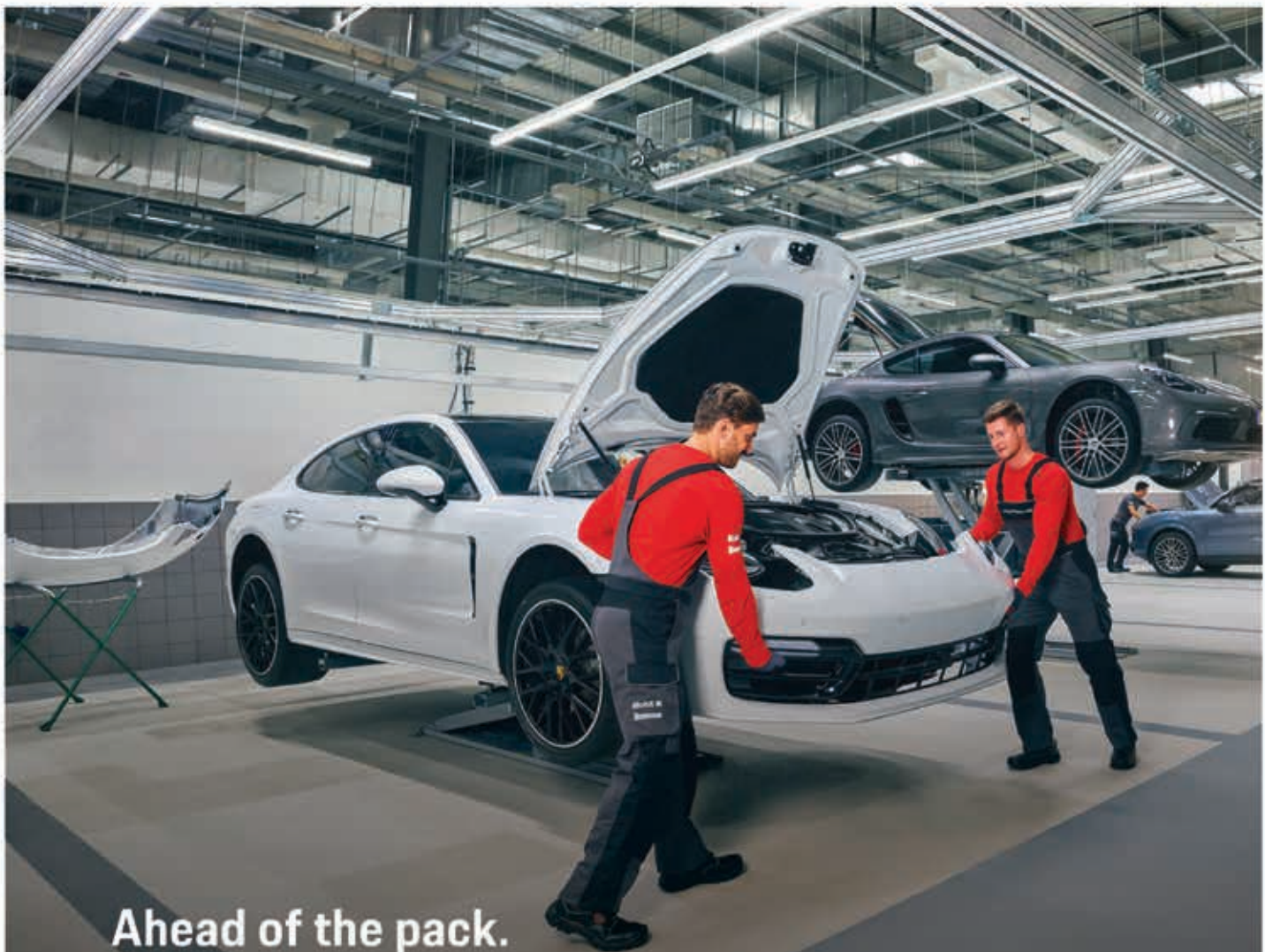




Nord Stern Region PCA
December 2025



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PORSCHE



PORSCHE

D E C E M B E R 2 0 2 5

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

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Photo by Gary Amendola

Willow River State Park in WI last week (Nov 14th) after a 6.5 mile hike.

