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OCTOBER 2025





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**PORSCHE**



PORSCHE

## O C T O B E R

## 2 0 2 5

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

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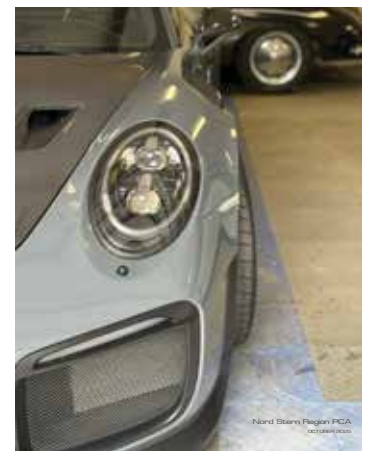


Photo by Jerry Greene

Garage photo!

Beautiful 2018 GT2RS in front  
with the '57 Speedster behind

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

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Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

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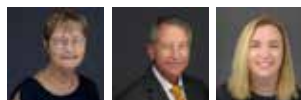
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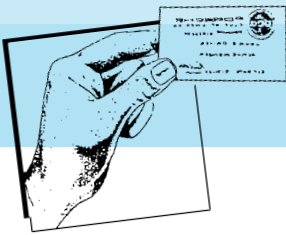
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email: editor@nordstern.org. Please note the copyright symbol in the email addresses MUST be replaced with the '@' symbol to function





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

*We hope to see you at upcoming events!*

**Mark Brenna**  
Plymouth, MN

**Jakob Gerdts**  
St Paul, MN  
2007 911 Carrera 4S

**Oscar Godoi**  
Apple Valley, MN  
2024 911 Carrera 4S

**John Holcomb**  
Chanhassen, MN  
2007 Cayman S

**Bob Lindell**  
Golden Valley, MN  
2018 718 Boxster S

**Jeff McLaughlin**  
Edina, MN  
2005 Boxster

**Thomas McNeill**  
Somerset, WI  
2008 911 Targa 4S

**Brian Owens**  
Lake Elmo, MN  
2012 911 Carrera

**Stacey Reed**  
Savage, MN  
2007 Boxster S

**Aaron Reiter**  
Eden Prairie, 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!

Here's part II of our exclusive interview with Katie Cummings, Sr. Account Manager, Corporate Partnerships, St. Jude Children's Research Hospital. She reflect on this journey: how it started, the relationships behind it, and where it's headed.

Looking back at the beginning

Katie, can you share how the relationship between Nord Stern, St. Jude, and our Porsche partners first came together — and what those early days of collaboration were like for you and your team? —

. . . As we got to know the Club better, it became clear that Nord Stern members weren't just passionate about Porsche—they were deeply committed to making a difference. What began as "nice people driving cool cars" turned into "the most generous people rallying to support the kids of St. Jude."

Since then, the relationship has only grown stronger. St. Jude has become a central part of many Nord Stern events—from the Green Flag party that kicks off the year to the Checkered Flag party that wraps it up. One of my favorite moments was when Colton, a St. Jude patient and his mom joined the Green Flag party to share their story and personally thank the Club. It was a powerful and emotional reminder of the impact this partnership is making. Looking back, those early days were filled with excitement, new ideas, and a shared sense of purpose. It's been incredibly rewarding to see how

far we've come—and the best part is, we're just getting started.

Below: Katie and her husband Daniel on the grid at Road America handing out cards promoting St. Jude. She is with our Green Flag Party speaker Colleen Kelley and daughter Melea.



If you look carefully, Colton is behind them looking in the car with Katie Church. What's fun is the guy next to them is Roger Penske.

Building momentum

From welcoming patient families at Road America to raising nearly \$13,000 at our 2025 Green Flag Gala, what moments stand out to you as milestones — both in terms of fundraising and in the relationships you've built with Nord

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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	

First things first! A correction on crediting a recently published photograph. In the 2025 August magazine on page 18 I gave photo credit to Chris Docken when the credit goes to Carlos Marroquin. I do apologize as it's important to note our members who contribute such great photos for the newsletter and website/Facebook. And I have NO EXCUSE as the image name told me the photographer - jeepers, where was my brain!

A lot of effort goes into these images and I am so grateful to be the recipient of so many wonderful photos that bring our events, activities, and 'pride and joy's' alive. Nothing better than seeing that conga line of Porsches snaking through the hills and dales of our Fall Color Tour drive or any of the tour drives, or zooming down the straight at Brainerd, apexing

a corner on track, or posed against an intriguing backdrop. The possibilities are endless. And my eternal thanks to each and everyone.



NORD STERN REGION OF PCA

BECOME A VOLUNTEER

VOLUNTEERS NEEDED

JOIN US

Raise Your Hand! Events always need 'extra hands'! Connect with your community of fellow Porsche owners.

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

[VOLUNTEER@NORDSTERN.ORG](mailto:VOLUNTEER@NORDSTERN.ORG)

## 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



## OCTOBER

2025

- 3-5 Nord Stern Fall Color Tour**  
Location: PierB, Duluth MN  
Details TBA
- 6 Nord Stern Business Meeting\**Note Date Change***  
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  
Cost: \$40 per person, register @clubregistration.net

## NOVEMBER

2025

- 4 Nord Stern Business Meeting \***  
Location: Location: Axel's in Roseville  
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.



## Good to Know!

by Dave Anderson

**H**ad a good question come in today and thought I would share it with the group.

It was asked, "*How can I find the email addresses for the Nord Stern domain on Google, is there a master directory?*"

We have two types of accounts:

1. Physical accounts with their own email address
2. Alias email accounts, using Google Groups, which forward to a set of external emails.

You can easily find both by looking here:

1. Accounts: <https://contacts.google.com/directory>
2. Aliases: <https://groups.google.com/all-groups>





## \*Smiles in Mirror are Larger Than They Appear

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**SATURDAY, OCTOBER 11**  
**NOON TO 4 PM**



**CHECKERED  
FLAG PARTY**  
**@ BUCK HILL!**

live music • lawn games • food • beverages

clubregistration.net

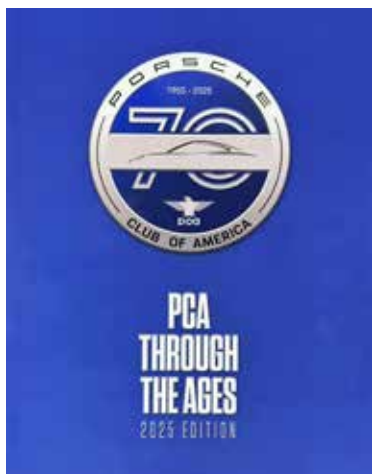
It's 9:00 a.m. on July 4th, I'm crossing into Iowa on I-35, headed south. Destination: OKC and the National Porsche Parade. Over the 780 miles, I ponder my many past Parades, excited about the upcoming week of intense Porsche fun, it will be my 37th!

