



Nord Stern Region PCA  
AUGUST, 2025



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**PORSCHE**





PORSCHE

## A U G U S T

## 2 0 2 5

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

### Table of Contents

#### Departments

- 4 2025 Nord Stern Officers and Committee Chairs
- 6 The Prez Sez . . .
- 7 From the Editor. . .
- 30 Classifieds
- 34 Oblah Dee, Oblah Dah

#### Upcoming Events

- 8 2025 Calendar . . .
- 21 Twin Cities & Area Events/Autocross Calendar 2025
- 24 Eagan Car Club - Drive and Social Fun!
- 32 The Falls - As in Little Falls Theater and Ciao Thyme

#### Features

- 8 Say What? No Alcohol Allowed Beyond this Point??
- 10 All Porsche Show 2025
- 15 And It DIDN'T Rain . . . 2025 All Porsche Show
- 17 More Snap Shots . . . 2025 All Porsche Show
- 18 #47 996 GT3 Cup Car History
- 22 Masterpieces: From early customer requests to factory one-offs
- 23 Nord Stern Club Racing Trading Cards
- 26 ClubTalk Chatter and Advertisers Accolades
- 28 Porsche has a starring role in 'F1: The Movie,' Brad Pitt's latest film



Photo by Michael Steinberg

A snapshot from this year's All Porsche Show held at Roseville Central Park - Chris Docken's 1971 911T Signal Orange beauty.

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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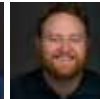
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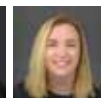
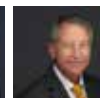
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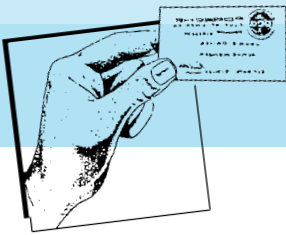


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## ***WELCOME . . . New (or Returning!) Nord Stern Members***

***We hope to see you at upcoming events!***

**Matt Bomstad**  
Bethel, MN

**Dennis Dussik**  
Marine on St Croix, MN  
2025 718 Spyder RS

**Jeff Evanson**  
Medina, MN

**Kyle Foundry**  
Minneapolis, MN  
1996 911 Carrera

**Jacob Johnson**  
River Falls, WI  
2024 911 Carrera T

**Jim Maloney**  
Maple Grove, MN  
2023 718 Cayman GT4

**Riley Peterson**  
Hopkins, MN  
2006 Boxster

**Ted Schaefer**  
Nisswa, MN  
1969 Targa 911T

**Rachel Schromen**  
St Paul, MN

**Bruce Stageberg**  
Loretto, MN  
2025 911 GT3 RS

**Andrew Wood**  
Minneapolis, MN

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! Meet fellow members AND get the most out of your membership. We exist because members volunteer 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. And we do have a lot of fun, join us!

## Interview Questions for Derek Laumbach (Club Racer, Vice President of Nord Stern):

*You made the transition from DE to club racing—can you describe what that journey has meant to you personally, and how it all came together at Loonacy Weekend?*

Since I was a young kid, I have always wanted to be a race car driver. This club has given me the opportunity to explore this passion. From my first DT event when I got the nod to get out on the track solo, to traveling to other tracks around the country, and now participating in the Loonacy club race. This has been a dream come true for me. I look forward to the journey ahead and encourage anyone who has a similar aspiration to go for it, as the effort has been worth it.

*What was the atmosphere like on and off the track Loonacy weekend at Brainerd? What stood out to you most about the people, the energy, or the racing itself?*

There is a heightened energy level at Loonacy weekend with all the different activities that go on. The day begins for some with the drive from Minneapolis Porsche to the track, while others begin the day driving fast laps on the track. The grid walk is a fan favorite allowing spectators to interact with the club racers. The shop talk in the garages before and after the races is also a highlight of the Loonacy

event. But my favorite part of the weekend is every time you hear the race car engines start in the garages, you can feel the heightened adrenaline start pumping, the itch to get behind the wheel as all that power resonates through the paddock.



*As a leader within Nord Stern, what does it mean to you to see members from all levels—rookies to veterans—sharing a weekend like this together?*

As part of the leadership of Nord Stern, Loonacy highlights the connectedness and the comradery that is at the core of Nord Stern. It is wonderful to see all the different experience levels, ages, and family members come together and share the passion of Porsche and high-speed driving. I know the spectators are having as much fun watching the races as the drivers behind the wheel. It is also inspiring to see all the new DE drivers who graduated from our spring Driver Training, show up during Loonacy to further their driving expertise.

