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**PORSCHE**

## M A R C H

## 2 0 2 5

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

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Cover photo Jerry Greene

Jerry recently shared this fun photo of his GT2 RS Porsche sitting in a heated garage whiling away the COLD winter hours - but itching to get out on the road and doing what it does best: Driving and driving fast!

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.

The editor reserves the right to edit all material. Articles and classifieds for publication in Nord Stern must be submitted by the 15<sup>th</sup> of each month prior to publication.

Permission is given to chartered regions of PCA to reprint articles in their newsletters only if credit is given to the author and Nord Stern. Please contact editor for that permission.

Nord Stern membership is \$40 per calendar year. Life members \$30 dues will continue receipt of the printed and mailed newsletter.

Want Ad insertions are free for Nord Stern members, \$10 for non-members and should be sent to the editor. Contact the advertising manager for further retail advertising information.

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Please contact staff for any event coverage you may need;  
e-mail address: editor@nordstern.org  
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>



# 2025 Nord Stern Officers and Committee Chairs

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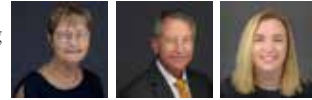
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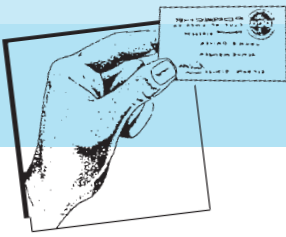
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Michael Steinberg



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Dave Anderson  
Christie Boeder



webmaster@nordstern.org



## WELCOME . . . *New (or Returning!) Nord Stern Members*

*We hope to see you at upcoming events!*

### **David Graham**

Eagan, MN  
1978 911 SC

### **Mark Ryan**

Mendota Heights, MN  
2018 Panamera 4 Sport Turismo

### **Jay Shank**

Wentworth, SD

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 teaches a person how to maneuver one's car through a course marked by pylons on a closed circuit. Instruction is often available, and drivers compete against the clock. No modifications to one's car are necessary. Helmet required.

**CLUBTALK:** This is an email-based list server for member subscribers focusing on car issues and discussions and a place to ask questions, get recommendations and comments. Also last minute breaking news on upcoming events and activities. Join Clubtalk at this link.

**CAR SHOWS/CONCOURS:** Members enjoy gathering and looking over a wide range of Porsche models, most nicely detailed to show them at their best. A generally informal and social setting.

- **All Porsche Show:** Nord Stern annually hosts the **All Porsche Show** in late June. One of the biggest events of the year, often with 200+ cars in attendance. A non-judged, "shine and show" event that attracts members and their families, along with prospective members.
- **Concours:** A setting where Porsches are displayed for general viewing and/or inspection, with competition in many distinct model categories. Experienced judges evaluate the various models based on cleanliness, overall condition, and authenticity.

**DRIVES:** An organized drive over a planned scenic route, usually to a meeting spot that offers food, beverages, and space to socialize. Venues rotate among popular destinations that offer good amenities for Porsche enthusiasts. Also referred to as 'Tours'.

**DRIVER TRAINING (DT):** A driver training course designed to teach and enhance high-speed driving skills and techniques on an actual race course. Training includes classroom sessions, on-track exercises, and supervised lapping sessions. Completion of "DT" is a Pre-Requisite for "DE" participation and is NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. A current Snell-rated helmet is required at a minimum.

**DRIVER EDUCATION (DE):** A high-speed driving event on a closed-course racetrack (Brainerd and Road America for example) where drivers are grouped according to prior experience and car capabilities. Lapping sessions allows our members to enjoy the full performance capabilities of their cars in a relatively safe, controlled environment. Instructors are generally available for novices. Prior Driver Training participation is required. A current Snell-rated helmet is required at a minimum.

**PARADE LAPS:** Typically held during lunch sessions at DT/DE/Club Racing 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.

**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. This national program is administrated and overseen by a volunteer, trained national staff. The PCA website has a full schedule of races and information. Prior race experience required and/or specific amount of Driver Education participation. Talk to our Chief Driving Instructor for further information.

**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 socialize. Many different venues and activities are selected every year to bring members together.

**TECH SESSIONS:** Casual educational session spanning a wide range of topics from general maintenance, through Concours prep, performance enhancements, and general car/mechanical knowledge!

**VOLUNTEERING:** The club runs on volunteers! A great way to meet fellow members and get the most out of your membership. We exist because of members volunteering their time and talents to plan and execute our many events. With no paid staff, we depend entirely on volunteers to run our club and keep a calendar of interesting, well-planned activities. Whether its track events, social activities, tech, touring, tech sessions, car shows, or others, we have a place for you and many an opportunity to get involved.

The day was gray. The sun gently shined through the clouds, radiating against the fresh snow which had settled the night before. Uniquely, aside from plowing the driveway, chores around the house and writing this article, my calendar was clear. As a result, I found myself uncharacteristically focused on the television, specifically the Smithsonian channel.

I was entertained by intriguing anecdotes echoing illustrious names and titles such as Thoreau Dickinson, Emerson, Paul Revere, John Hancock, and, perhaps less well known, James Naismith a sports teacher who in 1891 set out to distract his unruly students during the long winter.

He came up with the idea of shooting a soccer ball into a fruit basket positioned 10 feet off the ground. It was a full decade before a real game changer was introduced - Open bottomed baskets so that players didn't have to manually retrieve the ball. Yup, 10 years before someone suggested cutting the bottoms out of the baskets! What in hindsight appears to be the simplest, most obvious of ideas took 10 years to incorporate into what we now know as the game of basketball.



The strength of our Club lies in our diversity of ideas, experiences, and perspectives. This helps drive innovation, improve decision making, and is more likely to generate unique solutions - much faster

than over a 10 year span. Each and every one of you have a voice, have unique talents, and bring incredible value to our Club. I encourage you to get involved, volunteer, and share ideas. We appreciate you!



Events!

The 69th Porsche Parade will be held at Omni Oklahoma City Hotel from Sunday, July 6, through Saturday, July 12, 2025. Go to [PorscheParade.org](http://PorscheParade.org) to learn more.

Locally, as we ramp up for track season, our Tech Sessions continue!

- **Saturday, March 15th:** Further Performance hosts from 9 a.m. to Noon
- **Saturday, March 22nd:** Membership Social/Open House hosted by Imola Motorsports, 10 am - 1 pm

Visit our events page at [Nordstern.org](http://Nordstern.org) to learn more.

**BREAKING NEWS: Note updated dates for both our First Fling DT/DE (May 3 and 4) and Last Fling DT/DE (September 13 and 14) track events at BIR.**

Advertiser Directory 2025

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2025 Advertising Rates

Ad frequency	x12
Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month

Ad sizes (maximum dimensions):  
 Full page: 7.5" wide by 10.5" high  
 1/2 page: 7.5" wide by 5.25" high  
 1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high  
 1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high  
 Back Cover: 8.5" by 7"

\* All ads full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

\* 12 month pre-payment required for ad insertion, billed yearly

Winter definitely has got its hold on us of late, I suspect there are many of us who only venture outside when needed! Yet here it is almost March and I know for me, that always seems as if 'we are turning the page into warmer, spring weather, with hints of summer fun being right around the corner,' but this year that remains to be seen. I recall a number of mid-April snowstorms dumping significant slush and mush. All good for the moisture needs but can be a bit discouraging when wanting to get out and drive our sports cars. Am thinking positively, though. And speaking of snow, be sure to check out what I call a 'feature' article on an 'adventure' our Mr. Southwell recently recapped for your reading pleasure in this issue!

In the meantime there are a number of club events now on the Nord Stern website calendar or listed here in the newsletter - but for sure more details can be found in that calendar online. Which leads me to note that some had noticed there were very few upcoming entries listed online - not helpful. But, am happy to report that is no longer true. A different calendar plug-in allowing us to add way more events has been installed, and now readers can see what's coming up through 2025. At least those which have been confirmed, finalized, with details in place. Check it out as there are socials, membership-type open houses, track events, tech events, business meetings (hey, remember all members are welcome to attend, join in discussions by your club leadership and committee chairs - plus we do have fun

and enjoy some appropriate beverages and good food is always available).



