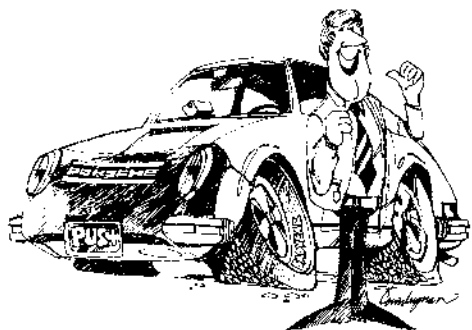
first place and reigned in my 'no fear' of speed into a smooth and consistent racer. I hope to compete in two national championships in late 2012. Nord Stern DE's are really my only local way to test, tune and practice.

I'll be renewing my Nord Stern membership for multiple years!

I'm a Porsche guy first and foremost. I still have my early 997 silver turbo (one of the first in late 06' that Carousel had delivered) and we also have my wife's dream car: a 996 C4 Cabriolet. The 08' C4 has 7,000 miles. We meticulously take care of both. When I go off track in my Nissan race car and tear off the splitter or bend a body panel or break something I growl with a smile, fix it and get back on track. If I get lost in my 997 turbo and am forced to drive 100 feet on a gravel road, I cry. (editor's note: Jon, you just need a different kind of P car for the track....lots of good cars out there that can take the track punishment!)

I'll be at most all if not all the events up at BIR and have Road America on my calendar as well. And as I race this year, my team and I will be trying our hardest to make our Nord Stern Porsche Friends proud.

– Jon Muir





ROCHESTER



Labor Day

PORSCHE PICNIC



Labor Day September 3rd, 2012 from 1:00 to 5:00 (or whenever)

This is a BYOBB (bring your own beer and brats) event and is a great way to end the summer!



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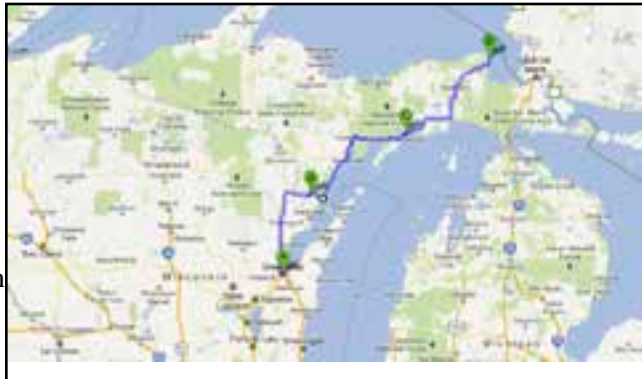
Please RSVP no later
than August 30th.

Jeff and BJ Boehm
jeffandbj@gmail.com
507-261-9407 cell (Jeff)

**Grills
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Travel with the Fox Valley Region to Paradise!

September 14-16, 2012



Mark your calendar for September 14 - 16, 2012 for our 13th annual fall tour. The trip is already planned and motel rooms are open for reservations. Departing mid-morning on Friday, 9/14 from Green Bay, we will trek northward at the Econo Lodge in Manistique, MI, where we will stay both Friday and Saturday nights. You may also meet us Friday evening in Manistique. We have a special offer of \$65 per night for any room at the motel. All 31 rooms are reserved for our club until August 13. Room reservations are first come, first reserved. You must call the motel directly at 1-906-341-

6014, and ask for Al or Pat (managers). Tell them it is for the "Fox Valley Porsche Club" to get the greatly discounted rate. Once you reserve a room, please let Laura Prellwitz know so the number of rooms available can be updated.

The tour will include many options, side trips, down time, or long-distance driving, depending on your preferences. Some of our stops will be the DeYoung Family Zoo, Tahquamenon Falls, Great Lakes Shipwreck Museum, and a lighthouse tour. Reserve your room now! If you would like specific details about the tour, please contact Laura Prellwitz, lprellwitz@att.net. We would like to fill the motel parking lot with Porsches only, so please join us for this scenic weekend of driving and fellowship. Yes, there really is Paradise (MI)! We may be joined by a couple of members from PCA National as well.

THE MILWAUKEE MASTERPIECE . . .

OR WISCONSIN'S ANSWER TO PEBBLE BEACH

SATURDAY, AUGUST 25

MERCEDES BENZ — PORSCHE — AUDI — BMW — VOLKSWAGEN

Some of the finest examples from around the world gather at this annual event. August of 2012 promises to continue the tradition that will be of particular interest to those of us who own or follow German cars.

In addition to the traditional "club day" on Saturday (August 25) which is open to all marques to gather on the grounds, there is a special class for the feature day on Sunday (August 26). On Sunday there will be a class for Teutonic Touring and Track Cars. The class will be open to German touring and race cars which are 1973 or older.

Eligible marques include Mercedes Benz, Porsche, Audi, BMW, VW, etc. How about a Ford Lincoln/Mercury Capri rally car? Sunday is a by invitation event with those that wish to display their car applying for acceptance. It is, however, painless. Just send a few digital pictures of the car and a paragraph or two with the background describing what makes the vehicle unique and special. Send the material to either Mike O'Krongly at mokrongly@aol.com or to Ron Pace at ronald.pace@kohler.com.

Space is somewhat limited so get your submission in quickly. See you in August!