*For someone considering getting more involved—whether as a DE participant or aspiring racer—what would you tell them about what they'd gain beyond just time on track?*

Continued on page 15



## Advertiser Directory 2025

Auto Edge .....	BC
Dan Perinovic, State Farm Insurance .....	24
Dean Salminen, North Woods Agency .....	29
David Buyse, Corporate Tenant Advisors .....	19
Dent Kraft .....	20
Dent Werks PDR.....	13
Further Performance .....	21
Imola Motorsports.....	IC
John Healy, Crown Bank .....	17
KellyMoss .....	24
Kris Skellenger, SPD Action Travel .....	9
LaMettry's.....	13
Midwest Clear Bra .....	31
Mollie Nygaard, Excelsior Realty .....	29
Porsche Minneapolis .....	IC
Porsche St. Paul .....	IC
Raymond Autobody .....	29
Steve Albers, Avenues & Acres Home Team.....	12

## 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



Let me just say this, but I sure hope ALL Nord Stern readers are taking the time to read our club president's writings in his monthly column! I have really enjoyed Steve's rather different approach to the various topics and subjects he's been willing to write about in his special space here in the newsletter. It's been so interesting to note, too, his sharing of his personal 'Porsche story' and what he's found in this rather unique world of Porsche-passionate folks.

This month he explores our current VP's journey and evolution from driver ed on a high-speed track to taking the leap into the wild world of club racing, aka wheel-to-wheel amateur racing. While that's not for everyone, what is certainly shared among Porsche folks is the enjoyment of high performance, well-engineered, well-designed, the sheer fun of driving our various models and makes of Porsches.

And for sure we are in the midst of our big summer driving season and our hopes are members are 'out and about' enjoying their cars. While a number of events have already concluded with lots of participants and attendees, many opportunities are still on the calendar. Be sure to watch the online website calendar on the nordstern.org website and pay attention to the PCA eBlasts that our president, Steve and leadership team push out as those truly are the most recent, most accurate info on things coming up, the details and whether signups on clubregistration.net are needed. The club actually does 'sell out' some events (that, to me as a member of this club for more decades than I wish to admit

to) find pretty indicative of the level of interest in our members to get out and enjoy their cars, their fellow

members, and plain have fun.

After all, isn't that what it is all about?!

See ya at the next event as the saying goes. And do enjoy the stories and photos in this issue. Or as I like to say, a picture paints a thousand words...



## New Porsche 911 Club Coupe celebrates 70 Years of PCA — 70 cars for 70 members

The Porsche Club of America is proud to announce the third 911 Club Coupe, a collaboration with Porsche AG to celebrate our club's 70th anniversary. As with the 50th and 60th anniversary Club Coupes, this Club Coupe contains many unique features that one cannot find on other Porsches. 70 units will be produced and exclusively offered for sale to PCA members through a raffle system.

Stay tuned to PCA.org for more information and updates on this incredible opportunity for PCA members. Consider expressing your interest to become a PCA70 911 Club Coupe owner when the raffle opens July 11.

More about the Club Coupe at [pca.org/news/pca70-club-coupe](https://pca.org/news/pca70-club-coupe)



**PORSCHE CLUB OF AMERICA**

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

**1. First, JOIN Porsche Club of America (PCA). Please visit [www.pca.org](https://www.pca.org) for membership instructions.**

**2. Second, join Nord Stern**

- Visit [www.nordstern.org](https://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](https://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**

## AUGUST

2025

- 2 Nord Stern Vino In The Valley Drive and Dine**  
Porsche St Paul - 9 a.m. Depart 10 a.m.  
Details and register @ [clubregistration.net](http://clubregistration.net)
- 16 Nord Stern Eagan Car Club Drive and Open House**  
Location: Eagan Car Club, 501 Classic Ct, Eagan, MN  
Details TBA
- 23 Nord Stern Drive - A Bonus Destination TBD!**

## SEPTEMBER

2025

- 2 Nord Stern Business Meeting \***  
Location: TBA  
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
- 11 Checkered Flag Party**  
Time: Noon to 4 pm  
Location: Buck Hill  
Details TBA

## NOVEMBER

2025

- 4 Nord Stern Business Meeting \***  
Location: TBA  
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.*

## Say What? No Alcohol Allowed Beyond this Point??

*photo by Jason Hatton*

So, how many of us have roared through the Turn 9 bridge - onto the Turn 9 straight and NOT noticed this sign?! Does give one pause along with a very large chuckle.





# Take a peek at a few Porsches this summer...



The Porsche Museum, The Nurburgring, The Alps - get your Porsche road & track fix with SPD Action Travel in 2025!

**Nurburgring & Stuttgart  
July 2025**



**Alpine Porsche Drive  
July/August 2025**



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

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

*Get Your  
Member  
Badge!*



- We want to get to know you!
- 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"

*Nord Stern Fall Color Tour*

**October 3 - 5, 2025**

**HQ @ Pier B** on Lake Superior, Duluth

**Friday Eve Social @** Kitchi Gammi Club

**Saturday Drive Lunch @** Lakewoods Resort, WI

**Saturday Eve Pizza Buffet @** Clyde Iron Works

Details, Costs, Registration at [clubregistration.net](http://clubregistration.net)

The 2025 Nord Stern All Porsche Show is in the books, and on Facebook, Instagram, and who knows where else in this digitized world we live in. From my view, it was quite successful, but before any accolades, let's talk about it a bit.