As I drive up to the PCA Welcome Tent at the Omni Hotel, I've placed a strategic item visible through the rear glass. I



have my formal suit and such in a red travel bag, an official DFW '87 Parade logo item. That 38-year-old PCA symbol sparks discussions, as does the GULF livery on the Cayman. It's time to check into the hotel and then? Fulfilling a club request, I clean up the Cayman for display in the PCA "people history" section at the Concours. This year, that event will take place indoors in the large Pavilion Building at the Oklahoma State Fairgrounds. Given that it's July, and in a southern state, the A/C will be appreciated.

Sunday, I go through final registration, meeting many old PCA friends. I drop off my two Peter Porsche Art Show entries: "ORIGINS" and "GULF PORSCHE." I have lunch with PCA members from Wichita, and then it's off to the



Concours Judges Meeting. I stop at club hospitality, there's a whole room dedicated to "PCA through the Ages" history. There's even a book, and of course I got my copy. (Then there's a Zone's reception with the reveal of the PCA 70th Anniversary 911 Club Coupe). Later that evening is the Pirelli Welcome Banquet; now we're really in high gear. The view from the hotel includes that of an OKC landmark, the

Skydance Bridge, inspired by the scissor-tailed flycatcher, the Oklahoma state bird (photo below).



It's an early start on Monday, with a breakfast for the Judges that includes a final update on class numbers and other instructions. Then, we take the provided shuttle from the hotel to the Pavilion. I will Judge three Preservation Classes as part of a team of three, plus participate in the Group Judging for the Overall Award. The Winner of that Grand Preservation Award is an impeccably maintained 914 with over 200,000 miles on it, and the same owner for the last 45 years. Their enthusiasm and diligence, their meticulous care and effort, those were absolutely evident everywhere our team checked. The Concours Historic team made a descriptive plaque for my entry (photo below).





It's mid-afternoon, the awards ceremony is complete, I'm leaving with the Cayman. A dashboard info screen says "-28" on the right rear tire. Oh, oh. The tire set is about a month old, the amazing Pirelli Trofeo RS. I had just done my fifth straight win of the local MAC autocross on these tires the previous Sunday, earning the '25 Class SSP Series Championship. Translation of "Trofeo?" From either Italian or Spanish: Trophy, accurate indeed. These days, many cars don't have spare tires, so I bring an air compressor. The tire pumps up, but as I drive a few miles back to the hotel, it continues to slowly lose air pressure. I lay on the floor, and inch the car forward, checking the circumference for what is likely to be a foreign object. Sure enough, there is a jagged metal spike at the juncture of the tread and sidewall. This is a worst-case scenario; it's a fatal fault, the tire is unrepairable.



Then I attend the private reception for the Peter Porsche Art Show, which is exclusive to the artists and their guests. I had my "ORIGINS" 356 image printed on canvas, a medium that matched the vintage theme, it won the highly-contested Classic Color Photography category. "GULF PORSCHE" is a modern image, I had that printed in a clear acrylic medium, which has vibrant color with almost 3-D depth. I have time to ponder: where to find a 275/35/20 Trofeo RS tire, and fast? Pirelli is at the PARADE, I communicate my "tire emergency." They check inventory, and availability is in an East Coast warehouse. It's Tuesday, just before noon, I note that the Speed Event is 7 am Thursday, so the tire is needed, quite literally, by tomorrow. FedEx Priority Overnight, full speed ahead!

That night is the sophisticated Concours D' Elegance Banquet, I go dressy, the translation of the French is "Contest of Elegance." Again, it's great to see many PCA friends from all over the USA. These are multi-course plated affairs; that evening, a choice of Beef Short Rib,

Herb-Grilled Chicken, or Vegan, with Mark Shevitz as the Emcee. Peter Porsche delivers the Welcome speech. There is a procession of



all the Parade logos . . . including the one from the '76 Parade here in Minnesota. It's also the National Awards dinner, plus there are door prizes at the end.



The hotel calls at 8:30 am on Wednesday morning, the new tire has been delivered. By 10:30, the Discount Tire in Del City has



Continued on page 14



SOLD



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## 70th PCA Anniversary Social at Boom Island Brewery 9/13!

*photo by Karen Laumbach, Social Chair*



## Parade . . .

*continued from page 11*

it mounted . . . I brought their whole team Pirelli hats as an extra goodwill gesture for the stop-the-shop service; a critical challenge to the whole week has now been met . . . I'm good to go! Heck, I even have time to observe the Wednesday competition and walk the course to memorize it for tomorrow.

Thursday morning, I walk the course one more time, there will be four individual laps. Learn it later, as you "go?" That puts you behind the curve, and it's put-up or shut-up time. The Trofeo RS is a remarkable tire with great traction, and matching predictable, linear responses . . . I find them easy to drive fast. Guess that's why they come on the (992) GT-3 RS. Plus, these are both quiet and have a compliant ride by performance tire standards, too. That's quite a combination of attributes to build into one tire, it's state-of-the-art. These do have a 100 treadwear rating, so the rules place it automatically in "Improved." My Cayman is in "I3," the highest "I" class, for 3.4L engines and up. Tires legal for all the Showroom Stock and Production classes must have 220 treadwear or higher. The drivetrain in my GTS is original, as is every spring, shock and sway bar. Most "I" class cars typically have far more modifications than just a high-camber alignment and tires. I have my usual view: "We'll see." When the proverbial dust clears, I've won Class I3, and by a considerable margin. Oh, but for the grace of the tire gods, things were looking iffy just two days ago. And that earns me entry



into the PCNA Cup, an update to the Hoffman Cup introduced last year. At the inaugural, they took the Top 30 drivers and did Q1-Q2-Q3 eliminations based on thirds. In '24, those eliminations started using a pair of 911 Carrera T's . . . a good-handling car. I progressed, until I got to the heavy E/V. It's one lap-and-done in CUP eliminations; there is no practice. This year, they reduced the starting line-up to only the Top 20, I still qualified, and? Now they're cutting half on the first pass. Plus, '25 started with us driving the new Macan E/V SUV, not a sports car like the Carrera T. My review: lots of power, tons of weight, firm brakes, not as much tire.