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Vino in the Valley

Join us for a summer drive on Wisconsin's great back roads. Enjoy some of the most beautiful hills, winding roads and valleys of the area. Our drive will begin in Prescott at the confluence of the St Croix and Mississippi rivers, ending at Vino in the Valley for dinner. We will have our first rest stop in Pepin with a second rest stop at the Eau Galle Cheese Factory near Durand. There will be a free guided tour of the cheese factory, after which you will be able to browse the gift shop, sample the cheese, or grab an ice cream cone. Bring a cooler along if you wish to bring home some of Wisconsin's finest cheeses. Upon arrival at Vino in the Valley, approximately 4pm, we will line up our cars for a Porsche show for the patrons to enjoy. Vino in the Valley is a truly unique and beautiful venue offering outdoor dining with a great view and live music. Enjoy gourmet pizza and pasta dishes cooked outdoors in their wood-fired brick oven. After dinner take a stroll around the vineyard and along the Rush River, or relax near one of the bonfires. For more information check out their website: <http://www.vinointhevalley.com>

Event Information

- **Date:** Saturday August 11th, 2012
- **Start Location:** Point Douglas Park, Prescott WI.
- **End Location:** Vino in the Valley.
- **Time:** Arrive by 11am, we will leave the lot at 11:30.
- Please get gas prior and allow enough time to sign the waiver, get a map & itinerary, and the brief drivers meeting.
- The event will be open to the first 60 Nord Stern club members who register by Aug. 5th 2012.
- The event will be open to non Nord Stern club members if space is available. No registration will be accepted the day of the tour.
- To register please send an email to: rswalker@baldwin-telecom.net

Hank . . .

continued from page 12

At the region level, Hank has held every position (some twice) except treasurer. He was the Nord Stern President in 1966 and again in 1986. In between serving his region, Hank contributed on the national level, serving as the Zone 10 Rep from 1989-1992. Alan Friedman selected Hank as the first Chief Steward for PCA Racing program. Hank served in this position for two years, then put his hand up again and later served as the Chief Advisor for Club Racing. In 1976, he was the Autocross Chair for the 1976 Parade held in Brainerd at BIR and was the first time an AX was held on an actual race track in conjunction with Parade.

How has PCA changed in the last 50 years? During his tenure with PCA Hank says the club has changed significantly with the most obvious being size. Hank is pleased that more Porsche owners choose to join the club. Another change is the addition of the club racing program. When Hank joined the club there were no Driver Education or Club Racing opportunities. Hank



St. Paul Winter Carnival 100 mile Ice Race on Lake Phalen, February 1969

first time he ever laid eyes on one it has always been Porsche. Hank believes there should be a Porsche-only-racing venue in the US which could be patterned off the Porsche-only-racing enjoyed in Europe. Like other racing series different tracks would be used, there would be sponsors, spectators and of course it would be televised.

Why stay 50 years? Hank will tell you that while it sounds trite it truly is **'not just the cars, it is the people.'** Hank was with the Nord Stern Region from 1962-1999, then moved to Colorado and has been active in the Alpine Mountain Region from 1999 til now. He knew he would join the local region, as what better place to make new friends with similar interests?

Hank states he has received way more than he has given, and he has given a lot. Lifetime friendships with people from all over the world – the total enjoyment and satisfaction of sitting behind the wheel of a Porsche and being able to talk about it with other folks who share the same passion and understand the depth of feeling; the thrill of racing . . . of feeling one with the car as it roars around a curve. Well, it just does not get any better than that. And where else can you do all that but Porsche Club of America.

Congratulations Hank on achieving this milestone . . . here is to the next 50 years!

Milwaukee Driver Ed Event at Road America - August 10, 2012!

by Bill Wright, Milwaukee Region PCA

The Milwaukee Region invites all Nord Stern members to participate in our annual Driver Ed event at Road America. Registration for our event will be online at www.motorsportreg.com. This year, we are focusing on novice participants who have thought about participating, but have not yet taken the plunge. We will have a couple of evening classroom sessions to get new participants acclimated before the event.

Questions? Call or email (bill@cogmatic.com or 414.303.7509).



Two 356's under palm trees when Hank and Billy Groschen were in the Bahamas racing at the Grand Bahamas Vintage Grand Prix in 1986, according to Phyllis it was a great event, also attended by Ann Bennion and Daryl Fortier

was involved in the establishment of club racing along with his good friend, Alan Friedman (editor's note: Alan Friedman of the Potomoc Region PCA was the founder and first chairman of the program and worked tirelessly to get it off the ground). And just in case you missed it, the PCA Racing logo which is required for all PCA racecars was designed by Hank. (Plus he designed the Nord Stern logo still in use by the club to this day.)

Hank's favorite PCA events are his local club's social events and track events.

What direction should PCA take in the future? In Hank's opinion, the answer is a Club Racing Series, like pro-racing (editor's note: this year club racing has began a point series!) Racing has always been in Hank's DNA and as far as cars go, while he appreciates the beauty or power of other cars, from the

Porsche Show Poster Exhibit Extraordinaire . . .

by Mark Bouljon, Carousel Porsche and Ron Faust, photographer par excellence



Poster Show Curator Mark Bouljon

All the posters in the 2012 poster exhibit were genuine factory originals, acquired by us over the past 40 or more years. Some are very famous, others should be and a very few are justly forgotten in most quarters.

Erich Strenger was the artist whose genius chiefly was responsible for most of the artwork. His contributions to Porsche's graphic identity are enormous. His posters, ads and sales brochures provided Porsche with a unique style and instant

recognition at a time when the company was still very small and keenly interested in letting people know just how great were their cars. Strenger's work gave Porsche the ability to sell on Monday after the engineers and drivers won on Sunday!

Porsche factory posters exist in many languages and commemorate hundreds of victories in venues all over the world. There are a few notable books which document many of the more famous posters, but in truth, no one really knows about all of them. And no one has all of them, not the factory, not the authors of the books (ask us for recommendations - books were available at the exhibit for those fortunate enough to be on hand) and not any of the many poster collectors around the world.