The Show has been a Nord Stern regular event for many years, going back to the Afton Concours in the '80s, shows in Shakopee, and allegedly at Southdale Mall. It's been at Roseville Central Park for twenty or more years now. One constant has been **Phil Saari**, who has Chaired the event as long as I can remember. Phil has developed a close relationship with the City of Roseville, which has kept things running smoothly. Your author joined the crew last year and brought along his Volunteers, and **Al Stasny** joined this year, bringing his Roseville connections. It's an "all welcome" show, member or not, let's see what 'ya got.

So here we are in Minnesota, with the weather patterns changing by the year, and man is June rainy! Almost six inches in June, and plenty of that was in the week leading up to the show. The City said, "no grass parking", so were limited to the one hundred thirty spaces in the park. And all of the asphalt in our interpretation. So, we fit one hundred eighty cars, parked down the middle row, flooding the entrance, leaving just a single exit lane.

There we were, all those great cars and about four hundred owners, spouses, kids, grandparents, aspiring owners, and hangers on. Spotted in the crowd were some Nord Stern ambassadors from the long history of the club: Dave Weisel, Ron Draper, Bruce Boeder, Marcus Gustafson, Lara Dant, plus the many current club Chairs that keep things going.

Connections were made, old friends greeted, plans for future meet-ups confirmed. It's the people!

And the cars, you name it, you could see it. 2.7 RS, many GT3s, GT4s 356s, longhoods, an outlaw Speedster replica, it would be hard to name a favorite. Ben Robertaccio and Travis Mjolsnes brought their IMSA Grand AM winning 996 Cup, wow! And two new paint to sample cars graced our presence, Michelle Weber-Eckroth's Ipanema Blue Spyder RS, and Jeff Eckroth's Underberg Green GT4 RS. Just stunning!

A light breeze enhanced the atmosphere, but clouds threatened from the west. Phones were checked, decisions made, and the lot emptied by 12:30. Rain never showed up.

So, your organizing team and volunteers all congratulated themselves on a fine show, we hope all Nord Sterners enjoyed it, and we're thinking of next year. Perhaps a bigger venue, in Roseville, will be found?

(editor's note: more photos following as this event always generates so many photo ops! Enjoyj!)







Above, long-time member Tom Wilbur and his 1972 911T

Below, L-to Right ??; Michael Steinberg and ?; directing traffic ?

Far Right are the 3 'Amigo's Phil Saari, Jim Southwell, Al Stasny: event chairs responsible for a wonderful gathering of all things Porsche!







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Prez Sez . . .

*continued from page 6*

The friendships and comradery of DT is how the club continues. The connections made during DT continue for years. I love being a part of a group of people who are passionate about Porsche, want to deepen their driving skills, and who are willing to share their experience and knowledge and build friendships along the way. It isn't just about the track time, it's about sharing stories, getting advice from more advanced drivers and being with friends that share a similar passion

**Questions for Karen Laumbach (Social Chair, Loonacy Weekend & St. Jude Liaison):**

You were the heart behind the hospitality this weekend—what were some of the highlights for you in seeing members, families, and guests come together during Loonacy Weekend?

I had a wonderful time meeting new members, seeing old friends from previous track events, watching our new DE drivers

enjoy some track time, and getting involved in the club race side of things this year.

There's always new people and connections that happen at Loonacy, so it is one of the events I look forward to every year.

***Managing the connection with St. Jude adds purpose to all the fun. What did that partnership look like this weekend, and why is it so meaningful to you and Nord Stern?***

Our partnership with St. Jude is a wonderful part of the Loonacy weekend as Katie, from St. Jude, brings such a positive attitude and demeanor to the event. St. Jude is such a wonderful charity to support and makes the fun of Loonacy have purpose. The effort in supporting and giving of time, energy, and financially matters to these children that have such vast challenges. Our Nord Stern members give in many ways to support St. Jude and at Loonacy we give all the funds from the parade laps to St. Jude.

There's a lot that happens behind the scenes to make an event like this feel effortless. What's something about this weekend that made all the planning worth it?

There are so many things that are my favorite part of the Loonacy weekend. From the friendly atmosphere, the people who volunteer to make this event special, the track side dinner where we get to sit together and get to know each other, the high energy of club racers and the DE drivers all just make this a fantastic event. The planning and coordination prior to the event seem easy as it gets me excited to see you all and start the fun.

What would you say to spouses or family members who are curious about getting more involved in the club but may not be into racing themselves?

There are lots of ways to get involved from volunteering with us on grid, enjoying a dinner trackside, become part of the social events, coffee and donuts in the morning both days, food trucks, hanging around the track and meeting the other spectators, camping, biking riding, participating in the drive up to Brainerd, parade laps, the social hour is always fun and spending the weekend in Brainerd.

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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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# And It DIDN'T Rain . . . 2025 All Porsche Show

Photos by Michael Steinberg



Above: Behind the wheel, Michelle Weber-Eckroth-  
Right: Chuck Barr with Michelle and Jeff Eckroth  
Below: Kathleen and Todd Smith



Left: Mark Pladson, Above: Chuck Barr:







Clockwise, A classic Interior; Todd Brackey, Joanne Brackey and Hunter from Auto Edge, Chris Docken's beautiful Signal Orange 1971 911 T, a RUF !!, #47 now owned and being driven by several Nord Stern members (see story on this historic racing Porsche elsewhere in the mag this month!)