I was 10th. But? Because two drivers who had run on the previous day didn't start, the "1/2-to-Q2" cut line got moved to 9th; so I missed by one place and a few tenths of a second. Guess I need some practice laps with EV-SUV's to make an all-out run at this. Still, at age 73, earning an exclusive slot into the PCNA Drivers Cup, the club's shootout for Top Driver, I won't have to apologize for that.

Friday is the Tech Quiz . . . the last of the Big Four competitive events: Concours, TSD Rally, and Speed Event. It's 50 questions about Porsche History, Technical, Racing, etc. termed the "Generals" and then 25 "Model Specific" questions so 75 total. I'm doing Class Q07, which is the quiz for the transaxle cars: the 924/944/968 and 928 . . . I still own my '89 GT. Later that day, I get an intriguing call, "Will you be at the banquet tonight?" I say, "Yes, is there a special reason I need to be there?" The answer? "Your ORIGINS 356 artwork has won Best Of Show." Wow, I didn't see that coming. It's time to pick up my artworks, and they ask me to bring ORIGINS to the banquet for display and to receive



this prestigious overall award. It's also the Speed Event/Autocross awards dinner, which typically has a less formal style, usually a buffet. Alerted to Best of Show, I go with a long-sleeve dress shirt and cuff links. Mark, the emcee, also tells the story of the Trofeo RS "tire save" with

timely action by Pirelli and overnight delivery. Winning Best of Show and then winning at the Autocross, too . . . when Big Trouble loomed large just days ago? This is the Porsche PARADE. (Right: Kim and Paul Kudra -Autocross Chair, Autocross Award).

Saturday is the Parade of Porsches, limited

*Continued on page 18*





# Annual Nord Stern Elections are coming soon!

*courtesy Tom Sabow, Secretary*

It's that time of the year for elections for Leadership positions in Nord Stern. This year we will be electing a President, Vice President, and Treasurer. Secretary Tom Sabow's two year term will end in December 2026. The Slate of Candidates is as follows:

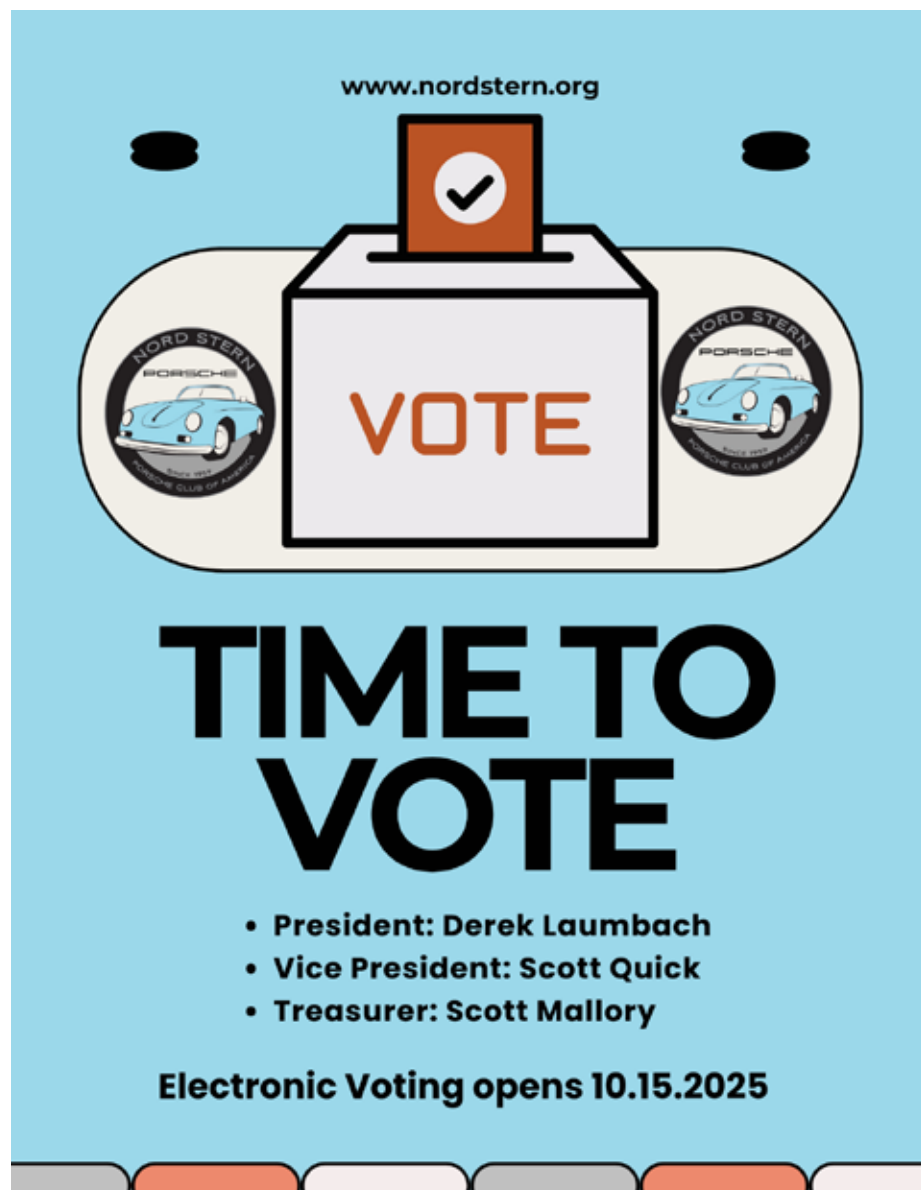
- President: Derek Laumbach
- Vice President: Scott Quick
- Treasurer: Scott Mallory

Electronic ballots will be available on October 15th, with notification via PCA enews email. Primary and Family Active

members are both eligible to vote. Voting will end on October 31st (Halloween!) and results will be posted by November 15th.