Examining these posters carefully one sees real genius and graphic design excellence at work bringing Porsche history to life once again.

Each poster tells its own story while another story lurks behind it. We hope attendees found the posters fascinating and we enjoyed answering questions and hearing about your impressions of what you have seen. If anyone has additional questions, feel free to

A few experts tour the show (Bruce Boeder & DaveWeisel). Gulf 917's 20 and 21 side by side



Poster Show; It was hard to get them all hung up in the right places, but Mark got some of the prettiest and the best right up front.

contact either myself or Ron Faust. While we both enjoy collecting Porsche posters we sure do enjoy sharing and talking about them!

Continued on page 7



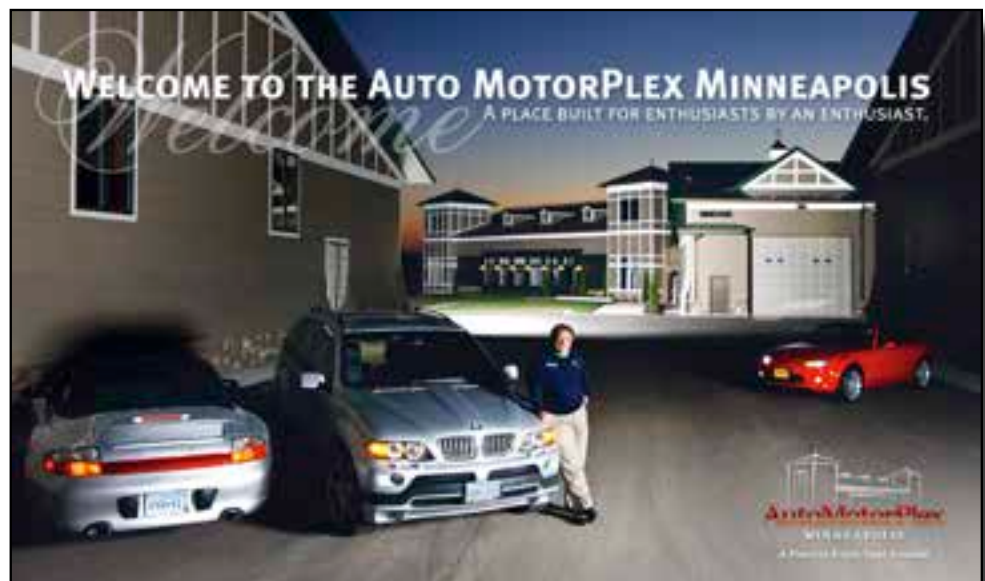
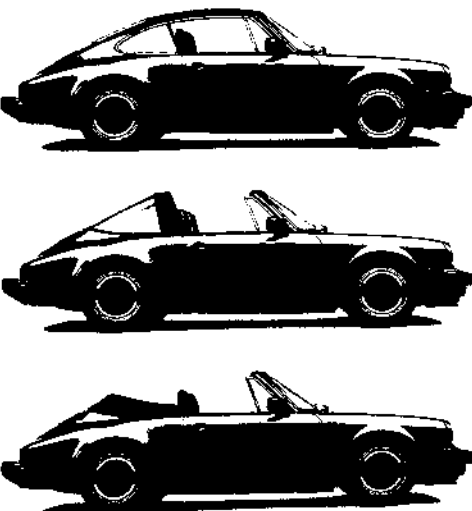
Above: Can Am, Strenger must have been influenced by a Jimi Hendrix psychedelic concert poster for the Laguna Seca race.

Below: BIR factory Poster: Who in Nord Stern couldn't love it (although Sebring is the one to go with).



Vintage Porsche Ad . . . “I even bought one of these... cool graphics”

courtesy Ron Faust





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ClubTalk: Check Out Velocity2: The Art of Motion!

by Jill Daneu

What a great night! Over 25 Nord Sterners were among the 1,500 people who enjoyed Saturday's Gala Opening Reception of Velocity2: The Art of Motion at the Hopkins Center for the Arts. Nord Stern's resident artist, Mike Jekot, is both curator and exhibitor of the annual event, which runs through August 3.

In addition to the exhibit, Nord Sterners enjoyed the array of cars in the invitation-only People's Choice Concours. Bob

- **Sunday Drive:** Sunday, July 8, 12 - 4 p.m. View vintage touring cars featured by the Packard Club of Minnesota.
- **The Main Drag:** Saturday, July 28, 12 - p.m. Enjoy American muscle cars, hot rods, and motorcycles. Rock out with a DJ spinning classic 45's.

Happy Fourth, Jill Daneu/Nord Stern Advertising Manager and Staff Writer/Photographer.

PS: Fred and I were among the 20 lucky winners in the Gala's Wine Lotto! Cheers!



Author Jill Daneu with Steve Thompson and artist and Curator Mike Jekot

Fleming's '65 911 (manufactured in Dec '64) was one of two rare Porsches on display. The other Porsche was a super rare '86 935 - see pictures for further information!

If you missed it, there's still time to enjoy the free exhibition. Also, two future car events will take place on Hopkins' Main Street, which is directly outside the Center:



Above, L to R: Bob and Judy Fleming along with Betty and Kim Crumb enjoy Mike's work



Karen and Steve Thompson enjoy the intriguing artwork - note the Porsche crest in the work just to their left



Above, L to R: Long-time members Scott and Kelly Mayer with son Peter, enjoy the car display, too.

Continued on page 26

NORD STERN AUGUST 2012

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Out and About with Velocity2 Art Show

Photos courtesy Jill Daneu



1986 Slant Nose Porsche Kremer DP 935, K2 model. With the boost turned up it has upwards of 740 hp, street version of the Racing Kremer 935's that thundered around LeMans



Photographer Jill Daneu with Kelly Mayer, Bill Groschen and Scott Mayer



Above Mike Jekot and his very impressive wall of art!