2020 Carmine Red 911 Carrera 4S that sees ALL the Minnesota seasons and the racetrack as well.

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 15th 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.

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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>

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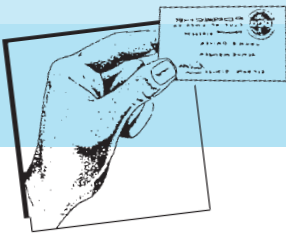
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email: editor@nordstern.org. Please note the copyright symbol in the email addresses MUST be replaced with the '@' symbol to function



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

We hope to see you at upcoming events!

No new members this month!

Check here 'next year' 2026

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!

Prez Final Reflections

As I write my final column as the 2025 President of Nord Stern, I'm struck by how quickly this year has moved—and how deeply grateful I am for the opportunity to lead, learn, and contribute to a club that means so much to me. What began as a year of renewed energy and big ambitions quickly evolved into something richer: a collection of experiences shared with people who bring heart, curiosity, and joy to everything we do.

From our early-season Tech Sessions and Membership gathering at Auto Edge to the many drives, social outings, and driver-education weekends, each event reminded me why Nord Stern is special. It's not the schedule alone that defines us—it's the conversations in the paddock, at the park, the laughs over a post-drive meal, the sense of belonging new members feel when they walk into a room full of strangers and leave with new friends. It's the volunteers who say "yes," the instructors who give more than is ever asked, the chairs who keep our calendar vibrant and our standards high, and the board whose stewardship anchors everything behind the scenes.

I want to extend my heartfelt thanks to the entire 2025 leadership team and Board of Directors — **Stephen Kemp, Jeff Eckroth, and Tom Karn**, whose commitment made this year not only successful, but meaningful. And to the

incoming 2026 leadership **Derek Laumbach, Scott Quick, and Jay Hilden**. I'm excited for the direction you'll carry us. You're inheriting a club that's strong, welcoming, and ready for its next chapter.

Although my term as President concludes, my service to Nord Stern does not. I look forward to serving on the board over the next three years, supporting our Executive Team, committee chairs, and the initiatives that continue to elevate our club experience—on the road, at our events, and throughout our community of members.

Finally, my sincere gratitude goes out to our loyal sponsors and advertisers. We are a nonprofit. Our magazine, Driver Education, Drives, Social Events, Membership Events, Tech Events, and all we do as an organization bear costs. You help us keep our fees down and member experiences robust and forever memorable. Thank you for your continued support!

Thank you for an unforgettable year. It has been an honor to serve.

Cheers,

Steve



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Porsche Minneapolis	IC
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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	

Once again here we are at almost the end of 2025 and it's amazing for me to realize another 12 issues have been composed, laid out, photos gathered, captions set up when appropriate (or when I for sure know names), stories cajoled from members, or so often a silent hallelujah is breathed when a write-up happens to just come my way. It always seems like a bit of a miracle to realize I have more content than I can include here.

Then I get to indulge in the copy/paste tricks of the trade; throw a little spell checking in their, maybe rearrange a few sentences or words to perhaps help those thoughts flow more succinctly. And viola, another issue is finalized, files are saved, compressed and uploaded to the printer. Plus the pdf version is generated and finds its way to the three separate locations on our website (yes, there are three different locations where each issue going back to 2000 are located.

Okay, that's not quite right. The current issue is in three separate places . . . and once that issue is supplanted then it - along with all the other past issues - exist in the other two locations. Some readers may know that, some may not! Perhaps I can say that's the challenge of the month - go find where we archive the newsletters online. Back when we printed most of the issue only in Black and White, it was lovely to know that the pdf files were in full color. I personally think the increase in cost has been worth it to

be able to showcase the many photos so many club members take of their Porsche's, from our events, of not just the cars but of 'the people of Porsche' and are willing to share with all of us. I thank you all!

With that said I also want to thank all of our advertisers - we couldn't do this without you.