Any protests of the results should be communicated to [secretary@nordstern.org](mailto:secretary@nordstern.org) by November 22nd and will be resolved by December 1st, with final results.

Please be watching your incoming email for PCA enews around this subject!



# Nord Stern Business Meeting Minutes - September 2, 2025

by Tom Sabow, Secretary

## Attendees:

- Derek Laumbach, Karen Laumbach, Carolyn Veno, Andy Golfis, Steve Albers, Roger Johnson, Chuck Barr, Jason Barney, Karen Carson, Tom Sabow, Scott Quick, Todd Smith, Tom Karn, Jim Southwell, Jeff Eckroth, Judi Sievers, Amanda Zander, Michael Steinberg, Andy Barker, Vic Lee

## Call to Order:

Meeting called to order by Steve Albers at 6:32p.m.

## NEW BUSINESS:

### President, Steve Albers:

- no report

### Vice President, Derek Laumbach

- No report

### Treasurer, Scott Brown

- No report

### Secretary, Tom Sabow

- no report

### Board of Directors, Steve Kemp, Tom Karn, Jeff Eckroth

- Accolades to Club leadership & Chairs
- Bylaws will be voted on in upcoming election

### Advertising, Mollie Nygaard

- No report

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

- 2025 show was a success
- 180 cars showed. Thank you to all volunteers
- 2026 change of venue: Roseville High School

## Autocross, Andy Golfis

- Seeing a meaningful increase in participation among new Porsche owners

## Club Race, John Velure

- No report

## Dealer Relations: Roger Johnson, Steve Albers, Tom Karn, Jeff Eckroth

- September 4: JDC/St.Jude event at JDC. Sponsored by Mpls Porsche

## Driver Education, John Blackburn

- Now using PCA tech forms available on our website. Good for 120 days only
- Last Fling: 44 drivers registered, Sept. 13-14

## Driver Training, Ben Rogers, Scott Brown

- 9 students registered for Fall Fling

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

- Year over year participation is up significantly
- Great 2025 season, more volunteers needed on future drives

## Fall Color Tour

- October 3-5
- 43 cars, 83 total attendees

## Historic Archives, Roger Johnson

- No report

## Insurance, Jeff Carlson

- No report

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

- 542 active members
- Comp - 4, lifetime - 85
- 631 total

## Newsmagazine, Christie Boeder

- Keep sending notes and photos

## Nominating Committee

- Members: Bruce Boeder, Theo Martianos, Bob Quickel, Jim Southwell
- Formed on July 22



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training would be helpful.

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answered. Looking for that  
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Continued on page 18

NORD STERN OCTOBER 2025

## Prez Sez . . .

*continued from page 6*

Stern members and leadership?

. . . Another major highlight was the gala, where we raised nearly \$13,000. That night was electric. The generosity in the room was overwhelming, and it wasn't just about the dollars—it was about the stories shared, the connections made, and the collective commitment to helping St. Jude kids like Colton. It felt like everyone was pulling in the same direction, and that momentum has only grown - \$18,000 YTD in 2025 for Nord Stern bringing our total Porsche community for 2025 to \$50,000!

Beyond the fundraising, what's been most rewarding is the relationships we've built. Nord Stern leadership has been incredibly supportive and open to new ideas, and the members have shown up time and again—not just with donations, but with their time, energy, and hearts. It's rare to find a group so driven by both passion and purpose. These milestones remind me that we're not just raising money—we're building something lasting. And every event, every conversation, every shared moment continues to deepen that bond.

## Looking forward

As we continue to grow this partnership, what do you see as the next opportunities for Nord Stern and our Porsche partners to support St. Jude — and why is it important for our members to stay engaged in that mission?

Looking ahead, I see incredible opportunities for Nord Stern and our Porsche partners to deepen their impact—especially by aligning with St. Jude's broader initiative to rally the Porsche and racing community through Love Racing. Stop Cancer. This campaign is all about harnessing the passion and energy of motorsports to fuel lifesaving research and care, and Nord Stern is perfectly positioned to be a leader in that movement. Whether it's expanding fundraising efforts at existing events, hosting new drives or track days with a charitable focus, or even collaborating with other Porsche clubs across the country, there's so much potential to grow this mission. The racing community is tight-knit and driven by purpose, and when that purpose is helping kids fight cancer and other life-threatening

diseases, the impact is truly powerful. It's important for members to stay engaged because every dollar raised, every event hosted, and every story shared helps St. Jude continue its mission: ensuring that no family ever receives a bill for treatment, travel, housing, or food. That kind of support is life-changing—and it's something Nord Stern members have already proven they care deeply about. This partnership isn't just about cars or clubs—it's about creating hope. And as we continue to build momentum, I believe Nord Stern can help drive real change, both on and off the track.

## Closing

What Katie shared highlights how far we've come and how much further we can go. Each gift, gathering, and moment of support brings St. Jude families one step closer to a future free from worry about treatment costs or basic needs. For Nord Stern, this partnership is more than philanthropy—it's a statement of who we are. With Porsche partners beside us, we're not just fueling engines, we're fueling progress and possibility.

Cheers, Steve

## A 'Relief' band? Are you sure that's NOT just a watch?

*by Jim Southwell*

**F**SA: Do you or your driving companions, suffer any motion sickness? This has been the bane of my partner's experience for a long time until we discovered the Relief Band.

With an adjustable dial, this marvelous item sends a varying level stimulation up your arm across your shoulder and down to your gut to calm things down. Miraculous results for my wife Gayle, as we traveled through the mountains of central Europe recently.

Thanks to Nord Sterner Tom Sabow for putting us onto this!





## Biz Meeting Minutes . . .

*continued from page 16*

- First meeting was Aug 13. Discussed 2026 open positions for Club leadership
- Aug. 25 meeting to solidify slate of candidates

### Photography, Michael Steinberg

- Beautiful cover shot in last issue
- Great coverage of Nord Stern photos in Panamera magazine

### Registration, Andy Barker

- No report

### Safety, Paul Thai, Tom Sabow, Gary Amendola

- No report

### Social, Karen Laumbach

- Boom Island/PCA 70th anniversary event is scheduled for Saturday, September 13th. Food truck onsite
- Checkered Flag Party will again be at Buck Hill on Saturday, October 11th

### Social Media, Judy Severs, Misty

### Martianos, Christie Boeder

- Keep posting pics on Facebook, commentary is welcome also

### Tech & Shop Relations, Derek Laumbach

- No report

### Volunteers, Jim Southwell

- All good. Thanks to everyone for stepping up!