Above and below, Nord Stern members gather to celebrate the 'art of the automotive'

Additional Classifieds . . .

1994 968 Cabriolet

Very nice 986 Cabriolet purchased in 2005 with 47,000 miles; now with only 68,600 miles. Grand Prix white with classic grey top and classic grey partial leather interior. AM/FM radio and rear back shelf with wind deflector. Porsche crest on 16" light wheels. We've always garaged it and never driven in the winter and snow and salt. It's in great shape and one of only 5000 968s exported to the US. Carefully maintained and not modified. Engine and paint in great shape and a black bra included. Asking \$16,500 and located in the Sioux Falls, SD area. Contact Jim Lillegaard at 605-987-5408 or 605-530-2108 or at ajplil@svtv.com.



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



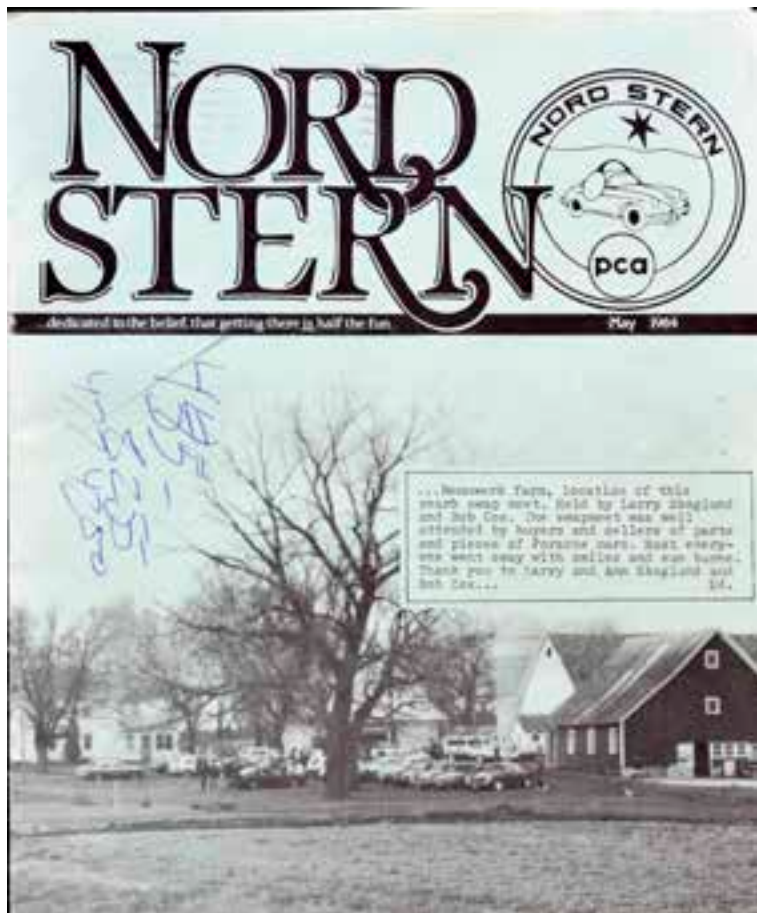
When picking an issue to review from one of my big stacks in the basement, May, 1984 just jumped up at me. The issue is short and the printing quality is not good, but the pastoral settings of the Swap Meet and the Afton Concours just jumped up at me. Bierstadt might have wanted to stop and get out his paint brushes.

May, 1984

- Editor June Groebner is putting together a “ladies” autocross program. “Big Foot (Heidi Erickson), Lead Foot (Linda Anderson), Fast Track



Starter at the Fairgrounds autocross; this event also had a special invite for the “ladies”



May 1984 Cover: Swap Meet at the Skoglund farm

(Deb Anderson), Wonder Woman (Cindy Engle), Mighty Mouse (Maggie Lutz), Cool Breeze (Anne Skoglund) and Legs (Patty Clark)...all you lady hot shoes, lets hear from you.” What century was this? Surely by 1984 “women” must have been more politically correct. Nord Stern did actually have separate autocross classes for women for many years, as well as “Powder Puff” events. Why wouldn’t a female race be faster than a male?

- First time autocrossers are offered free registration for the First Fling at B.I.R. That’s an idea that might still work.
- Three pages of fine print discuss everything you need to know about autocross, including many technical things to check on each car. An oil change is recommended before and after each event.
- The Market Place offers:
 - 1963 356 B Coupe, no engine for \$800
 - 1959 Super motor for \$800
 - 1957 356 A Coupe baby blue/beige for \$9,500

The Scans continue . . .



Patty Strot receiving an award for her participation in the Women's Points Challenge...autocross season '83.



Karen Palumbo, autocrosser and new mom.

Above, who says you can't take a 911 shopping??

Left, at least they didn't call it the 'Ladies Points Challenge'!

Right, Larry Skoglund with the vehicle that shares his barn with a 4-cam 356



Left: 911 row at the Afton Concour; photographer Jim Dwyer must have climbed a tree for his aerial view!

The Scans continue . . .

Do you think
the 928 was
going to race
the 2002?



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Out and About at Dent Draft's Tech Session

photos by Jill Daneu

Don Kavanaugh of Dent Kraft welcomes club members



Tom Prezioso of Bravo Protection, L., chats with Ed Vasquez



With tools of the trade ready, time to get lined up



Hail dents await some fixing



Steve Meydell watches the dentless repair work



Scott Mayer, L., and Jon Velure were on hand nad obviously enjoying the action



Steve Meydell and Keith Fritz at Dent Kraft tech session.