## More Snap Shots . . . 2025 All Porsche Show

*Photos by Michael Steinberg*




Above, Tom Wilbur with this 1972 911 T and Right, LOTS of Smiles and fun at this year's again, huge turnout of Porsches and people

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**Professional Racing:** Acquired new from Porsche Motorsports by TPC racing, this 2003 Porsche 996 GT3 Cup was campaigned in the Grand-Am Cup and Rolex series in 2003 and 2004.

In 2003, TPC Racing's owner Mike Levitas partnered with professional GT car ace Randy Pobst to great success. Running in Grand-Am Cup GS I class as car number 18, the duo achieved 5 podium finishes including three first place finishes at Homestead, California Speedway and Watkins Glen.

The car also crossed over to the Grand-Am Rolex series' GT class for several races in 2003. Sticking mostly to the Levitas/Pobst duo, the car was generally outgunned by the higher performance GT3-RS variant Porsches, and other cars in its class. Nonetheless, it successfully completed several events that season before changing hands.

For the 2004 Grand-Am season TPC Racing acquired new 2004 model year 996 GT3 Cup cars to race and sold the car to Michael Baughman Racing. Having raced a Pontiac Firebird for the 2003 Grand Am season, 2004 marked Baughman's first foray into Porsche endurance racing. Running as number 47, Baughman and team kicked off the 2004 season in the car at the Rolex 24 at Daytona. Despite it being a miserable race plagued by rain, the team managed to finish in 23<sup>rd</sup> place overall and 8<sup>th</sup> in the SGS class.

Baughman paired with Bob Ward for the rest of the 2004 Grand Am season, but never matched the success that Levitas and Pobst had with the car in 2003. According to Levitas, despite handing over the car with comprehensive setup notes, and assisting with optimizing setup early in the season, Baughman and team couldn't fully get up to speed in the car. In 2005, Baughman returned to the GM racing fold

2003 Grand-Am Cup Series - TPC Racing			
Event	Class	Ending Position	Drivers
Daytona 250	GS I	9th	Michael Levitas, Randy Pobst
Miami 250	GS I	1st	Michael Levitas, Randy Pobst
United Auto Twin 200s	GS I	4th	Michael Levitas, Randy Pobst
Barber Park Twin 200s	GS I	9th	Michael Levitas, Fred Baker
Lexus Grand American 250	GS I	1st	Michael Levitas, Randy Pobst
The Glen 250	GS I	1st	Michael Levitas, Randy Pobst
Mid Ohio Twin 200s	GS I	4th	Michael Levitas, Randy Pobst, Darren Law
Sunoco 94 Mosport 3-Hour	GS I	3rd	Michael Levitas, Randy Pobst
Mt. Tremblant 250	GS I	2nd	Michael Levitas, Randy Pobst
Grand American Champions Weekend	GS I	4th	Michael Levitas, Randy Pobst
2003 Rolex Grand Am Rolex Series - TPC Racing			
AJ's Fine Foods 250	GT	24th - Withdrawn	Michael Levitas, Wayne Jackson
Barber 250 at the Park	GT	18th - DNF	Michael Levitas, Fred Baker
Grand American 400	GT	18th	Michael Levitas, Jim Haggerty
6 Hours of the Glen	GT	23rd	Michael Levitas, Randy Pobst
Mid Ohio Road Racing Classic	GT	30th	Michael Levitas, Randy Pobst
Bully Hill Vineyards 250	GT	18th - withdrawn	Michael Levitas, Randy Pobst
VIR 400	GT	23rd - Withdrawn	Michael Levitas, Randy Pobst
Grand American Champions Weekend	GT	13th	Michael Levitas, Randy Pobst
2004 Rolex Grand Am Rolex Series - Michael Baughman Racing			
Rolex 24 at Daytona	SGS	23rd	Michael Baughman, Bob Ward, Brad Jaeger, Frank Del Vecchio
Grand Prix of Miami	SGS	30th	Michael Baughman, Bob Ward
Food City 250	SGS	23rd	Michael Baughman, Bob Ward
Mont Tremblant 6 Hours - CRASHED	SGS	26th	Michael Baughman, Bob Ward
Mid Ohio Road Racing Classic	SGS	DNF	Michael Baughman, Bob Ward
Sahlen's 200	SGS	23rd (DNF)	Michael Baughman, Bob Ward
Miami 250	SGS	31st (DNF)	Michael Baughman, Bob Ward
VIR 400 presented by SunTrust	SGS	35th (DNF)	Michael Baughman, Bob Ward
Porsche 250	SGS	26th	Michael Baughman, Bob Ward
Grand American 400	SGS	29th	Michael Baughman, Bob Ward



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and continued with the marque for several years to come.

**POST GRAND-AM:** Following its two-year stint in Grand Am, WP0ZZZ99Z3S698069 spent subsequent years club racing with moderate success in regional and national PCA events. The most recent prior owner used the car exclusively in PCA Driver's Ed events as a reliable platform for the then-owner to introduce his adult children to high performance driving.