In fact, below is the info on the upcoming Open House/ Membership Social at Imola on Saturday, March 22nd. This is always really popular as the cars on display are only part of the draw (can't ignore the donuts and pizza, after all!). And April also has several fun outings - see the calendar on page 8 here or online. And for sure, hope to 'see you there!'

**NORD STERN MEMBERSHIP SOCIAL**

---

**Open House  
Imola Motorsports**

**SATURDAY, MARCH 22**

Imola Motorsports  
13300 15th Ave N  
Plymouth, MN

10 a.m. - 1 p.m.  
[www.nordstern.org](http://www.nordstern.org)

**10 a.m. - Coffee and donuts, mingle and check out all the cool cars on display**

- 11 a.m. - Pizza
- Membership presents information on Nord Stern Region of PCA, Club programming/events in 2025
- Various committee chairs and club leadership on hand to share club activities and opportunities
- Ends 1 p.m.

**HOW TO JOIN PCA AND THEN  
NORD STERN REGION PCA**

- 1. First, JOIN Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.**
- 2. Second, join Nord Stern**
  - Visit [www.nordstern.org](http://www.nordstern.org) and remit dues via Paypal hotlink on the Membership page.
  - Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
  - Your membership information with PCA is available for our club's records.
- 3. To RENEW an existing Nord Stern membership**
  - Visit [www.nordstern.org](http://www.nordstern.org) to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).

- Or, send your check, payable to Nord Stern, to Scott via snail mail address - available upon request
- Address Changes:**  
Please send any address changes or updates via email to [membership@nordstern.org](mailto:membership@nordstern.org)
- Mail renewal checks to:**  
Scott Brown - email editor @ [nordstern.org](mailto:nordstern.org) for address
- Reminder: Annual Dues are:**  
\$40 per year (helps defray monthly newsletter costs!)
- Nord Stern membership Options:**  
\$40 per year, or \$108 for three years  
LIFE, \$30 per year includes magazine  
New LIFE-time Members, \$40/year includes magazine
- \* Check your mailing label for your expiration date



**MARCH**

2025

- 4 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome
- 15 Nord Stern Tech Session**  
Further Performance  
10 a.m. to Noon -
- 22 Nord Stern Membership Social**  
Location: Imola Motorsports  
10 a.m. to 1 p.m.

**APRIL**

2025

- 1 Nord Stern Business Meeting \***  
Location: The Exchange, New Brighton, MN  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome
- 12 Nord Stern Open House @ Auto Edge**  
Location: Auto Edge, 900 Wildwood Dr, Mahtomedi,  
Details: TBA

**MAY**

2025

- 3, 4 Nord Stern First Fling - NOTE NEW DATES**  
DT and DE at Brainerd International Raceway
- 6 Nord Stern Business Meeting \***  
Location: Spasso's, Minnetonka (101 and Mtka Blvd)  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- All are welcome
- 9 Nord Stern Porsche and Pints**  
Boom Island Brewery

**JUNE**

2025

- 14 Automotorplex Car Show**  
**8 a.m. – 12 p.m.**  
3600 Arrowhead Dr, Medina, MN 55340  
Porsche is featured marque
- 23-24 Nord Stern 'Cheese Fling'**  
DE @ Road America in Elkhart Lake, WI
- 28 Nord Stern All Porsche Show**  
Roseville Central Park Dale Street Entrance  
10 a.m. to 1 p.m.  
All models welcome, food truck, vendors

**JULY**

2025

- 11-13 Nord Stern Loonacy Driver Ed/Club Race**  
Location: Brainerd International Raceway  
Details TBA!

**AUGUST**

2025

- 16 Nord Stern Eagan Car Club Drive and Open House**  
Location: Eagan Car Club, 501 Classic Ct, Eagan, MN  
Details TBA

**SEPTEMBER**

2025

- 2 Nord Stern Business Meeting \***  
Location: The Exchange, New Brighton, MN  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

**13-14 Nord Stern Last Fling - NOTE NEW DATES**

DT and DE @ Brainerd International Raceway

**OCTOBER**

2025

- 3-5 Nord Stern Fall Color Tour**  
Location: PierB, Duluth MN  
Details TBA
- 7 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

**NOVEMBER**

2025

- 4 Nord Stern Business Meeting \***  
Location: The Exchange, New Brighton, MN  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

**DECEMBER**

2025

- 2 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka (101 & Mtka Blvd)  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

*\* Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that this year 2025 they are held the **FIRST TUESDAY** of the Month, September - May contact the president for locations, if not noted.*

**LOCAL CAR EVENTS, OF INTEREST**

These events are **NOT** organized, **NOR** sponsored by Nord Stern or PCA, but club members are cordially invited

• **MN CARS AND COFFEE** •

First Saturday of the month, May - October

• **CAFFEINE and OCTANE**

2nd Saturday of the month Medina Autoplex, April - October

• **CARS AND CAVES** •

Last Saturday at the Chanhassen Autoplex, 8 a.m. - Noon

*\*\*Please note: Nord Stern-sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. Non-Nord Stern events of potential interest to our membership may be added, upon request, and dependent on space availability, to this calendar as a courtesy to the organizer, or an organizing entity, and strictly at the discretion of the editor or Nord Stern president.*

*Any event date/s that conflict with a Nord Stern-sponsored event will **NOT** be published in any official Nord Stern communications.*





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## Join us on one of our 2025 summer events!

**Maranello to Monaco  
May 2025**



**Nurburgring to Stuttgart  
July 2025**



**Alpine Porsche Drive  
July/August 2025**



[info@spdactiontravel.com](mailto:info@spdactiontravel.com)

(651) 491-9434

[www.spdactiontravel.com](http://www.spdactiontravel.com)

**Get Your Member Badge!**



- Show your Nord Stern pride: Magnetic and Lanyard styles available
- Members, Affiliates, Juniors, Significant Others, order your badge(s) on the Store tab on the club website: Badges feature our Nord Stern logo, your first and last name, and a "personalization line"
- Wear your badge with pride at our events!



Check out the story (in this issue) behind this beautiful Carmine Red 2015 Cayman GTS now being stored for new Nord Stern owner, Pat Scherven, who hasn't seen it yet - after purchasing it long-distance - but now in winter storage here in Minnesota.

Plus, Pat shares her pursuit for her dream car and discovering PCA and our own Nord Stern Region community of enthusiasts more than willing to help someone like herself live out her dream of finding and purchasing a Porsche that fit her interests.

I love to keep an eye on cars for sale, especially Porsche's. While I treasure the car I currently own, it's always fun to see what's out there and dream "what if" should I win at Powerball or by some other means have a bundle of cash drop into my hands. I try to keep up on subject knowledge and maintain a feel for the market. We all do this, right? My Co-pilot and Navigator refers to this as "the thrill of the hunt" and I will admit I am driven by it. BaT, The Mart, Hagerty, Rennlist are all good sources, plus of course the local market offerings, wherever I might be.

Last August I happened to be attending the "Drive or Arrive" event at the Eagan Condo Garages, and met a new member, Pat Scherven. Pat had joined PCA on the Test Drive plan, which gives prospective members access to Panorama, and links them to the local Region so they can meet members and get a feel for the club. Pat was interested in acquiring a Cayman, and asked if I knew of any for sale, and how to go about it. Just the opportunity for me!

For the next few months, I kept my antennas up and put some feelers out. Pat was good with either PDK or manual and wanted a 981 model to fit her budget and desires. A few cars popped up beyond the Metro mostly but that was not a problem. As always, a given car is available until someone makes a decision. A nice looking Cayman with some cool after market wheels came up in Illinois, but quickly disappeared before we could move. The search continued.