Don Kavanaugh (C) with Todd Smith (L) and Ed Vasquez





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ClubTalk: 997 Track Tire Pressures Q and A . . .

I have a 997 C4 Coupe with 19 inch wheels. Recommended pressures in my door well are (For a fully loaded vehicle): Front 37 Rear 44 Recommended pressures in the owner's manual (For a partially loaded vehicle): Front 33 Rear 39

The Porsche dealer always fills the tires to Front 37 Rear 44 but since the car is partially loaded 95% of the time should I move to the lower pressures for my daily driving?

Also, I tracked the car many times last year at BIR and found the tires getting greasy usually on my 2nd session of the day. The spot where I noticed it the most was between T1 and T2 and in T2. I tried to work out a plan of letting air out of the tires between sessions but never was able to find a system that worked well.

Does anyone have a recommended approach to keeping my pressure optimized during a track day? Thanks

—Chris Engstrom

Definitely the outer half of the left-side tires are doing all the work around T1 and T2 and there is potential for a lot of heat build-up in the compound there. At the end of the day it's all about optimizing your contact patch and that is where small changes like adding some extra negative camber can make a huge difference.

But on a street car where one doesn't wish to do that or has limited adjustability, another approach to optimization of hot pressures and performance is to take inner and outer tire temperatures immediately after pulling into pit lane after you get plenty of heat into the tires. Tire Pyrometers either infrared or contact do this and I know there probably may be someone in the paddock you could potentially borrow one from, Chris.

I remember reading a technical bulletin from Michelin on their race slicks and they suggested no more than about a 30 degree difference in outer to inner shoulder temperature for optimum performance. That may not correlate perfectly to a street tire, but may provide some general guidance. In theory the hot pressures that give you the least differential should be giving you the best overall grip. Of course, we should have some of our more race brilliant engineers in the club weigh in on this, as it has always been my understanding that higher pressures resist the "roll-over" onto the outer part of the tires on cars without added camber, and this is where potentially you could over-pressure your tires to minimize the temperature differential. Geez, that was fun typing all that.

— Keith Erickson

My 996 also has a recommended tire pressure in the same range. Always seemed silly to me. Next time I have four human size passengers will be the first time.

My experience is that is way too high - street or track. I have been running 34 front/36 rear cold for years now which is more in line with what the tires were designed for. As Keith indicated, with 6 - 8 lbs. of pressure increase due to heat, you have over 50 lbs in your rear tires. Of course the tires will feel "greasy" with that kind of pressure. Try 34/36 pressure for a few laps and I think you will see an marked improvement. I've never been very serious about tracking this car, but if I was, I would be dropping the TP even more and seeing how it worked.

— Roger Johnson

nurburgring, inc.

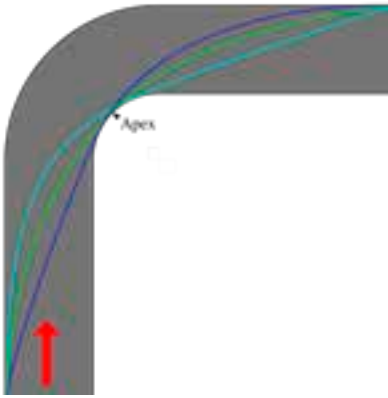
restoration of fine vintage Porsche automobiles

..working at a Union 76 station in 1970, I completed my first oil change on a 1969 Porsche 912.

I have been a professional Porsche mechanic ever since that humble beginning 40 years ago.
For 33 of those years, I have provided uncompromising service to Porsche owners at the Nurburgring, Inc.
Of recent, I have accepted an opportunity to continue my career in a new direction.
I will be a curator for a private Porsche collection.

I would like to thank all of you who have supported the Nurburgring, Inc. through the years.

Rick Moe
nurburgring, inc.
dasring.com



Introducing! Nord Stern - The Advertiser's Apex: Structured Solutions and Imola Motorsports

Imola Motorsports Inc. and Imola Track Support LLC

1. *Company name?*
Imola Motorsports Inc. and Imola Track Support LLC
2. *Address/phone/email/main contact?*
721 Hampshire Ave S.
Golden Valley, MN 55426
763-205-2561
service@imolamotorsports.com
Kevin Tan (Owner), Jeff Demeules (General manager),
Sam Stone (Sales specialist)
3. *Type of business . . . ?*
European automotive service and performance
4. *Years in business . . . ?*



We have been in business for three years.

5. *Number of years as a Nord Stern member and/or advertiser . . . ?*
We have been Nord Stern members and an advertiser for three years.
6. *Why will Nord Stern members be excited to do business with you . . . ?*
Imola was developed as a mid-level automotive facility catering to local European car club enthusiasts as well as to your average person who needs service. At 14,000 sq feet, Imola isn't a small garage by any means. However, it isn't as huge as some. We aim to provide a high level of personable service experience at a lower rate than might be expected while also able to provide and support aftermarket tuning products. Imola Track Support LLC

is also able to provide Nord Stern members with track transportation, custom alignments and corner balancing.

7. *My favorite Nord Stern event is . . . ?*
Road America DE
8. *My favorite PCA event is . . . ?*
Club Racing
9. *Nord Stern members would be surprised to know that...?*
Kelly Moss Motorsports in Madison, Wisc. started their service departments based on many ideas created at Imola. In return, we always have a couple of very useful resources from KMM when it comes to developing Imola Track Support LLC. In addition, members would be surprised to know that Imola built a 2007 997 turbo with Evolution Motorsports (AZ) that makes a reliable 775hp AND it is available for rides! They might also be surprised to learn that our new Imola rig started out as a Polaris racing trailer from Featherlite trailers.
10. *When I'm not at the shop, you can find me . . . ?*
Out running, at the track, at the lake or in Malaysia where I'm originally from!