In late-2021, Minneapolis locals Ben Robertaccio, Erik Dieterle and Travis Mjolsnes found the car locally and decided to purchase it as a fun side project. In addition to being avid vintage racers in cars of their own cars, Ben in his Porsche 914-6, Erik in his BMW 2002, and Travis in his BMW E30 M3, the three had raced in amateur endurance events together for over a dozen years in WRL and Champcar.

After acquiring the car they set to work researching the car, freshening the mechanicals where necessary and cosmetically restoring the car back to its livery from the 2004 Rolex 24. With plans to enter the car in events at one or two bucket list tracks per year, the car made its maiden voyage under current ownership at the 2024 HSR Classic 24 Hours of Daytona. There it celebrated its 20<sup>th</sup> anniversary of last competing there professionally. The guys also had the opportunity to meet the cars original owner, Mike Levitas, validated the car and history at the event. They recently returned from Watkins Glen for the Classic 6 Hours of the Glen event there this past spring.

(More pictures of the recent Watkins Glen Club Race and the HSR Classic 24 Hrs of Daytona are here in the newsletter!).

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DATE	EVENT	SPONSOR	LOCATION
Aug 3rd	MOWOG #8	MAC	DCTC
Aug 10th	Super Sunday Autocross II	COM	DCTC
Aug 17th	SCCALC/LOL #5	SCCLAC/LOL	Winona
Aug 30th-Sep 5th	SCCA Solo Nationals Championship		
Sep 7th-21st	Track Repave?	DCTC	
Sep 13th	CVSCC Autocross #2	CVSCC	Rock Falls Raceway
Sep 28th	Track Repave (Possible Event Day )	DCTC	
Sep 28th	SCCLAC/LOL #6	SCCLAC/LOL	West Salem
Oct 4th	MOWOG 9	MAC	Canterbury

**SCCA TRACK NIGHT IN AMERICA @ DCTC: 4/25 , 6/13, 7/11, 8/15, 9/26**

**SCCA TRACK NIGHT IN AMERICA @ BIR : 5/23 & 8/29**

**SCM PRACTICE DAYS/LAPPING at BIR: 06/16 & 9/15**

**SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES**

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# Masterpieces: From early customer requests to factory one-offs

<https://newsroom.porsche.com/en/2025/history/porsche-customisation-dreams-39157.html>

Almost no other brand represents personal freedom and individuality like Porsche. The first customer requests appeared in the 1950s, laying the foundation for today's Sonderwunsch department and Porsche Exclusive Manufaktur.

From the very start, Ferry Porsche connected his sports cars to the vision of fulfilling dreams, and the brand has remained true to this objective to this day. Today more than ever before, there is very little chance that two identical Porsche models will leave the factory halls. And yet the customization trend began rather unremarkably. For example, a rear windshield wiper for the 356 A Coupé of industrialist Alfried Krupp von Bohlen und Halbach in 1955: not a problem for the repair department at the main factory in Stuttgart-Zuffenhausen.

What seems ordinary today was an exotic option at a time when a car radio, for instance, was viewed as an extravagant add-on. The first car phones were an absolute rarity, usually ordered by government clients. The factory responded to the growing demand for customization by expanding the range of accessories, which included reclining seats, grab handles, rev counters, and luggage racks.

## 1962: 356 B Carrera 2 rear windshield wiper

Industrialist Alfried Krupp von Bohlen und Halbach wasn't willing to forgo this special request, an exotic feature at that time. His 356 A Coupé from 1955 had already been fitted with a rear windshield wiper just for him. But for his 356 B Carrera 2 from 1962, implementing this customer request proved to be extremely difficult, as the rear windshield was larger than that of the predecessor. A hole had to be drilled

in the windshield to create space for the wiper and its motor. After multiple cracked windshields during installation, the Porsche mechanic was finally able to declare success.



What started out as individual customer requests evolved into a tradition that has consistently expanded over the past 70 years, a period in which Porsche has developed valuable expertise. "Since the beginning, we've been consistently expanding our customization range and making it more attractive for our customers," explains Alexander Fabig, Vice President of Individualization and Classic at Porsche. "While individual customer requests tended to be the exception in the early years, the Sonderwunsch and Porsche Exclusive Manufaktur ranges now include some of the most popular products."



Exclusive Manufaktur currently offers customers around a thousand predefined options to choose from. Through the Paint to Sample programme, more than 190 colors can be configured. "Demand varies significantly depending on the series," explains Fabig. "The most popular option is the LED door projector with Porsche lettering, followed by the enhanced taillights and the emblem on the headrests," he says, listing the top three features for the 911.

...to be continued!

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Last January, I sent out a Clubtalk communication asking for pictures of racecars so that I could do a special art project. I received many responses and photos from Nord Stern members and especially nice photo collections from Jeff Wegge, Lee Jacobsohn, Phil Kittock, and Dave Ingraham. I added those photos to my own and started a project that became a bit larger than I expected.