Now, as part of my search and identify habit, I often will visit the local Porsche dealer when I am traveling. You never know what will be on offer. I was in Michigan in late November, visiting my sister Julie after a surgery. I checked into Porsche of Okemos just as they were cracking the doors on a Saturday morning. "Any 981 Caymans available?" "We have a Red one, right outside, just came in". Okay, if the

keys are available, I'll take a look.

Outside sat a Carmine Red '15 Cayman GTS, 22k miles, GTS interior, lots of Alcantara and red deviated stitching. Pretty much top spec. I took a few photos to send to Pat, and asked for a plate so I could take a demo drive. Well, of course the car drove like a dream, made all the right sounds and was nice and clean. It would be Certified and fully serviced and give Pat a two-year warranty. A great way to start her Porsche ownership experience!

My client connected with the salesperson, discussed some logistics, and a decision was made. Pat would buy the car, and delivery was considered. The dealer could arrange delivery but the arrival in Minnesota was a bit vague. As Pat had some travel plans, I offered a solution. "How about I fly to Michigan and drive the car back?" I envisioned a one-day adventure to get it back over a six hundred eighty-mile route. Somewhat aggressive. Pat agreed to cover the expenses, and I bought a plane ticket, let's go!

Any trip requires a bit of planning, and as it was going to be December 2 when I picked up the car, I checked the weather along the proposed route. Everything looked good in Lansing, Westmont, Rockford, Madison and Minneapolis. It would be I-94 almost all the way. The trip was on. I flew to Lansing and uber'd to the dealership. The car sat on the show floor, and they had a nice goodie bag for the new owner to accompany it. After bit of jockeying around, they handed me the keys. I stopped to visit my sister briefly and hit the road.

I drove the first eighty-five miles, streaming Spotify on the Bose Stereo and enjoying the Sport Exhaust. The Cayman sounds great as is, and the Sport button unleashes a soundtrack worthy of the front straight at Road America. Brilliant! I passed Kalamazoo and all was well, but then within about ten miles snowflakes started to appear. The sky was getting dark, and I realized I hadn't checked the weather for SW Michigan, the fabled "snow belt". Oh boy, here I was on Pilot Sport 4S rubber, and it was snowing. I pressed on but the snowfall increased, and the road was getting slippery amidst medium traffic. I slowed to about 40 mph to maintain control, mostly. The joy in the travel was being replaced with caution and dread.

As first spotted at Porsche Okemos, a Carmine Red '15 Cayman GTS





# FURTHER PERFORMANCE

- Super 90 356
- Freshly completed Orange '73 Resto-Mod 914 on a lift
- See the upgrades involved in a proper 914 build

## TECH SESSION

# MARCH 15 | 10 A.M.

305 THOMAS AVE. N., MINNEAPOLIS

[www.nordstern.org](http://www.nordstern.org)

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## PODCAST



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The Insider podcasts feature opinions, news, and conversations about your favorite automotive brand, from fellow PCAers that you trust. Longtime Executive Director Vu Nguyen, Technical Director Manny Alban, and Digital Media Coordinator Damon Lowney host the show, welcoming regular guests from across the Porsche world and auto industry.



CHECK OUT A PODCAST TODAY AT: [www.PorscheClubInsider.com](http://www.PorscheClubInsider.com)



PORSCHE CLUB OF AMERICA

## AUTO EDGE OPEN HOUSE

900 Wildwood Dr  
Mahtomedi



SATURDAY, APRIL 12

11 a.m. - 1 p.m.

Presentations • Lunch • Door Prizes

[www.nordstern.org/calendar](http://www.nordstern.org/calendar)

no registration needed

## PORSCHE & PINTS

Friday | May 9th  
5 - 8 p.m.

Social @ Boom Island Brewery

- Outdoor Patio, Indoor tables
- Non-Alcoholic options
- Food truck
- Don't Miss the Fun

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The 2025 DE track season is fast approaching and it's time, once again, to open the car number registration period. Car numbers are used at our Brainerd (BIR) and Road America track events to help with identification. As long as you participate in at least one track event within a moving 3-year period of time your assigned number will be yours to use.

If you have an existing number that isn't assigned to you, but you've used it at a track event in the past 3 years, let us know. On the other hand, if you see your name associated with a car number you're no longer using, let us know that as well.

If you'd like to request one or change your assigned car number, all that is needed is to contact the Registrar by e-mail (Registrar@NordStern.org). To make the assignment process as efficient as possible, simply provide your current number and three new numbers in preference order. We'll reassign the first one on your list that is available.

Conflicting number requests will be given priority based on the current membership status and when the change request is received.

## REQUIREMENTS FOR MAINTAINING A CAR NUMBER ASSIGNMENT

- Drivers must have registered for a Driver Ed event in the previous 3 years. Unused numbers are released for reassignment.
- Active drivers (after their first year) may request a different number, if it is available.
- Duplicate number requests will be resolved by Nord Stern membership status and seniority based on the number of years each member has been active with the Club
- Note: 2025 Tech Inspection form will be available online as we transition to PCA's tech form.

Questions? Email 'registrar @ nordstern.org

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Chairman and Director

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BIR COMPETITION



ROAD AMERICA

DATE	EVENT	TRACK (EVENT TYPE)
MAY/ 3-4	FIRST FLING	BIR (DE + DT)
JUNE/23-24	CHEESE FLING	ROAD AMERICA (DE)
JULY/11-13	LOONACY WEEKEND	BIR (CLUB RACE + DE)
SEPTEMBER/13-14	LAST FLING	BIR (DE + DT)

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PORSCHE CLUB OF AMERICA

## Attendees:

**Tom Karn, Mike Steinberg, Derek Laumbach, Karen Laumbach, Judy Severs, Scott & Mary Quick, Carolyn Veno, Scott Brown, Andy Golfis, Todd Smith, Andy Barker, Steve Kemp, Jim Southwell, Steve Albers, Vic Gross, Al Stasny, Karen Carson**

## Call to Order:

- The Meeting was called to order by Nord Stern President Steve Albers at 6:35 p.m.

## NEW BUSINESS:

### President, Steve Albers:

- No report

### Vice President, Derek Laumbach

- No report

### Treasurer, Scott Brown

- Financials are good
- Form 990 is completed
- Solid advertising revenue

### Secretary, Tom Sabox

- no report

### Board of Directors, Steve Kemp, John Velure, Jeff Eckroth

- No report

### Advertising, Mollie Nygaard

- Lots of ads sold already year to date

### All Porsche Show, Phil Saari, Jim Southwell

- Venue has been moved back to Central Park in Roseville

### Autocross, Andy Golfis

- No report

### Club Race, John Velure

- No report

### Driver Education, John Blackburn

- No report

### Driver Training, Ben Rogers, Scott Brown

- Discussed building an active list of instructors. Social events for students

### Drives, Touring, Chuck Barr, Rich Rolf, Nick Severson

- No report

### Fall Color Tour

- No report, dates are on the Nord Stern calendar

### Historic Archives, Roger Johnson

- No report

### Insurance, Jeff Carlson

- No report

### Membership, Carolyn Veno & Michael Steinberg, Amanda Zander

- 588 active, 2 new members in December
- All photos are up to date

Continued on page 24



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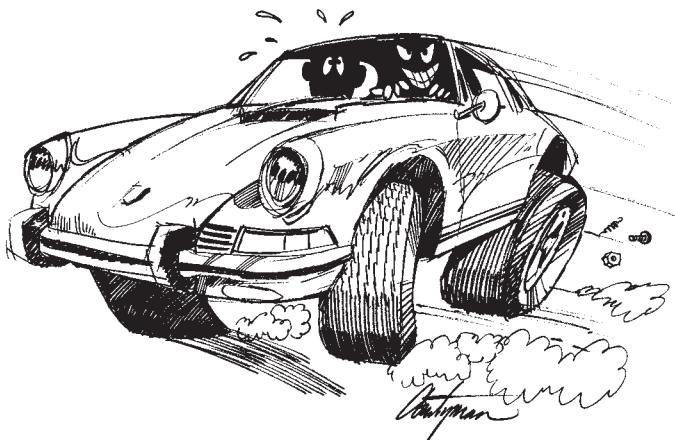
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Despite the cold temperatures outside these days that we all like to complain about, the driving season here in Minnesota truly isn't too far away! The late Tom Countryman who was a long-time Nord Stern member, part of the original group starting this club happened also to be quite adept with pencil and ink - note the gleeful look on this driver's face. Timeless . . .!