Structured Network Solutions, Inc.

1. *Company name?*
Structured Network Solutions, Inc.
2. *Address/phone/email/main contact?*
632 Mendelssohn Ave
Golden Valley MN 55427
763.545.1116
lon@snsabling.com
Lon Tusler



Continued on page 39

Porsche Trivia . . . Got a Number? Pick One . . .

from 'Excellence Was Expected', reprinted from May 2012 Alpine Region

Most of us know that the first Porsche was Type 356 and the latest iteration is the new 911 Type 991. These numbers represent development tasks undertaken by Porsche as a design firm. From the beginning, design tasks were/are assigned a development number even if only a drawing or the first prototype were produced. (Incidentally, the numbering sequence did not start with “1” but “7” because Ferdinand Porsche did not want their first customer to know that they had no experience and were number 1.)

But what did the numbers before “356” represent? The following numbers represent some design iterations produced up to 1947.

Type	Date/Description
7	1930-31 - Wanderer 1.86 liter chassis (first Porsche office design)
60	1934-41 - Kdf small car later known as the Volkswagen
60K10	1939 - Streamlined Kdf coupe for Berlin-Rome race
80	1938-39 - Mercedes Benz land-speed record car
87	1939-41 - Kubelwagen with 4 wheel drive
128	1940-41 - Kdf based amphibian Schwimmwagen
245	1942 - 180 ton tank “Maus”
250	1942-43 - Turretless tank with 105mm gun “Ferdinand”
356/1	1947 First car with “Porsche” name. Open mid-engined two-seater sports car on VW chassis

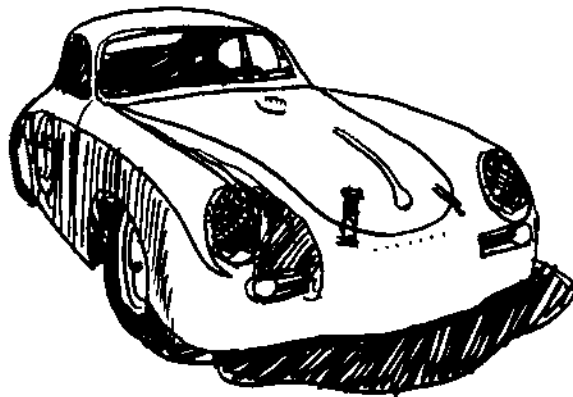
A follow-on article will provide more numbers of interesting and diverse designs beyond “356”.

Last month you were informed of some interesting design type numbers that were used by the Porsche Design office from their beginning to the first 356. From the very abbreviated list below, you can see that Porsche does more than design and build their own sports cars. Some numbers from post WWII to date:

Type	Date/ Description
360	1947-48: Cisitalia Formula One Grand Prix car
575	1953: Experimental self-leveling suspension for type 356
597	1954-55: Jdgdwagen or Hunter, 4-wheel drive military vehicle
611	1954: Gearbox for Grand Prix Ferrari
702	1956: Special Gyrodyne helicopter engine
787	1942: 180 ton tank “Maus”
901	1960-61: Grand Prix car chassis
356/1	1963: Prototype of six-cylinder production sports car

OK, most of you know the story why type 901 became the 911—because Peugeot had a copyright on car numbers with a “0” in the middle. And most are familiar with many of the type numbers of Porsche production cars between 911 and the current 991. (i.e. 914; 924; 944; 928; 993 . . . etc. But do the design numbers stop before 1000? Porsche has been pushing up against the 1000 number for some time but possibly for marketing purposes has remained in the 900s so far. In fact, the 911 development head August Achleitner recently addressed this matter at the 991 press introduction with a bit of humor, saying “Yes, as you know we are running out of numbers . . . and we cannot use “999” because it is already used as a parts prefix so we went back to 991. But do not worry; we will still build 911s after we run out of numbers.”

However, design numbers continue for other than Porsche production cars with items such as 1866 as a prototype design for a new Volkswagen; 2108 for a 1.3 liter front-drive Lada refined for AvtoVaz, Russia. Some of the Airbus planes you fly in have a cockpit designed by Porsche in 1984 (type 2603). Porsche’s Indy Car of the late 80’s era was design type 2708. For me though, I want the design type 981—the new Boxster!!



Advertiser's Apex

continued from page 37

3. *Type of business?*

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Voice, Data, Video, Audio, Fiber Optic cabling for businesses. We design, specify, implement and service any kind of cabling for all types of businesses locally and nationally. We also manage national technology roll outs that can encompass cabling, hardware installation and electrical installation.



4. *Years in business?*

Structured Network Solutions has been in business since October 2000.

5. *Number of years as a Nord Stern member and/or advertiser?*

We have been a Nord Stern member for 15 years and an advertiser for four.

6. *Why will Nord Stern members be excited to do business with you . . . ?*

Structured Network Solutions provides a single point of contact for 1 wire or 1000, in any number of locations with the same consistency and products. We have the knowledge and ability to get projects completed on time and budget across the country or across the street.

7. *My favorite Nord Stern event is . . . ?*

Any track event. I am finally starting my Club Racing career at BIR this year. We attend all Nord Stern track events at BIR and Road America.

8. *My favorite PCA event is . . . ?*

Track events. I intend to begin travelling to more tracks and club racing. My goal is to eventually drive or race at all of the famous road courses around the country.