I now have created 50 different trading cards featuring PCA Club Racing drivers and their cars. All the drivers are current or past Nord Stern members with whom I have been on racetrack in the last 23 years. Many of the cars and drivers are not known to our newer members, but will bring back memories from those that have been around for a while. (Editor's note: yup!)

Each card is the same size as the trading cards that many of us collected when we were young and are still popular today. They each have an original artwork of mine that features a likeness of the car, along with the driver's name and race class. The back of the card has a few kind words about the driver and/or car.

I have also added an "augmented reality" (AR) feature that when viewed through the free Artivive app on your mobile device, will bring the artwork to life with a short animation, 3D effects and sometimes, some audio. Although downloading the AR app and viewing the picture through it is an extra step, those who see the AR are amazed by it.

I have packaged these cards randomly in packs of three. Each cellophane pack has graphics on the outside to hide the contents of which cards are included. The packaging tells the card owners to "Collect All 50 Cards," "Get Autographs From Your Favorite Drivers," and "Trade With Your Friends!" (How fun!)

I plan to distribute the packs to the registered entrants at the 2025 Loonacy Club Race. I have often told people that I enjoy using both halves of my brain at the same time. I love visual arts and have had a career in technology, so combining those two areas of interest has led me to digital art works and animation. New technologies, such as augmented reality (AR), have given me more opportunities to expand my skills. I didn't directly use artificial intelligence in this project, but AI is becoming an integral part of Adobe Photoshop and Illustrator these days.

My process for creating the cards was to take a photo of each, use Photoshop to create a digital artwork of it in my style, which leans towards pop art and vibrant colors. I then created a background for each card in Illustrator/Photoshop and tied the background to the driver's personality or the cars graphics. I did find that some cars had colors and/or graphics that made them much easier or difficult to achieve the desired results.

I was then able to print out ~500 of the cards on my large-scale printer I use for making my digital art prints. I have some framing tools I used to cut the cards to the correct size and fed the individual cards into a printer to print the back side. After that came packaging up the cards into individual packs.

The next step was to create an animation for each card. I had recently acquired Moho animation software and was able to get up to speed on it in a short amount of time. Creating animations is a very time-consuming task, even when most of them are in the 10 – 15 second time range. I often had to deconstruct my artwork to make the various parts that could move independently of each other, such as a tire spinning on a car or a cow tail that could wiggle and wave at you.

I had been using Artivive to create AR applications for a few years. Many Nord Sterners have seen these with the artwork on my garage wall. Because I use Artivive's 3D capabilities extensively, I often had to make several different layers of artwork and multiple animations of each car.

I enjoy both my art and auto racing interests as bobbies and do not try to make money with either one of those. So far, I have been pretty good at accomplishing that goal. I have posted a few on my Instagram @Bailey\_Artworks and plan to post some on my website [www.BaileyArtworks.com](http://www.BaileyArtworks.com) soon.

(Editor's note: What an amazing project - we have 'our' cards and now we need to do some trading!) Check an example . . .



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We'll start with breakfast (your dime) at Joseph's Family Restaurant in Stillwater, and take a scenic and fun drive on a combination of Wisconsin and Minnesota highways, to arrive at Eagan Car Club at 11:00 am. We'll line up our cars, socialize, and have the opportunity to visit some of the condos. Eagan Car Club Members will be our hosts.

We'll have a casual lunch and plenty of time to enjoy the fine machinery and people of Nord Stern. If you can't make the drive, plan on arriving at 11 am on your own.

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- **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:**

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Christie and I have been State Farm insureds for all of our married life. When our long time State Farm agent retired, we transferred our policies to Dan Perinovic. Dan is a long-time Nord Stern member, and also a Nord Stern Advertiser plus I've enjoyed breakfasts with him from time to time.

Christie was up at Lake Bemidji the weekend of June 20-22, staying at the family lake home and visiting her mother. As you might have seen on the news, a storm hit Bemidji that Friday night, with winds reportedly in excess of 120 MPH. Luckily, the family lake home wasn't damaged, but 6 large trees came down on the driveway . . . with one of the big clumps landing on our 2022 Audi A4 Allroad . . . the only damage was to the windshield, hood, and fender . . . (the neighbor at the lake had a big pine land on the middle of her Tahoe, totaling her SUV). The good news was the Allroad was drivable once the tree service guys got the trees cleared.

After Christie drove home Monday the 23rd, I took the car out to Charlie's Auto Body & Glass in Long Lake. Charlie Kramer had handled repairs on both of our former Porsche race cars and did a great job. Charlie did a repair estimate. I submitted the estimate to State Farm Claims Department, on their website Wednesday, and followed up with photos and the claim estimate by email on Thursday.

I called the claims office on Friday as I hadn't heard back. They confirmed that the damage was fully covered by the Comprehensive insurance. However, they also informed me that with the number of claims nationwide they would not get to my claim for at least two weeks or longer.

I thought it was unreasonable and called Dan Perinovic to discuss it with him . . . he told me to email photos of the car, the estimate, and a short description of the circumstances of the claim and he would look into it.