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# The Iron Dames (!!) at the 24 Hours of Daytona

*Editor's Note: So, who are these Iron Dames? Mark Pladson was kind enough to submit a fun photographic story about these 'women who race!' And a note of background, since I have to assume many readers are not going to be familiar with this particular program out of Porsche AG. I ran across an earlier press release about it but haven't included it yet so Mark's submission is really timely as far as I am concerned.*

## IRON DAMES TEAM AT DAYTONA

This last weekend the Iron Dames Team competed in GTD class with a Porsche GT3R. Sig, Tom and myself signed up for a garage tour and spent sometime talking with the engineer and crew. Saturday two of the drivers talked to the PCA group at the club tent and answered questions from the group. I have attached a video of Rahel Frey's response to the post-it note livery of their car, please listen if you can. There are 4 drivers, Sarah Bovoy-Germany, Karen Gaillard & Rahel Frey-Switzerland and Michelle Gating-Denmark. Michelle qualified the car 11th, the team finished 8th overcoming a flat tire which put them down a few laps during the race. Being a grandfather with two granddaughters I am happy to highlight this team and the way they promote young women. Please take some time and visit their website for more information

<https://www.irondames.ch/racing/>

## BACKGROUND: FROM THE DECEMBER 3, 2024 PRESS RELEASE

*“Porsche X Iron Dames – because every dream matters” is a slogan that represents the close collaboration between Porsche Motorsport and the renowned initiative to promote women in motorsport. The project kicks off with the start of the Asian Le Mans Series in Sepang, Malaysia. Four fast female drivers will compete in four top series behind the wheel of a Porsche 911 GT3 R. Michelle Gating from Denmark, Rahel Frey from Switzerland, Sarah Bovoy from Belgium and Célia Martin from France will race for the Iron Dames squad in the U.S., Asia, and Europe. The schedule also includes the 24 Hours of Le Mans as part of the FIA World Endurance Championship.*

Atlanta. Gating, Frey and Martin will share driving duties in the pink 911 in the LMGTC class of the FIA WEC. The Manthey team is responsible for the operational side of



#83 Iron Dames Porsche GTR3R at speed

campaigning the ca. 565 PS (416 kW) racecar powered by a flat-six engine. The seasoned customer squad lifted every title in the GT3 category's debut season in the WEC. Proton Competition runs operations in the Asian Le Mans Series, the European Le Mans Series and the North American IMSA WeatherTech SportsCar Championship. As part of this, Michelle Gating from Denmark will be promoted to the Porsche contracted driver squad. The alliance between Porsche Motorsport and Iron Dames is set to continue for several years. Plans are already in the pipeline for the project to be closely linked to the German sports car manufacturer's successful junior development pyramid. The aim is to link the national support programs in the Porsche one-make cups, the central Junior Program of Porsche Motorsport and the recently introduced "Iron Dames Young Talents" initiative. Ideally, this creates a path for young talent from karting to top tier racing.

"Porsche stands for a culture of equal opportunities and diversity. Encouraging women to get involved in motorsport and then supporting them in open competition is something we value highly. In this context, we've seen that the Iron Dames project is well-structured and was very successful in recent years," explains Thomas Laudenbach, Vice President Porsche Motorsport. "Since our customer teams have already celebrated victories with the Iron Dames, we're now taking the next logical step. We're very confident that the collaboration in all series will reap excellent results and we can highlight our contribution to supporting female racing drivers with victories and podium finishes."

Deborah Mayer, Founder of the Iron Dames Project, says: "It's an honor to join forces with such a renowned brand as Porsche Motorsport, who share the same goal of leaving a

lasting legacy in motorsport while driving forward progress. The Iron Dames Project has always been rooted in the power of dreams to overcome barriers. Our journey is not just about competing at the highest level, but also about proving that the door to the racing world is open to everyone with passion and determination. From 2025, we aim to set new benchmarks together, to empower women in endurance racing, support upcoming female drivers, change perceptions and inspire the next generation. 'Porsche X Iron Dames' provides more than a fresh impetus for women in motorsport, it sends a powerful message that every dream is worth pursuing, no matter how ambitious. I look forward to seeing Célia, Michelle, Rahel and Sarah racing Porsche cars all over the world again and to seeing the 'Every Dream Matters' movement flourish with them."

In recent years, Porsche customer teams have already enjoyed successful outings with the Iron Dames. In 2023, Gating, Frey and Bovy celebrated a milestone behind the wheel of the Porsche 911 RSR at the WEC season finale in Bahrain, where they were the first female trio to clinch a class win in the World Endurance Championship. Last season, the three racing drivers jointly won the LMGT3 class of the 4-hour race of the European Le Mans Series in Imola (Italy). Last month, Spaniard Marta García

completed a successful test in the Porsche 99X Electric of the TAG Heuer Porsche Formula E Team. The 24-year-old is part of the Iron Dames' sponsorship program.



Above: Michelle Gating thanks the crew after the race and heads out for a break



Right: Note the cockpit and all the buttons on the steering wheel.

The driver can make many adjustments to the car during the race based on telemetry sent back to the team and Porsche engineering. The drivers need to be skilled in many things beside the throttle and steering wheel like the old days.

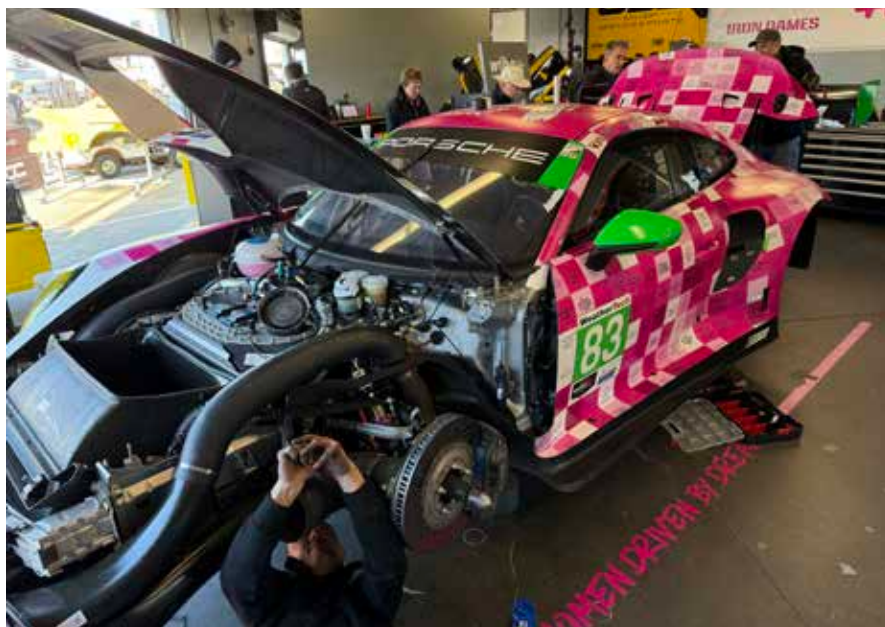
Below: Double checking everything



Here are the front and rear panels, they can be change in about 2-3 minutes during a pit stop if no structure damage has occurred

Before the race everything is checked!

Continued on page 25



Right: Team leader Karen Gaillard and Rahel Frey of Switzerland





Initially, I was uneasy or maybe intimidated, what would people think or even say about owning a Porsche?