### Webmaster/Tech Dave Anderson & Andy Barker

- No report

**Next Meeting: Changed to Monday, October 6 at Spazzo in Minnetonka (Hwy 101 and Minnetonka Blvd)**

Meeting Adjourned @ 7:33 p.m.

Respectfully submitted,

Tom Sabow, Secretary

## Parade . . .

*continued from page 14*



to only 125 cars this year. It's a way of memorializing what took place 70 years ago, the original Parade. (Above: Kim with Stephanie Bahr, Art Show Chair, Best of



Show Art Award). Then it's time for the Volunteer party; everybody who has worked a whole day (of two shifts) is invited. A total of 549 people contributed 3,595 hours at this Parade. A lunch buffet and hundreds of door prizes acknowledge and reward all this volunteerism. There is an avalanche of participation at the Parade, and we volunteer for each other's events . . . It's the people!

Soon it's time to dress up for the Victory Banquet. How could the whole week have gone by so fast? The next Parade will take place in Lake Placid, also the site of the 1994 Parade, from June 14 - 20, 2026. They'll announce the 2027 Parade site that evening. I've checked the results of the Tech Quiz. For the first time, I've earned a perfect score on the Model Specific Questions . . . 25 out of 25! I got 38 correct of the 50 Generals, and three of the five Tie-Breakers. I've won Class Q07 and come within one point of the highest Total Score from any class . . . Better wear a suit again. It's another multi-course dinner affair, and they announce the 2027 Parade in Boise, July 11-17. This was the site of the Parade back

in 2002. That year, I was Tech Speakers Co-Chairman, so Nord Stern is actually listed as a supporting region for the '02 Parade. Why do I keep participating? While much has been added to the schedule over the years: golf, 4K run, RC cars, Sim Racing, Juniors and more . . . All the basics are still there: Concours, TSD Rally, Speed Event, and Tech . . . From the original days. So much has been "watered down" in the world over the last 70 years but not the Porsche Parade. See you in '26 or '27?

I begin the trek home Sunday morning, coming home with lots of hardware. The designer of this year's exquisite metal trophies? From Porsche AG: Tony Hatter, now retired, who designed the 993 including the Turbo, the 996 GT-2 and GT-3, the Carrera GT supercar and the '96, '97 and '98 GT-1 Le Mans prototype racecars.



Modern Porsches are so efficient, it's amazing. Prove it? During the last leg home, I checked the trip info screen . . . 732 miles at 32.3 mpg, averaging 72 mph, obviously cruising above that. Now we want to get rid



of these cars? Someday, in the foreseeable future, there will be E/V's that aren't so ponderously heavy . . . When the frenetic effort to develop solid-state batteries bears fruit. Until then, I'll keep my brilliant I.C.E. Porsches, thank you very much.



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## TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2025 Schedule

DATE	EVENT	SPONSOR	LOCATION
Oct 4th	MOWOG 9	MAC	Canterbury
<b>SCCA TRACK NIGHT IN AMERICA @ DCTC: 4/25 , 6/13, 7/11, 8/15, 9/26</b>			
<b>SCCA TRACK NIGHT IN AMERICA @ BIR : 5/23 &amp; 8/29</b>			
<b>SCM PRACTICE DAYS/LAPPING at BIR: 06/16 &amp; 9/15</b>			
<b>SCCA RACING EVENTS @ BIR: REGIONAL/DIVISIONAL ROAD RACES</b>			
<b>GARY CURTIS DRIVING EXPERIENCE @ DCTC 5/3, 5/17, 6/8, 7/19, 8/2, 8/23</b>			
COM = CORVETTES OF MINNESOTA--www.corvettesofmn.com--Contact: WALLY MAHLUM 952-431-0630			
CVSCE = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsce.org--Contact: STEVE JOHNSON 715-836-0145			
MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--Contact: RYAN THOMPSON 763-229-0939			
SCCA (LOL)= SPORTS CAR CLUB OF AMERICA, LAND O LAKES REGION--www.scca-lol.org--			
Contact: AARON JONGBLOEDT 612-554-7105			
SCCLAC = SPORTS CAR CLUB OF LA CROSSE-WWW.SCCLAC.ORG (Chapter OF LOL) Contact: RICK ALBRECHTSON 608-790-6494			
SCM = SUBURBAN CORVETTES of MN--www.suburbancorvettesofminnesota.com--Contact: SHAWN HANNA 612-452-1298			
BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN			
CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN			
ROCK FALLS RACEWAY = N1790 1000th St., EAU CLAIRE, WI			
DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN			
WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI			
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# Is a Porsche with center-lock wheels in YOUR future?

Center locks are arguably the best-looking wheel design. They immediately evoke visions of race cars and quick tire changes during pit stops. Porsche has always wanted to put a little bit of their motorsport department into their street cars. It turns out that wheels are a great place to do this. Let's take a look at the history of Porsche and center lock wheels.



Some 356s were given the option of being equipped with Rudge wheels when new. Ironically, the center-lock Rudge wheels were advertised as a performance option because it reduced the time for a tire change. However, the Rudge wheels were heavier than the aluminum/steel GT five-bolt wheels, which probably reduced any advantages the center-lock gave to a team.



While some owners have added turn signals, tail lights, and other parts to make it street worthy, the 910 was never intended to be street legal. Nonetheless, some owners do manage to get it licensed and have driven them on vintage rallies. So, while not technically a street car, the 910 is worth a mention since it was the first of the “plastic” Porsches to receive center lock wheels.



Of course, we cannot forget when Porsche converted a 917 into a street car for Count Gregorio Rossi di Montelera of Italy. Porsche kept the original center locking wheels even though they also added all the requisite equipment to make it street legal (at least in the State of Alabama).



In 1983, Porsche's Sonderwunsch department built a one-off 935 Straßenversion, or street version, for TAG owner Mansour Ojjeh. One of the features of this car was center locking BBS wheels.