In less than an hour he followed up with an email stating that he would adjust the claim in his office. The estimate was approved for payment and he would drop off the check to our house, payable to the body shop and me. And sure enough, Dan pulled up in our driveway shortly after 4 PM on Friday and handed me the check.

And with the check in hand, I was able to get the repair work scheduled at Charlie's shop.

I've posted a Five Star Review on Yelp and Google for Dan Perinovic State Farm Insurance Office.

But I also wanted to let Nord Stern members know that one of our members (and advertisers) gave me absolute great customer service!

Kudos to Dan!! He's got our business forever! (P.S. Christie says she feels like she has a brand-new car!)

– Bruce Boeder

Bruce and Nord Sterners,

Great endorsement for Dan and State Farm. He was my assistant the last year that I managed the Club Race in 2020. The next year, Dan ran the show (along with great volunteers)! He has given back to the club and is a good man.

Best regards, Dave Sorenson

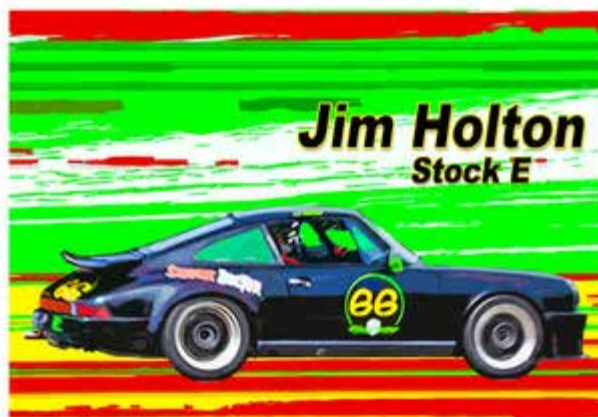
## ALL PORSCHE SHOW

Congrats to Jim Southwell and his merry band of volunteers (Phil Saari and Al Stasny) for putting on a great All Porsche Show this AM. A large turn out of Porsches with a number of cars that don't normally appear. And a large number of spectators. Wonderful!

– Bruce Boeder

Was a great show: great turn out, fantastic cars and wonderful people.

– Rich Iwen



Another of Bret Bailey's Trading cards - Those of you who attend any of the more recent Fall Color Tours know who this guy is! And maybe didn't know he did participate on track as a club race as well as being a past president!



More photos of the #47 Porsche racing again: Below, the whole gang out at the recent Classic 6 Hours of the Glen, Middle: on track at the 2024 HSR Classic 24 Hours of Daytona, and Bottom: back in 2003 running in the 24 Hours at Daytona

Top: Additional photos of the #47 Porsche racing in the rain at the 2004 24 Hours of Daytona, and Middle: Now in 2025 racing at the Classic 6 Hours of the Glen, and Bottom: the Cup car in 2003 on track.



# Porsche has a starring role in 'F1: The Movie,' Brad Pitt's latest film

<https://www.pca.org/news/porsche-has-a-starring-role-in-f1-the-movie-pca-tech-tips>

Photos courtesy Porsche



If you're not aware, Brad Pitt and director Joseph Kosinski (Top Gun: Maverick) have finally released the F1 movie they've been working on for the past few years. To their credit, they seemed to hire people in the racing industry to help bring as much realism to the film while still sprinkling some Hollywood pixie dust to make it entertaining for those who aren't worshipping on Sundays at the altar of Formula one.



The surprise bonus is seeing Porsche at the start of the film. Daytona International Raceway and the 24 Hours of Daytona was the setting. The main character, Sonny Hayes, is played by Brad Pitt. Sonny is a former Formula One driver looking for whatever ride he can find. In this case, he is a driver for Chip Hart Racing in a 911 GT3R. When the 911 comes in for a pit stop and driver change, the person who gets out of the car is former Porsche factory driver, Patrick Long. Suddenly, as a viewer, you are drawn in because you know that Patrick would make sure as much was done to keep everything authentic (meaning the driver isn't upshifting twenty times or decides midway through the straight to finally press down on the accelerator).

The team that rebranded itself as Chip Hart Racing was in reality Wright Motorsports. Wright has been a privateer Porsche racing team for many years, and this wasn't even

their first feature Hollywood film they starred in. You'd have to go back to 2019 and the film The Art of Racing in the Rain to see them in action (albeit it at the Canadian Tire Motorsports Park). The other team in the scene is BMW's Turner Motorsports, which is also instantly recognizable for any sports car racing fan.

The racing scenes were actually filmed during the 2024 24 Hours of Daytona. In fact, PCA's podcast, Porsche Club Insider, covered this on episode 100. <https://www.youtube.com/embed/exYLV95LMxg?si=jR1mrXy-wp6OYc1P> Wright Motorsports set up one of their cars in the Chip Hart Racing livery and even mocked up their garage as Chip Hart Racing. So when you see this in the film, it is not computer generated graphics but the real thing. In fact, Porsche took it one step further by having one of the Manthey-Porsche 911 GT3R's at this year's 24 Hours of Le Mans dressed up in the same Chip Hart Racing livery, where it raced alongside the other two Manthey cars.