After three years of contemplation and with my courage engaged, I knew I needed to collect information reinforcing my desire to have such an incredible piece of equipment. As I had worked for a Germany company for four years in my early career, I was more than aware of the quality, precision, and craftsmanship of such German products.

I started by driving through the Porsche dealerships including other dealerships that had a listing for a Porsche, generally arriving after hours, Sundays being a favorite day. Imagine, no one was around! That soon got old, I couldn't ask any questions, nor did I want to appear ignorant.

I made my first appointment to drive a 2016 Cayman at Porsche St. Paul with Mitch, who was so helpful and encouraged my interrogation. I had him take me for a drive, as I wanted to observe his driving skill set and of course, any fancy maneuvers. I told him I needed the weekend to think about the car as I was in the research mode. Plus, I wasn't too excited about the car, not enough information for me. He recommended that I participate in the Porsche Drive Experience in Atlanta, assuring me the learning would be a of great value. Not to mention FUN!

Pat at The Porsche Experience in Atlanta, GA



My exploration included many inquiries to other car fanatics, Porsche magazines, YouTube, and hours on the Internet. The Porsche Experience Center was a constant reference.

I met a gentleman who had just returned from a test drive in a 2021 Cayman S with 12,000 miles at Porsche Minneapolis. As he walked around the car, I asked him what he was looking for and what he liked about the car, or didn't like? Best time ever, I even got him to take me for a drive and pick his brain. By the end of our 20-minute drive, I knew I wanted a Flat 6 2013-2016 model and should really be thinking about PDK and the Cayman S. I made an appointment to go back to the dealership on Tuesday to test drive, but it had been sold the day before!

My reservations were made for the Porsche Drive Experience for a Friday morning in May. I flew down the night before staying at a Kimpton Hotel right next to the Porsche Experience Center. My plan was to test drive a Cayman, 911 Carrera Cabriolet and Turbo models, if possible, plus a 2-wheel and 4-wheel drive which meant 2 experiences. The price at \$850.00 for each 1 1/2-hour experience was irrelevant, I was interested in accumulating information as I narrowed the selection process.

OH MY GOSH! What a rush!?! My pro-driver, Chance, was their newest trainer and had been a stunt driver in China for 7 years prior coming to Porsche. When he explained he was the "wild child" at the Porsche track, I knew we were well suited. Again, I had him drive first showing me his stuff, being confident I could follow his lead.

From this experience, I concluded I needed to join the Porsche Club putting myself out there and being vulnerable that someone would recognize I was a hungry student in need of direction.

My first event was at the "Drive or Arrive" event at the Eagan Car Condo. I parked my Lincoln MCK SUV amongst all these Porsches, now is that not intimidating??? I proceeded to the Membership tent where I met Speedy, Gayle, and Beverly and felt somewhat relieved as they were all women. I asked the ladies, "Who should I be talking to about Porsches?" I explained I knew very little; however, I was eager to learn, and my goal was to eventually purchase a car, but didn't know which model, or the differences. The



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## Raise Your Hand and BE a Nord Stern Volunteer

- Nord Stern is a club, an organization made up of members who share a passion, an interest, a desire to delve ever deeper, in our case, into the Big Wide World of Porsche!
- In '23, 32 members signed up to volunteer at Loonacy Weekend, and filled 65 volunteer slots using our Volunteer signup page: <https://website.nordstern.org/membership/volunteer/>. All had a chance to contribute, meet other fellow members, and share their Porsche stories. How about you?
- Take a look and see where **YOU** can take a small leap and be a part of the big picture in Nord Stern!
- **Remember - The club needs those helping hands all year round.**



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## Weather . . .

*continued from page 10*

As I approached Lawrence, MI, I noticed lots of brake lights just about at the point of an exit, so I decided to pull off and assess the situation. A convenience/liquor store on main street beckoned and I pulled in to get a snack and confer with the locals. I found out that I-94 was backed up 14 miles to the next exit due to a crash, so I decided to get a room for the night. I found a Baymont Inn, ten miles away in the wrong direction, in



Safe and sound, overnight at the Baymont

Paw Paw. A port in the storm. And yes, that is a real city name.

I spent the night, but sleep was elusive. There I was, stuck in a snowstorm, driving an expensive car that I did not own. Furthermore, Pat had not even seen or touched the car yet, so the anxiety was intense. At 5 a.m. I could see the car from the third floor, and it had accumulated two inches of snow overnight. Looking south, I could see traffic moving on I-94, so I checked the weather again and left. I made three passes up the slight incline to get to the main road, failed, and took a side road on the level. On to the Interstate, 580 miles to go.

I-94 was moving, but treacherous, slippery like a ski slope. I held it between 35 and 40 mph, with trucks passing me at

50 mph. Twice the car fishtailed, and with a combination of Porsche Stability Management and my counter-steering, I avoided disaster. On my right the shoulder sloped steeply, and there were plenty of other vehicles to T-bone me if I ended up crossways on the road. It was still about 7 a.m., and after only 20 miles I pulled off at Watervliet and found a Mom and Pop café. After breakfast, I held down my table and kibitzed with the locals. As Colbert says, “Meanwhile... .” a city truck had deposited



Snowbound at the curb in Watervliet

a foot deep blanket of snow, six feet wide, next to the Cayman, parked at the curb.

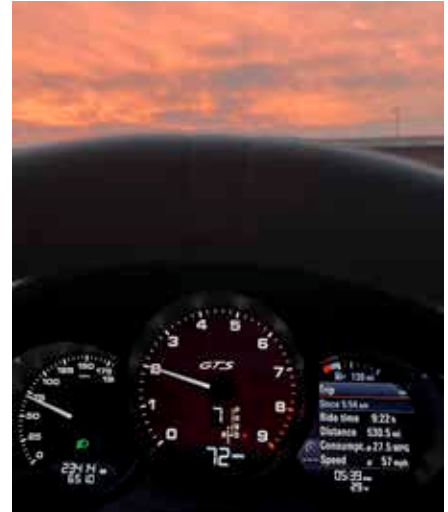
I asked Pop if they had a shovel I could borrow, and grandson Jesse was sent to retrieve it. As I dug the car out, over my shoulder I noticed a local news crew with camera and microphone. They walked over and asked if they could interview me, “man on the street.” Sure, why not. A few stock questions and I made a plug for staying off the roads and I guess I made the mid-day news. Navigating my way out of town, I got stuck three more times, once on the railroad tracks, and the final time being helped by Deputy Polk of the Berrien County Sheriffs Department. “Pure Michigan” indeed. Back on I-94 and proceeding cautiously.

After another greasy forty-five miles, near the Indiana border, the snow disappeared, and the roads were dry. It was like reaching the Pearly Gates in my chariot. Speed and truck traffic increased, Spotify was reactivated, and I followed my route on to I-294, I-290, I-90 and on up to Madison, which I knew was a four-hour distance to



Dry roads near the Indiana border.

home. Calculating the time and my average speed, I realized I could make it to Spasso’s for the December business meeting with time to spare. Home territory at last.



One hour from home, nice skies!

That evening, the car went into my garage, where it sat for two weeks while storage details were worked out. John Velure had space in his hangar in Winsted, and the car is there now, under cover and its battery on a tender. At this point, Pat still hasn’t seen her new Cayman GTS, but I’ve given her photographic proof it is there. So far, she remains calm with anticipation. She is going to love this car! (see page XX)

And yes, I did check the weather for the forty-some miles to Winsted!



Officially in NS territory, at Spasso!

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## Dream Car . . .

*continued from page 18*

looks on their faces were beholding indeed! A few names were rattled off, and no paper or pencil ~ great! Jim was nearby and came over, he must have heard his name. I took the opportunity to shake his hand and introduce myself. I then explained I was looking for someone that could educate me about the Porsche vehicles. Bingo!