9. *Nord Stern members would be surprised to know that . . . ?*

I didn't buy my first Porsche until I was 39. It was a 1980 SC Targa. Then I began to learn how to maintain, upgrade, and modify the cars. Prior to that, I hardly knew what a Porsche was.

10. *When I'm not at the shop, you can find me . . . ??*

At my home shop where I have completely slid off and down the slippery slope. About the only thing we don't do is program ECU's.



Lon, at left, helps judge during a past Nord Stern Concours event. Looks like tough duty!



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Book Reviews for Porschephiles

U.S. Route 395

Travel America's "Three Flags Highway" in a classic 1969 Porsche 912

by Michael R. Newlon (Riverside Region member) published by Outskirts Press, Denver, CO

Reviewed by Bruce Herrington, Orange Coast Region, Courtney Grand Prix Region PCA, The Circuit

Most all Southern Californians are aware of U.S. 395, the inland route to Mono Lake, Yosemite and Lake Tahoe. Though the signs make it clear that 395 is a US Highway, this reviewer never thought about it being more than just an old road through southern California. After all, going south, it just plain stops in Hesperia. It seemed reasonable to assume that going north it just plain stopped at Tahoe or, I guessed, it was actually Reno. It turns out there is/was much more to it than my current perception.

In actual fact, 395 goes all the way to (comes all the way from?) the Canadian border, and here is the book to prove it. The appellation "Three Flags Highway" comes from the original intent, never quite realized, to connect the Canadian border to the Mexican border. Conceptually established (and numbered) in 1926 with the establishment of the Federal Highway System, the US 395 label was first placed on a roadway north of Spokane, Washington to the Canadian border. Ultimately, 395 reached 1,490 miles but its length was reduced to 1,305 miles when its southern most rights-of-way were co-opted by pieces of Interstate 15 and 215.

U.S. Route 395 is a unique document. It describes a drive of the entire length of US 395 from the Canadian Border to its current end in Hesperia. But it is not a detailed route map (like a AAA TripTik), it is not a detailed guide to the places along the way (like a Fodors). Instead, it is a friendly, human report of

a fascinating drive in an old Porsche. More a diary than a set of deals with all the fun of making a real trip. What other 'trip guide' would describe the experience of having a road hazard flat with a virtually new tire?

Continuity of the narrative is greatly enhanced by periodically including images of a road atlas, annotated to show highlights of the trip. The fact that the atlas used was a 1959 edition (even older than the car), pre-dating the Interstate Highway system, completes the sense of time travel back to the good ol' days that

pervades this book.

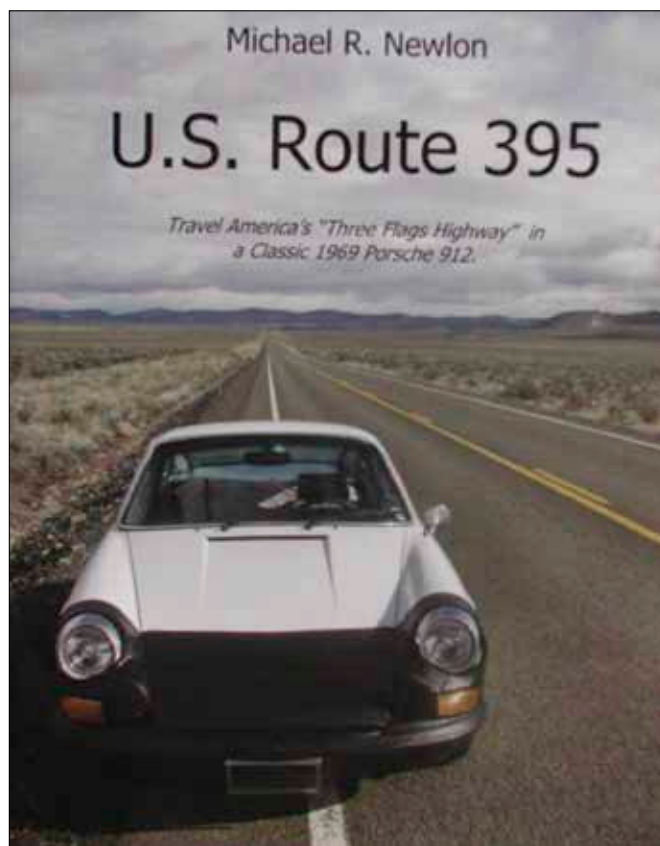
Lavishly illustrated with both driver's eye and "this is what it looks like" pictures, it is easy to become engrossed in the author's experience as he makes his pilgrimage down the old highway. Old as it is, much of the road appears to be a driver's dream, with good pavement, wide-open spaces and virtually no traffic.

The author has taken the time to stop and photograph many of the significant buildings, historic markers and information signs that most of us just sail by. It turns out that these things really are interesting!

Other items overlooked by most travelers, like geologic features, are described and presented in large, full color photographs.

U.S. Route 395 may be available for \$24.95 at your

favorite bookseller (ask for it) or directly from the author at <http://www.michaelnewlon.com>.



Classifieds

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

1982 Porsche 911SC Targa

Black interior and exterior. With 55,000 miles the interior is like new. Original paint has some small chips and scratches. Original Fuchs wheels are like new with no curb rash. Newer tires. Eclipse CD player with 6 CD changer in trunk.



Starts on first turn of the key, idles normally and accelerates to redline as expected. Replaced fuel accumulator and front windshield seal in 2010. Targa top was rebuilt by Dan Petchel at Cars Inc. in 2011. Full stage 3 rebuild. Targa bar was repainted by LaMettrys at the same time. Turbo tie rods, everything else is stock. \$22,000. Steve Powless, email stephenpowless@comcast.net cell phone is 952.237.4279 home phone is 612.381.0010.