What about the rest of the film? Well, I'm not a professional movie reviewer, but I enjoyed the realism and was surprised by some of the turns the story took. I will say that my wife, who I don't believe has ever watched a full F1 race, said the movie kept her attention and she enjoyed the storyline.





Below are two links to give you more behind the scenes stories. Normally, Hollywood gives the villain a Porsche to drive in the film. In this movie, the Porsche is the hero, which explains why Porsche Motorsport and Porsche Cars North America were both involved with providing cars, expertise, and training.

F1 Movie at the Rolex 24 Behind the Scenes | Hollywood Meets the 24 Hours of Daytona: <https://www.youtube.com/watch?v=nnoKewolQ1g&t=57s>

F1 The Movie | Behind the Scenes with Porsche: <https://www.youtube.com/watch?v=tli0bOxXIYY&t=2s>

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## The Falls - As in Little Falls Theater and Ciao Thyme

*photos by Judi Sievers*







Life does go on. I saw “F1 The Film” a few days ago, and I then doubled down by screening “Grand Prix,” for the first time in a few decades. I recommend doing the same – the contrast, what has changed and what hasn’t, from two snapshots in time, separated by 59 years - if you’re a fan, you owe it to yourself.

But first, the new film. Here’s my take. It’s Hollywood. Just accept the storyline. Yes, if you follow F1 in the slightest, it’s totally improbable. And, yes, the end is pretty easy to predict. Deal with it. Because the film, on the heels of “Drive to Survive,” is enabling the sport to reach an audience that, only a few years ago, would have been inconceivable.

I went with my partner, who came pretty much as a favor to me. She has absolutely no interest in the sport – she sat quietly, despite the cranked-up volume, and the sensory wrap-around immersion of the IMAX theater (and, if you’re reading this, you owe it to yourself to splurge on the full zoot version as well.)

All throughout, I kept wanting to poke her, to tell her ...

That’s Toto Wolff, the real team principal for Mercedes, offering the driver a ride!

That was Fernando Alonso, a real two-time world champion, tapping Brad Pitt on the shoulder!

Look, look, they’re walking up the hill of one of the most daunting turns in all of motorsport, Eau Rouge. See how steep it is? And, today, they take it flat out!

The fictional team’s headquarters and factory – that’s actually McLaren’s home base, in Woking, outside London! There, see the Marlboro-liveried race cars in the background? McLaren has them all on display.

You’ll do the same. That’s part of what makes it fun. Just be cognizant of who you’re with. Because, if you’re not with a gearhead, you should probably bite your tongue, and keep your hands to yourself.

And then there’s John Frankenheimer’s classic. I knew that Grand Prix revolutionized the use of split screen. But I had forgotten just how creatively, sometimes poetically, the technique was employed. Right from the start. In F1 the Film, there’s a single scene, where the screen is split in two. I thought, are they tipping their hat to the original? Is the director paying homage? I like to think so.

The contrast to today. No curbs, other than the real ones that were laid for real street traffic. Hardly any barriers or guardrails. No seatbelts. No aero. No downforce. The cameos from 1966 are chock-a-block. Richie Ginther. Graham Hill. Gurney. Rindt. Clark. There’s “Pheel Heel,” shouting “his car’s on fire!” I think the only driver from the era still alive is Jackie Stewart.

And the glamour of it all. Take Monaco. The tunnel is much shorter in length. Chicanes are missing. Just a few yachts bob in the harbor. But the track is basically the same sinewy string bean as today, the challenge to pass is exactly as today, the crowd is just as passionate, the idolatry just over the top.

Spoiler alert, F1 the Film does not go there. Literally. I have no idea why. In fact, there was a distinct lack of glitz in the film. Oh sure, there was the love interest. But, beautiful people? Jet setters? Hangers-on? Toned way down.

As opposed to the dilettantes, the minimal commercialization, the hero-worship, the preoccupation with death, all of it in Grand Prix. The announcer yells, “there’s been an accident!” A damsel in the pits spurts out acidly “that’s what they come for, to see someone get killed.”

On Grand Prix weekends today, I usually start by watching Sky’s pre-race show, Formula 1: Grand Prix Sunday. And, sometimes, it has moments that can be better, more interesting, than the race. This past weekend, at the British Grand Prix, Brad Pitt was actually there. And McLaren actually let him drive one of their F1 cars. With the cameras rolling, of course.

Afterwards, Pitt said something like “I get a lot of perks in this job. But this one, this one’s the best.” Zak Brown was asked how he did. “He shouldn’t quit his day job ... just kidding ... he did very well.”

David Coulthard did an interview recently that I caught on Facebook, where he said that, after being out of the sport for a few years, he thinks he couldn’t come within five seconds of Max Verstappen’s lap times ... which, in F1 racing, might as well be light years. He says it just can’t be done. And an average person, plucked from the street, wouldn’t last more than 10 laps, max.

Whatever. It’s all good. It’s all in good fun. It’s entertainment. And, if you’re a fan, you will indeed be entertained, either way, watching yesterday or today. Or both.





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