I had the opportunity to visit and chat with Gayle again at the Buck Hill event. I shared I was rather up in the air with which model to consider, except an entry level car would likely be best for me. Also, I inquired about how one is paid for assisting in the research and purchase process? Her statement "it's not about the money; it's about the hunt"! When Gayle told me she could see me in a 911, I knew we'd be best friends!!! And I felt even more confident that Jim was the right person to guide me through the process.

Jim and I talked numerous times on the phone, he provided information including tips as to things I should be considering when purchasing. Jim was very thorough in gathering my information, basically interviewing me ~ so to match me with a good fit. He located a car in Illinois and sent me pictures, I spoke with the dealership Monday morning, and the car was sold by 1 p.m. that day. Wow!

Then came the call came from Lansing MI, with pictures to follow ~ it was Jim and he was rather excited! He had found the Porsche that would soon be mine. Lots of calls, texting and emails. I had to make arrangements on this end, a whole new experience while Jim worked things from the Okemos Porsche dealership.

We were hoping that Jim could drive it home, but things always take longer than one hopes so Jim returned home with no car. I had started making arrangements to have it delivered. Time presented some issues.

Jim called me and announced he'd drive it back. He sent texts and pictures keeping me abreast of the whole journey minus a few wet details ~ so to say!

I look forward to literally seeing my new dream car, with plans to drive it too! Jim was a total joy to work with and kept me in the loop, I felt I was always on the scene.

Thank you, Jim!

*Editor's Note: Truly it's NOT just the cars  
. . . It's the People!*

*What a great story detailing that 'first Porsche' and I'd encourage any member to think about their 'first Porsche' story as they are all unique ~ but with a common denominator of fascination and admiration of the Porsche mystique - great engineering, great design, great performance. Share your Porsche story as these adventures add to the fun and camaraderie of Porsche ownership.*



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## **2025 Dates**

- **May 2<sup>nd</sup> (Friday)**
- **July 3<sup>rd</sup> (Thursday)**
- **September 12<sup>th</sup> (Friday)**
- **October 5<sup>th</sup> (Sunday)**

## **Format:**

- **No run groups**
- **Passengers allowed**
- **Lunch from 1 to 2 p.m. – Parade laps on Track**

## **Requirements:**

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## February Minutes . . .

*continued from page 14*

### **Newsmagazine, Christie Boeder**

- Latest newsletter is available online as a pdf download
- Content always welcome, send your photos of your car, share YOUR Porsche story as we all have one! And no one needs to be an accomplished writer - no judging at all.

### **Safety, Paul Thai, Nathan Reader**

- No report

### **Social, Karen Laumbach**

- Green Flag was a success! Thank you to all who helped
- A silent auction benefiting St. Jude raised over \$10,000
- Curling event is February 8th at Dakota Curling Club
- Bald Man Brewing social will be March 5th

- Boom Island Porsches & Pints is now on the calendar May 9th

### **Social Media, Judy Sievers, Misty Martianos, Christie Boeder**

- Thank you all for the great content on the Club's Facebook page!

### **Tech & Shop Relations, Roger Johnson, Stan Lim**

- PrintLab Wraps event on February 15
- Further Performance on March 15

### **Volunteers, Jim Southwell**

- No report

### **Webmaster/Tech Dave Anderson & Andy Barker**

- Google Docs up & running – beta testing

Next Meeting will be March 4th at Spazzo in Minnetonka

Meeting was adjourned @ 7:18 pm

Respectfully Submitted,  
Tom Sabow, Secretary



## We Went Curling?!

*by Karen Laumbach*

Watch next month from some fun 'action' shots from the curling outing organized by Nord Stern's social chair - the report was it was super fun and challenging. And did we say 'pizza?!' A brave group more than willing to try something really different and new to most members.



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... continued from page 17

Close up of rear bumper, check out the post-it notes! They plan on changing brakes sometime in the middle of the race during a yellow flag time. This is what they change, not just the pads and rotors. This is faster and much cooler than dealing with red hot rotors. A swap made famous by Carroll Shelby at LeMans in the 60's. Note the torque sensor



in the middle of the driveshaft it sends

telemetry back to the team during the race.

Above: # 83 going through the International Horseshoe at Daytona



Above: Most of the time spectators get to look into the garage. This is what it looks like from within!

They are racing under the campaign "Every Dream matters" before LeMan's last year they were at a school and asked the children to write down their dreams which they put on the car. They received very good feedback so this year they asked their fans online "Hey, what's your dream? They were able to buy a spot on the car and make a note of their dream or their wishes and this is exactly now what's on the car. We are representing all these dreams worldwide"



Above: Here is a close up of the drivers names on the roof. Zoom in and read some of the post-it's



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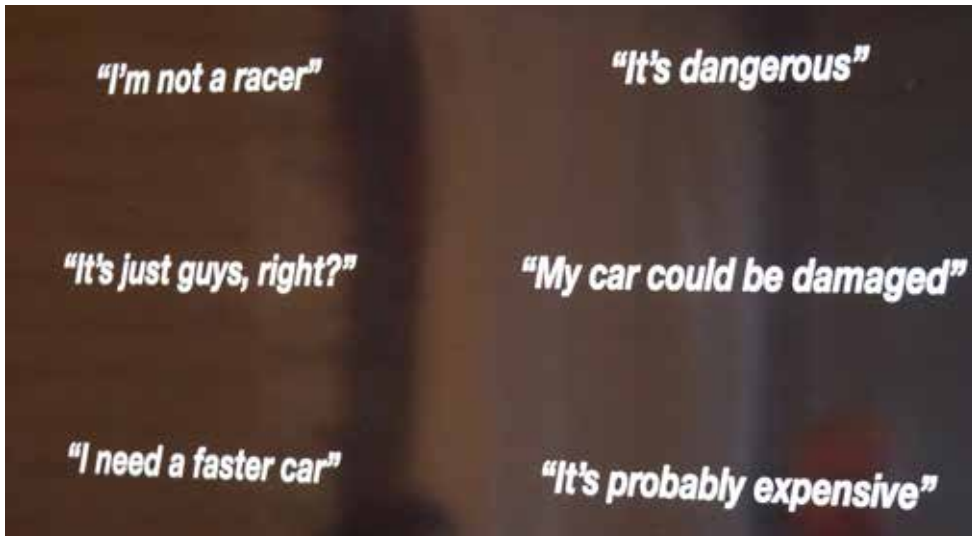
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Each year before the track season begins and the upcoming weekend events are on the calendar, the club holds a Q&A session introducing the Driver Ed program to interested members. There really are a lot of questions about a sport that many Porsche owners find alluring, yet perhaps a bit intimidating or 'suspect.' Of course, there's nothing like hearing from those with a lot of experience and those running the sessions. This year's version featured Driver Ed Chair John Blackburn (above) detailing 'the basics', the 'how-to', 'the why's' and 'why not's!' (notice all the smiles!) See ya out there in 2025. . .









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The ultimate Rolex 24 starts with? The ROAR before the 24, which takes place on the preceding weekend to the R24. Teams get days to test, practice, evaluate, plus be evaluated. For example? The “bus stop” on the backstretch, now called the Le Mans Chicane? Over the years, there have been a lot of attempts at late braking overtakes, and if that wasn’t working, just stay alongside and bounce over the curbs, maybe even bang-out the other driver. This year those curbs got raised. Those flimsy passes won’t work anymore; instead, the underside of the car will be damaged. Plus? Like the GTP class cars, now the GTD cars have torque sensors on the drive axles. It will do no good to sandbag during practice, officials

will eventually see the actual power being applied via telemetry. The penalty for that won’t be worth it. As you might anticipate, IMSA officials reviewed the data after The ROAR and adjusted the rules. This is called the “Balance of Performance,” commonly referred to as B.O.P. As I left the track on Sunday after The ROAR, I wondered what officials would do. BOP would undoubtedly get an adjustment before the Rolex 24 the next weekend.