We have to travel back to 1986 for a mass production Porsche with center locks. The 959 had captured the automotive world's imagination when it debuted. A tour de force of technology, one of its features was a hollow-spoke, magnesium wheels with center-locking hubs. It's also worth noting that it was the first passenger vehicle to feature an

electronic tire pressure monitoring system. While having a center-lock on the street cars didn't really offer any advantage, it was also used in the 959 Dakar Rally factory entries as well as the Porsche 961, which was the rare 24 Hours of Le Mans version of the 959.



The GT1 was not mass produced, but unlike the 917 and 935, Porsche built more than one. In fact, they built around 25 (depending on what you read) between the GT1-96, GT1-97, and GT1-98. Being a supercar, it had center lock wheels much like the race version. It would be the next millennium before we would see another Porsche for the street with center-locking wheels. The Carrera GT arrived in grand fashion with its carbon monocoque, its V10 — and center-lock wheels.



2009 would bring us the first production 911 with center lock wheels. The 911 Turbo had one special option that it didn't have the year before: center locking wheels. Although finding one with that option is fairly rare, more were found on the 2010 models. This meant that owners were now discovering the joys and frustrations of working with center locks on a street car. Plus, they added some cool new tools to their collection that allowed them to properly remove and install these new style of street wheels. From here on

out, we would see the GT cars and even the GTS models come equipped with center locking wheels.



The 918 Spyder, Porsche's last supercar, was also equipped with center lock wheels. By the time the 918 came out, it was not unusual for top-of-the-line models to have this feature. The current Spyder RS also has center locks as does the Cayman GT4 RS. What was a bit surprising was the Panamera line offering this option as well. The first was the 2024 Panamera Turbo E-Hybrid.



The Taycan, Macan, and Cayenne still have the traditional five bolt wheels. Although, with the Taycan and Cayenne both having a GT designated car in their line-up, it wouldn't be surprising to see an even higher trim line that would include center locks. It will be interesting to see what the future will bring us.





Final Fling Driver Training participants with Ben Rogers (4th from Left) and 2025 Nord Stern President Steve Albers (right)



Above, the Driver Education participants meet up for the DE driver's meeting ahead of the day's track sessions!

## Question: Hello Nord Stern!

Curious if anyone has any experience adding a short shifter conversion to a 901 transmission, and whether or not you really experience benefits? Is it worth the \$800 or so? This mod is under consideration by my son on his recently acquired 1976 914.

Thanks for the insight!

—Jim Crowley

Hi Jim, Good timing that you should send out this request, as I am just finishing up installing a JWest short shifter into my '84 Turbo Look (915 transmission). This same shifter is configurable for the 901.

A little background for you here is that I like to move my seat forward to get good leverage on the clutch. With the original full throw shifter that was in the car, the end result of going into 2nd gear was that the shifter was closer to the seat than I liked, and it could be tricky to get my hand out from between them. After a number of years of tolerating this situation, I installed a factory short shift kit.

While the 2nd gear issue was improved, I was never able to get the mechanism adjusted to the point that I was happy with the movement through all of the gears (more on this below). There seemed to be a compromise of getting between 1st and 2nd, but sacrificing the transition in and, especially, out of 5th or the other way around.

Another club member (apologies, but name escapes me at the moment) had told me about the JWest shifter and I had eyed it for sometime. Over the Labor Day weekend, there was a significant sale on the JWest products through Pelican, and I decided to finally take the plunge.

However, I went directly to JWest as I had some other questions (like does the shifter fit my unique vehicle) and he was willing to match the discount. I have only made a few short trips around the neighborhood testing things out, so my experience is limited, but I am pleased with what I have experienced so far.

The shift now works well through all of the gears and is much tighter feeling and more definitive than before. Once I finish putting the interior back together (this weekend's task)

I am looking forward to some road work to really try this thing out.

Was it worth the spend

So far I am thinking it was even though my credit card is still smoldering from all of the Labor Day sales I took advantage of (spend money to save money!). I have a few other observations and recommendations based on my experience that I would like to share with you as well.

Adjusting the factory set-up is basically a two-person job as one has to hold the shifter in place while the other uses both hands to tighten up the clamp at the rear of the linkage.

This still puts you at about one hand short to maintain the position of the coupler/linkage while trying to tighten the clamp. JWest also sells a threaded clamp that requires only a single wrench to tighten and this made the adjustment significantly easier. I highly recommend changing to the JWest clamp.

Also, the JWest shifter makes use of the centering springs and, temporarily, the stop bolts during the alignment process to center the shifter. Along with the clamp this makes the alignment process a single-person task.

I did a great deal of trial and error adjustment with my set-up to find one that I liked and that allowed for proper operation of the reverse lockout, but, without the capabilities of this shifter, I would have been extremely frustrated by the process as would have my wife been, as I continuously asked her to hold the shifter steady. Speaking of reverse lockout, I did a 914 for my father many years ago and can recall several 1st to 2nd nips of reverse.

The lockout on this unit seems to be superior to what I recall being on the 914, so the prevention of a trashed transmission by a shift into reverse could well offset the expense of the shifter. Along the lines of a pay me now or pay me later proposition. Once I started the install process, I also discovered a couple of other issues with my car. While I am sure that I replaced the front bushing when I installed the factory short shift kit, I found that it was pretty crisp and quite sloppy. To the point that there was visible wear on the linkage. Here I swapped in the JWest bushing mount, and that tightened things up considerably. This is looking



I just got home from the Boom Island PCA 70th anniversary event. I got there a little late myself, but cars were still coming in at 4 PM. A few new cars that I had not seen before and some new faces too. Thanks to **Karen Laumbach**, our Social Chair, for organizing this event and thanks for all my fellow members for coming out to make it really happen!

I didn't talk to the owner, but I really liked this 911 SC in Sand Beige, with I think Empi wheels and a Momo Prototipo steering wheel. It looked great going down the road! Photo below.

—Jim Southwell



## Nord Stern Member In the News

Christopher Runge reports: Our PBS Documentary has been nominated for an Emmy Award! Link below.