2001 Twin Turbo

59,424 miles, 60,000 service performed by AutoEdge, \$50,000-FAST, FAST, FAST! Don Erickson, 651.587.7975, dke621@gmail.com.

2001 Carrera 4 Tiptronic

74,768 miles, IMS bearing replaced & 75,000 service performed by AutoEdge, \$27,000—FUN, FUN, FUN! Don Erickson, 651.587.7975, dke621@gmail.com.

944 / 951 track Car

Engine upgraded to turbo S specs built by Terry Heath, Tranny is Turbo S, Chrome Molly cage, Lexan windshield, coil over's front and rear, Elephant Racing Blazek Control arms, Turbo S brakes, front splitter, Forgeline 8" and 9.5" 17" wheels with Toyo RA1's,

electric cutoff. 17 foot Fetherlite trailer also available with car. Contact Steve Meydell, 763.416.1655 or Steve_m@caryerday.com.

1989 944 TS track car

Currently without glass, and interior in process. Full cage, Fresh (20 minutes) rebuilt 400+hp Lindsey/Autoedge motor, Huntley Racing, Penske Shocks, Coil overs, Boost control computer, Evo II seats, two sets of HRE wheels + Factory Wheels. Needs Lexan and Interior finished to be on track for PCA GT3. Reasonable offers entertained. Ray Newman, r.clayton.newman@gmail.com, 612.202.1370.

Wheels

Set of 17" track wheels. OZ Racing Fittipaldi 17 inch 3 piece with center caps. Four 8 1/2 J x 17 H2E56. Two 9 1/2 J x 17 H2E56. Porsche 5x130 bolt pattern. \$600/OBO. Chuck Ready, email at ready_c@hotmail.com or call 651.484.6392.

2002 996TT

Gorgeous 2002 996 Twin Turbo for sale. 24k miles, silver/silver, supple leather, carbon fiber package, short shift, Tech art front & rear spoilers, 19" HRE wheels (deep dish) GT2 turbo's, evolution



motor sports fuel management, Fab Speed exhaust, 550 +hp, sway bars, PS9 shocks, freshly corner balanced and aligned. No accidents clean car fax. This car

has over 170k invested in it. Drive the best for only 51k. Bill 612.961.4310. billb@mmamortgage.com

2000 Porsche Carrera Cabriolet.

Absolutely excellent condition. Odometer reading: 28,000 miles. Engine has 7000 miles. Tires have 4,000 miles. 6-speed transmission. Exterior-silver; top-black; interior-grey. Exterior, including body, wheels and top are excellent with no scratches or dents. Interior leather, dash and floor are clean. AM/FM with CD. Electrical systems are perfect. Porsche cover and original and aftermarket floor mats included. Stored in winters and not driven in inclement weather. A quality automobile. \$29,995. Contact Chuck: 414.278.1110 (Milwaukee). cdhays@yahoo.com.

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Golden Valley, MN 55427

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Our Zone 10 Calendar of Events - Join In

AUGUST

8	Dinner Meeting – French Mediterranean Café, Nixa, MO	Ozark Lakes
11	Vino in the Valley Drive	Nord Stern
12	Botham Winery Vintage Celebration, Barneveld, WI	Central Iowa
19	Fun Drive	Kansas City
25	Porsche Night at GCS Stadium	St. Louis
25	One Armed Bandit Dinner Run	Ozark Lakes
26-29	Run for the Hills 10, Black Hills, SD	Dakota

SEPTEMBER

8	Arkansas Run	Ozark Lakes
8	Fall Tech Session and Drive	Central Iowa
9	Drive to Planes, Trains and Automobiles, Geneseo, IL	Central Iowa
12	Dinner meeting – Recap of 2012 Parade, Porsche of Springfield, Springfield, MO	Ozark Lakes
15	Ste. Genevieve Winery Tour	St. Louis
21	Last Fling Driver Training, Brainerd International Raceway	Nord Stern
22-23	Last Fling Driver Education, Brainerd International Raceway	Nord Stern
27-30	RVBOWWOW tour, Lake City, MN	Dakota
28-30	20th Annual North Shore Fall Color Tour, Blue Fin Bay Resort, Tofte, MN	Nord Stern
30	Autos on Vallhalla	St. Louis

OCTOBER

5-7	Parktown Carrera Classic, Gateway Motorsports Park	St. Louis
7	Fall Leaf Drive	Central Iowa
7	Autocross, Ameristar Casino, Kansas City, MO	Kansas City
12-14	Drivers Education, Heartland Park, Topeka, KS	Kansas City
20	Pythian Castle, Dine like Kings and Queens	Ozark Lakes
21	Porsche Car Show	St. Louis
27	Fall Color Tour	St. Louis

NOVEMBER

13	Metro East Winery Tour	St. Louis
14	Dinner meeting – Gilardi's Restaurant, Springfield, MO	Ozark Lakes
8-11	PCA ESCAPE, Eureka Springs, AK	

Out and About at the Dent Kraft Tech Session tis Spring, note Dale Trippler pointing very sadly to his Cayman's roof - he left very happy, though! Photos by Jill Daneu (lower right photo of Rodger Finke's GT3RS and Dale Trippler's Cayman S by Roger Johnson





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Minneapolis, MN 55426
carousel.porschedealer.com
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Service: MF: 7a - 6p, Sat: Closed

Porsche of Maplewood
(651) 483-2681
2780 N. Highway 61
Maplewood, MN 55109
maplewood.porschedealer.com
Parts: MF: 7a - 6p, Sat: 8:30a - 12:30p
Service: MF: 7a - 6p, Sat: Closed



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more info on M96
Intermediate Shaft failure

Also ask us about
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