I checked into the Ocean Walk condo on the beach, and gazed out across the sea. There were the relentless waves and that eternal sound. I think of how the competition here began on this beach. Those drivers were beyond brave, how Sir Malcom Campbell went 276.82 MPH on this sand in 1937 with Bluebird II . . . that’s beyond me. Those land speed record cars, that’s what started all the go-fast at Daytona. He started the Rolex-Daytona watch tradition, too.



What to do over the next few days? Pursue all things Porsche of course. I head to greater Miami and Champion Porsche. There were more than FIFTY Caymans and Boxsters in stock . . . they are the largest Porsche dealer in the USA. There’s an S/T, plus a GT-3 with the Manthey Racing option, heck just that option costs more than the sticker price of my Cayman 4L. If you want the most

downforce, which surely would make for an easy pass in a fast corner like Turn 1 at BIR, the MR seems the version to



Manthey Racing GT3# rear

get. They also display their winning Pikes Peak Hill Climb car. The Macan, the most popular Porsche model? Over 120



Champion Pikes Peak Hill Climb Porsche

on hand. I’d note that Porsche sales in China have dropped something like 30%, looks to me like the USA is back to getting renewed priority in allocation. The Carrera GT has been on a factory “don’t drive it” recall for the last year, for suspension pieces. A number of that rare V10 mid-engine Porsche were there, getting that crucial service update.



Porsche Carrera GTs

Then I stopped and visited old friends at RENNTech Mercedes, a team I drove for back in the 90’s. There were



race trailers everywhere, the '25 season is in full swing. As I headed the BMW 3 series north on I-95, thank you SIXT Rentacar, it rained all the way back to Daytona. We were on the warmer side of the front, but there was big snow in the Florida panhandle! The next day IMSA released the revised BOP specs. Here's the power "tinkering:" Acura -0.5%, BMW -0.6%, Cadillac +2.4%, Lamborghini 0.0, Porsche -3.8%. Qualifying was on Thursday, some of the results? BMW got the pole with their GTP car and the Wright team earned the GTD pole with their 911 GT3 R.

Cayman RS at Rolex 24 - 17 Friday? That's the day for the four-hour Michelin Pilot Challenge Race, titled the BMW M Endurance Challenge. Our local JDC Motorsports team now has a Porsche Cayman GT-4 RS CS competing in the GS class. How about that qualifying? Cayman's were in spots: 1,3,7,8, 14 & 15, out of 27 cars in GS . . . And the #28 Cayman set a new GS track record of 1:52.117. We did the grid walk, which I think is one of the best parts of the race. After attending this race

since 1988, there are plenty of old friends to meet and greet . . . And the tension for the teams is palpable. The lone McLaren



Cayman RS at Rolex 24 - Jomac



Cayman RS at Rolex 24 - 43 and below #17, the JDC entry



HSR Classic at the Rolex 24. Usually, there have been a few display laps by the historic cars, but now it's a 30-minute race. The GT class was won by the 1991 RX-7 GTO, with it's extremely high-pitched rotary engine shriek, and the '85 Lola Corvette won GTP, which had classic Detroit V8 thunder. Me? I like the black Interscope 935 on display, an ultimate "analog" racecar.



Rolex 24 Porsche 935 - 2025

I have the PCA Parkplatz tent as my event "HQ," it's located next to The Kink in the infield. It isn't raining, but the huge tent is still nice to have, and there's plenty of seating, three big-screen TVs showing the race feed, refreshments, etc. The cars roar by mere yards away, plus there's a whole schedule of activities. Lots of

*Continued on page 34*

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Among the long list of valuable benefits I garner for writing these missives is the ability to be on the release/announcement e-mailing list from Porsche AG. Of course, most of what I get are musings about a tiddlywinks sponsorship or underwriting a pet hotel in Stuttgart, for when you and your SO take your Boxster to the Alps, and you have no room for Rover.

But, sometimes, actual interesting documents do slip into the feed. Real interesting documents. Like the one I got a few days ago, listing an evolution road map for the incorporation of generative AI in Porsche cars, over the next little while.

Yeah, I know, somebody goofed, big time. And will probably be reprimanded, in real time. We're not supposed to see this stuff until it's ready for prime time. Well, it's time to say too bad, I say. Your humble servant is here to serve . . . and share what's just around the silicon corner, in future time! Get ready because, from Porsche's mouth to mine to yours, it's time to dream. Here we go.

### *Sensory Enveloping*

You know how it is when you look out the window. You see . . . whatever it is you see. Be it, these days, traffic, traffic, or more traffic. Especially in urban/suburban areas, where most of us live. Well, with "Sensory Enveloping," trademark apparently pending, you can "surround" yourself and your car with the vision you'd like to have.

Here's how it will work. You'll preset the infotainment system with, along with your audio choices, vistas you'd like to see -- the Pacific Coast Highway, in Big Sur. Or the Robert Moses Causeway, leading to Fire Island. Or the Million Dollar Highway, leaving Durango. Or the Going-to-the-Sun Road in Montana. Or the Tail of the Dragon. And . . . click on your choice of heavenly runs and . . . that's what you'll see outside your windows! As easy as that. With the actual view out the window stitched seamlessly to your vista.

### *Sing, Sing, Sing*

C'mon. We all do it. We sing along with the tunes on the audio system. Of course we do. Because, unlike our favorite Karaoke bar, nobody's listening. Nobody's there to kibitz, to throw things at us, to tell us to sit back down.

Now, imagine if your rendition could "magically" be added to the tune that's playing. Harmoniously. And your dulcet tones are perfectly incorporated into the tune. That's the beauty of Sing, Sing, Sing.

Sorry, no musical instruments are allowed in the first gen. And possibly ever. Or at least until Porsche makes a minivan, which may indeed be never. It's a space issue. How do you play your clavier when you're behind the wheel? It's just not safe.

I am told there will be a surcharge for use of "autotune" on your harmonies. A fee that may be a necessary expense.

### *Think and Go*

Where do you want to go today? Fugetaboutit! Here's the solution. With Think and Go, you simply clip one of those clothes-pin thingies on a finger and . . . shazam, the car knows where you want to go, and how to get there! With all your preferences, like left lane domination, or lightly-traveled two-lanes, or lightly patrolled twisties, all programmed in. It's just that simple.

Plus, the app will calculate time/distance/fuel consumption/rest areas/dining options . . . automatically! It will access your Open Table patterns, your driving tendencies, how long you can go without taking a bio break. Instantaneously. No more flashes of "are you tired, do you want to take a break?" on your dash. Oh no, it knows . . . all. Including when the bathrooms were last cleaned!

### *Virtual Driving*

Ok, here's my favorite. If you're like me, you like to drive, just for the sake of the experience. But, as the planet fills with more and more people, as traffic builds, as sea levels rise, the world over, the joy of driving gets more and more problematic.

No more. Welcome to Virtual Driving. That's right. Think the best driving simulator extant . . . and then think beyond, way beyond, to a transformative experience. Think virtual reality on steroids. With no clunky visor/headband/helmet/what do you call those things? Oh no. Just climb into your daily ride, press a button, and off you go. You'll be able to shift, to steer, to feel the bumps, g-loads, everything that makes a seat of the pants experience what it is.

Only you won't actually go anywhere! No fuel consumption, no electric consumption, no wear and tear, no mileage, no accidents, no jacked-up insurance premiums. Just . . . behind the wheel pleasure. Just the joy of driving, made possible by 0s and 1s and Porsche silicon. And I understand they're planning a drift mode!

Does it sound like it's time to embrace the AI-enhanced automotive future? It does to me. Watch this space for updates on timetables for rollouts. I'm sure they'll be forthcoming, in my feed, any day now.

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# Rolex . . .

*continued from page 31*

long-time PCA friends to greet! And? The price is right, just show your membership



Porsche Platz at Rolex24 - 2025  
Left: Rolex 24 fan guide

card. It's great to celebrate PCA's 70th Anniversary year, having been a member for 42 of those, starting right here at the '25 Rolex 24.