[https://www.youtube.com/watch?v=8Zy6L\\_vmFxx](https://www.youtube.com/watch?v=8Zy6L_vmFxx)

## A Welcome to New Member



Our new member **Jakob Gerdtts** -Thanks all set! Can't wait to bring my 997 (2007 911 Carrera 4S) to future events and meet other members of the community! (P.S. what a beautiful color P-car says Editor Christie)



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Photo left:

Many a musician would appear to have 'good taste' in their automotive choice. Photo courtesy our Facebook page post by member Chris Becker whose dad had the same 356 (note the 914 in the background!)

Eddie Van Halen in 1980 with his Porsche 356





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## What's Col de Turini famous for?

*submitted by Jeff Eckroth*

**T**he road is one of the most dangerous and challenging stages of the Monte Carlo Rally. It has been the arena where the best drivers in rally history have demonstrated their skills for the assembled fans. Difficult and dangerous, this stage has caught out many drivers. Larousse, Th  rier, Waldeg  rd, Delecour, McRae, Gr  nholm, or Solberg are just some of the many drivers that have had trouble over the Turini stage.

Until a few years ago, Col de Turini was also driven at night, with thousands of fans watching the "night of the long knives" as it was called, due to the strong high beam lights cutting through the night. This helter-skelter road has won the respect of all drivers, both old and new. It is a mythical stage incorporating all of the

characteristics that have made this event one of the most difficult rallies, but at the same time probably the most exciting and splendid. To this day, this stage created for itself a great history and has an aura without equal, becoming a legend. It has been featured in Tour de France and Paris-Nice races as well.

p.s. We hear Michelle was not 'keen' on driving the pass even as just a normal one.

<https://www.dangerousroads.org/europe/france/95-col-de-turini-france.html>

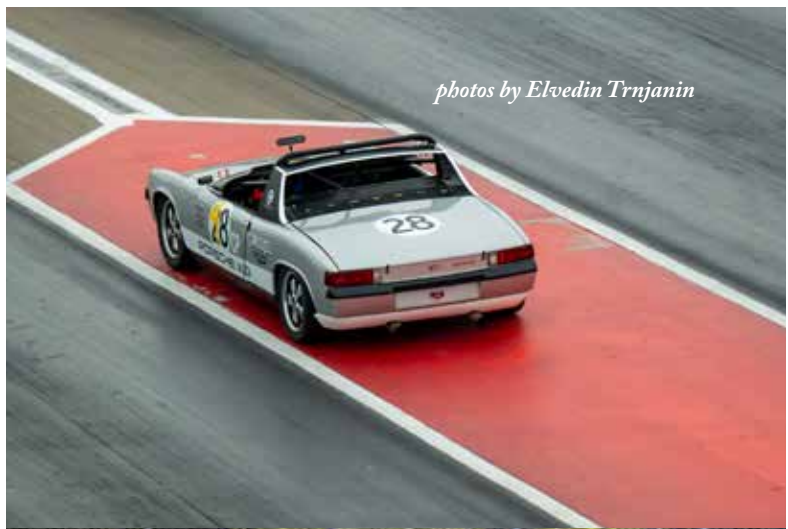




# Out and About at Final Fling 2025









*Members of the region are welcome to place ads of a non-commercial nature at no charge for two months. \$10 for non-members. Submissions must be received by the 15th of the month prior to publication date: editor@nordstern.org.*

## Eagan Car Club Garage Condo for Sale

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## 1992 Porsche 968 Rims for Sale

Hard to find Porsche 968 rims. Used for track but no longer racing. Rubber is available to know the sizes for



each rim. P285 30ZR18, P245 35ZR18. Two of each. \$1000 for set, not including shipping. Good condition inside and out. For details, contact Perry Parendo, 651-230-3861 or perry\_par2002@yahoo.com

## 1964 Porsche 356 SC



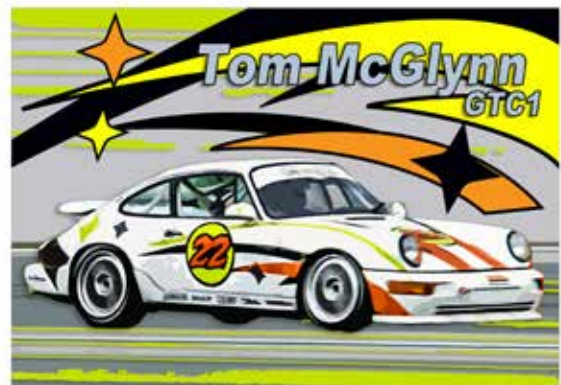
The odometer on this black exterior with red leather interior Porsche shows 34,000 miles. It has the original 1582cc /95bhp air-cooled SC 4-cylinder engine; 4-speed manual transmission; 4-wheel disc brakes; MPH, fuel, oil, temp, amp and tach gauges; clock; twin Solex carburetors; sunroof; driver's side headrest; and radio delete plate. The tires are Michelin 185/65R 15 radials, mounted on the original steel wheels with hubcaps. VIN: 127515, Engine: 72014/61674. George Andeweg 651-402-5654, gandeweg@gmail.com

## 1981 924 'lemons' race car

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## Bret Bailey's Artwork: More of Nord Stern's Colorful Race Cars





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Shifter . . .

*continued from page 25*

like a good stop gap measure to replacing the linkage which would have involved dropping the engine and transmission.

As well as replacing the bushing I also replaced the coupling at the rear of the linkage. Once I got it out of the shift tunnel and played with it I found that it also had a great deal of excess movement to it. This is as intended by the factory, but it just didn't seem necessary. I opted to purchase a rebuilt coupling from JWest with a different bushing that eliminates the excess movement rather than go for the upgraded universal joint coupler as comments I read online left me with the impression that the coupler upgrade was not as significant an improvement as doing the shifter and the bushings were especially, given the cost difference. Rather than purchase the bushings and rebuilding the coupler myself, I simply got lazy here and ordered the rebuild.

One thought is to whether or not it was actually the slop in the bushings that prevented me from achieving a satisfactory set-up with the factory short shift. Moot point now that I have made all of these changes.

Apologies for the long diatribe here, but I thought that some detailed fresh first hand experience would be of use to you in making your decision. Good luck!