(below Kim at Rolex 24, photo by Teresa Cole).



Time for the main event. As we head out to do the grid walk, one

choice of music selection gets my attention. It's from Carl Orff's Carmina Burana, "O Fortuna." You may have heard it without knowing; for example, it was used on the TV show "The X Factor" as they introduced the Judges. Set to music in 1936, It's based on a 13th-century poem about the inescapable power of fate. In only about two and a half minutes, it dramatically captures the anticipatory tension of such moments. The race teams would surely hope that the Goddess of Fortune would shine upon them.

The stage is set for the Big 24-Hour Showdown. Me? The Penske Porsche team is my favorite. Why? They won this race last year. And, with the 963, then went on to win both the IMSA Series GTP Championship and the global WEC Championship. Plus? They also won the Indy 500 and the NASCAR Series Championship with two of

their other Penske teams. Go against those comprehensive results? Not me.

The fastest laps in GTP are only a few tenths of a second apart: 1:35.977 to 1:36.188. Nobody was going to get an easy pass to win this race. There are plenty of rumors in the air too. Ford wants to reprise the glory days with the GT-40 when they won Le Mans overall from 1966-69, made famous again in the movie Ford v. Ferrari. Looks like both Ford and McLaren intend to join the GTP/WEC ranks. That is not as simple as just coming up with the big check. . . Why? 89 entries applied for this race, there's only room for 61 teams. So 28 teams got turned away from the '25 R24. Priority goes to entrants doing the whole IMSA/WeatherTech race season, of course. Genesis/Hyundai is also expected to join in '27, and apparently, Aston Martin will soon enter their Valkyrie Hypercar. There's going to be a plethora of first-rate new entries to keep expanding the competition. That will only make this racing even more exciting. Mark my words, this is headed to the moon.

The first to fall in the dogfight is the Lamborghini GTP, it only lasts 34 laps. The competition is so close that pitstops often rearrange the leaderboard. Over the decades I've attended this race? Well, back 30-40 years ago, a team might even gain a 10-lap lead . . . Now a 10-second lead is more like it. Day becomes night, and the relentless grind shows who's really prepared . . . And who's not. Our Minnesota fan contingent heads to the condo . . . The days of me sleeping in the car in the infield, and waking up to the sound of engines at full song? Ahem, that's part of a bygone era, too.

There are 12 entries in GTP, but Porsche, BMW, and Cadillac dominate the lead positions for most of the race. The herd thins overnight. When we return in mid-morning, the leaderboard shows more battle casualties. I'll skip to the chase. When the checkered flag drops, the Penske Porsche team has led 517 of the 781 laps, including the most important one . . . The last one. They repeat the win, this time with a margin

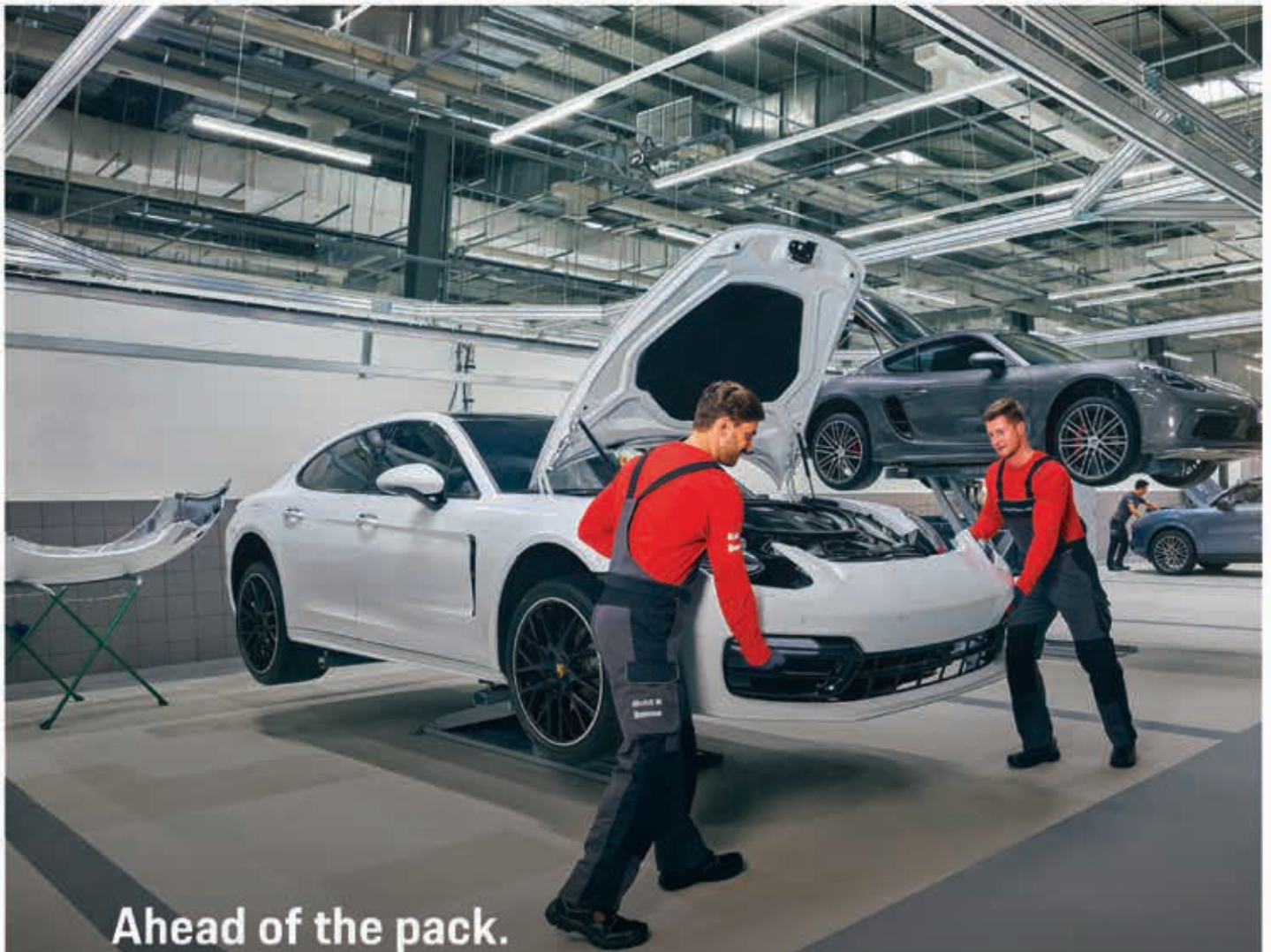


of 1.335 seconds. This sets a new record, for 20 Overall wins by any marque at the Rolex 24. The other Penske 963 finishes 3rd, so it's quite a Porsche podium. After a tangle between the #4 Corvette and two BMW team entries . . . Where all three effectively lose out . . . The Multimatic Ford Mustang GT-3 takes its first Global Win in GTP Pro, out of the 15 cars in that class. GTD?



Rolex 24 Wright Porsche 911 GTD

There are 22 entries, and the #120 Wright Motorsports 911 leads a lot of that race. But there is a yellow flag that catches the team out . . . They have to take an emergency fuel service while pit lane is officially closed. They are only allowed five seconds of fuel, and are put at the back of the GTD field, and have to pit again. Then there is an epic drive towards the front, coming up only 1.454 seconds short, still earning second place to the AWA Corvette Z06 GT3.R. Because it's a "spec" class, I tend to pay less attention to LMP-2 where these are all Oreca's with a Gibson V8. That winner failed post-race tech inspection, so three days later the LMP-2 win was belatedly moved to the #22, which had been the pole-sitter in that class. So in LMP-2, it was 24 Hours to Win It, 72 Hours to Lose It: "Fortune, Empress of the World" indeed . . . That grid music certainly presaged the coming of fate. A Porsche optimistic beginning to the 2025 season!



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