— Robert Schuelke



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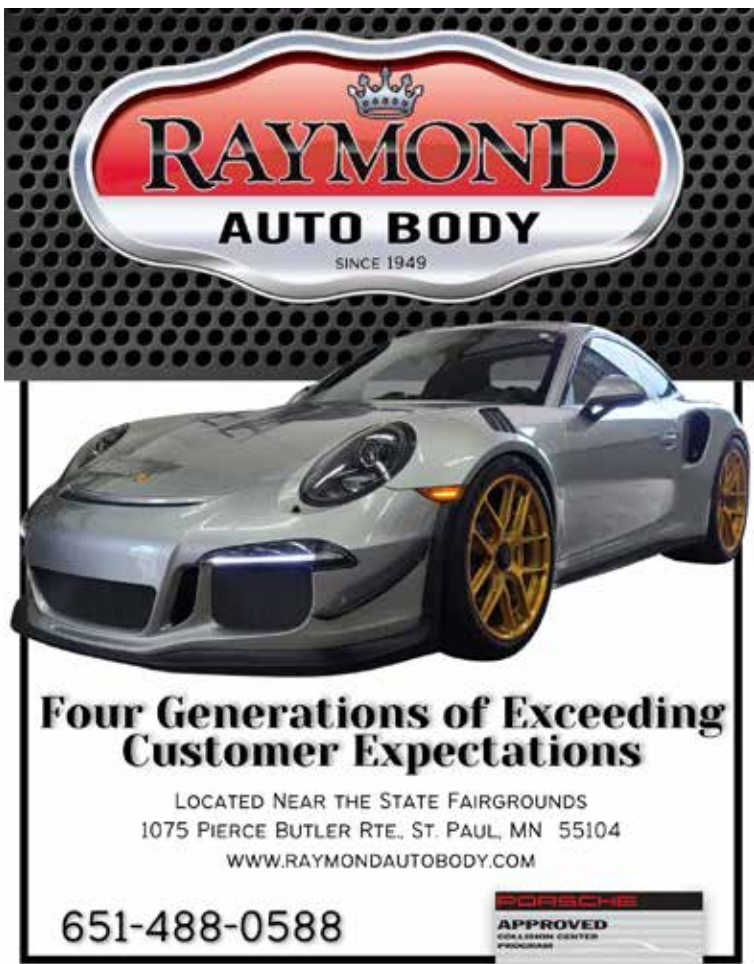
## Green against Green!

*photo by Ron Faust*

After 41 years of ownership, long-time Nord Stern member Ron Faust has been working and preparing, with help with fellow member Phil Saari, to put his 'baby' up for sale in the near future. A passing of an era. Good luck, and someone will be acquiring a wonderful 356.







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**Y**eah, we're about to hit the road. In a few days, my partner and I will pick up a camper/van and, over two weeks, head for parts northwest. We're planning on hitting the Oregon/Washington coast, up to Vancouver, a detour to Vancouver Island, east to Banff, down to Glacier and home. With two dogs.

Are we crazy? I guess we'll find out.

I do know that, when I sprung this plan on friends and family, the uniform response was something like, "Gee, I had you pegged as a room service - Daiquiris by the pool - valet parking - hot tubbing - road runner. What gives?"

A valid question. One major response is that we need some time and space, to cut off, recompose, regroup, reenergize. It's sort of an experiment. I want to see if I can really slow down, smell the roses, commune with nature, throttle back. All that stuff. It's not something that comes naturally to me.

Not that we're actually roughing it. Although that's a relative term. A few weeks ago, we drove out to said vehicle to check it out. And, lo and behold, like so many things in life these days, you scratch the surface and you uncover a whole world you didn't know existed. Like the website Outdoorsy, which lists vehicles to rent. It's kind of like a mobile Airbnb or Vrbo. That's where I found the gray monster.

It starts as a Mercedes Sprinter van. Which means four-wheel drive, and a turbo-Diesel engine. Then we blast off into all sorts of custom additions, dreamed up by the owner. Like a remote-controlled fold-out awning, solar on the roof, flat screen TV. Our "host" asked me what type of coffee I like. "Keurig Peet's French Roast," I said. And he made a note - it has a Keurig machine.

In fact, the printed "van inventory" runs to ten pages. Extra ziplock baggies, oven mitts, bear spray, USBC charging cord (2), a fuzzy lounge pillow .... Beau, the owner, sent us videos. He told us to plan on an hour to walk through. Is this "glamping?" Beats me.

Now, one item has me in knots. Will I suffer from withdrawal when I'm driving the thing. Will the longing for a Porsche, say, on the Road to the Sun, be too painful. I asked Beau how fast it goes. He said it more than keeps up with any traffic. And it handles, he said. Except in cross-winds. Well, I thought ... ok!

There's a bit of a throwback here, a reliving one's youth.

When I was 11, my parents loaded my two sisters and me in a new Buick and we hit the road, from NY to LA and back, for five weeks. Without air conditioning. My seat, as the oldest, was behind the driver. Most of the time with my head stuck out the window, imitating man's best friend. The wind blast was such that I kept licking my lips ... and they became so chapped, they expanded across my face.

But my sisters and I still, to this day, over 60 years later, talk about that trip. About the Corn Palace in Mitchell, SD, about Tioga Pass, about the Tetons.

When my daughters were young, we took a road trip from Chicago to my parents in Charlottesville, VA. In a minivan we owned for two whole years. Mostly, the girls sat silent, with their earphones surgically attached to their heads. When they did speak, a sole question came out. "Can you explain again why we're not flying?"

So, sure, there's a "remembrance of things past" element to the adventure. And a coupling with the reality that, if we don't do these things, if we don't keep moving forward with new adventures, if we don't expand our comfort bubble, while we can, time could very well run out.

I learned the hazards of settling for something, for being too practical, when I owned a '68 VW Beetle in college in the early 70s. I thought the swing-axle suspension would kill me, and it nearly did. From then on, my driving motto has mimicked the tag line for that lost and lamented magazine "Automobile" - no boring cars. But a camper van?

My father drove until a stroke at 86. My mother drove until she was 91. When she stopped, it wasn't because she couldn't drive ... I followed her at 91, and she had no problems ... but because she thought she should.

One visit to my parents, I programmed the GPS in their car for "home." There, I said, just press this, and the car will navigate you home. From wherever you are. O the thank-yous. Turns out, they were so afraid of getting lost, they were staying in a roughly 5-mile radius.

This trip is all these things, and more, much more. Like, for example, will we still speak to each other. But I'll leave that for another day and time. There's just one thing to do. Hit the road, Jack.



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