And of course,
Happy New Year!



Porsche Design Unveils the Chronograph 1 – PCA Member Edition

Porsche Design honors the 70th anniversary of the Porsche Club of America with a new edition of the Chronograph 1. Exclusively made for a special community, PCA members now have the opportunity to customize Porsche Design's most iconic timepiece that was originally designed by F. A. Porsche in 1972.

Creating a special sense of community amongst members, this new timepiece features the PCA logo and "PORSCHE CLUB OF AMERICA" lettering, and optionally a personalized club region name stated on the case back. The made-to-order watch will not only come with a titanium bracelet, but also two sportive textile straps in vibrant Club Bleu, one featuring the PCA logo and the other the PCA 70th anniversary logo.

Visit: pca.org/news/porsche-design-chronograph-1-pca-member-edition



PORSCHE CLUB OF AMERICA

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 - Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
3. To RENEW an existing newsletter subscription
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* Check your mailing label for your expiration date

DECEMBER

2025

- 2 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka (101 & Mtka Blvd)
RSVP to 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.*

JANUARY

2026

- 6 Nord Stern Business Meeting ***
Location: Alex's in Roseville
RSVP to president@nordstern.org
- all are welcome
- 17 Nord Stern Green Flag Gala**
Location: The Club @ Golden Valley
RSVP at clubregistration.net

LOCAL CAR EVENTS, OF INTEREST
These events are NOT organized, NOR sponsored by Nord Stern or PCA, but club members are cordially invited

FEBRUARY

2026

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

• 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.

MARCH

2026

- 3 Nord Stern Business Meeting ***
Location: Alex's in Roseville
RSVP to president@nordstern.org
- all are welcome

APRIL

2026

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

MAY

2026

- 5 Nord Stern Business Meeting ***
Location: Alex's in Roseville
RSVP to president@nordstern.org
- all are welcome

Good to Know!

by Dave Anderson

Had 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>



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- We want to get to know you!
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- 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"

Editor's Note: Below is a more inclusive report to augment the business meeting minutes on our most active piece in social media, the Nord Stern Region of PCA Facebook page. Love it or hate it, an online presence is pretty much a necessity in this day and age.

This summary of the year on Facebook is brought to us by the club's main monitor, Social Media Chair Misty Martinanos. As the newsletter editor of long-standing - and a stalwart reader of the hand-held, print materials, books, magazines, newspaper - I am, however, very keyed into the technology of today, too. Our various digital resources allow ALL of us the opportunity to grab and grasp information, both credible and some, shall we say, not so credible, at the tip of our fingers. Frankly, I do appreciate NOT having to tromp over to the local library, look up reference materials via a card catalog, or put in a request to one of the many fine librarians staffing those libraries. Although that also puts the onerous on the reader, on me, to determine the credibility of what I may or may not find in an online search.

And as a part of this explosion of resources online, we do now of course have the club page in Facebook that allows a large number of members and interested individuals easy access to the world of our Porsche club. And one of the useful functions therein is the ability to post, market, and notify members in an even more timely manner than via a printed and mailed piece (such as our the monthly newsletter). Very useful indeed.

As Misty reports:

I wanted to take a moment to submit this report for the president, vice president, secretary, and anyone else who may find it helpful. We've had a phenomenal year on social media—it truly flew by. Engagement was strong across the board, and the volume of photos shared from our events is clear proof of how successful our club has been in getting members involved.

The feedback I've received has been overwhelmingly positive. As instructed, I completed the PCA Porsche Watch promotion and plan to run it again this month. I'll also be spotlighting both our Nord Stern webstore and the PCA merchandise store to encourage holiday shopping for members and enthusiasts.

One of the highlights this year was learning that several

members not only read our newsletter and magazine—they actually collect them. That made me smile, knowing how much heart and soul Christie Boeder puts into every issue. Her work is clearly valued and appreciated. I've also heard wonderful things about our Drive team, especially how they made new members feel welcome and excited for next year's events. Our new Social Chair pulled off a last-minute PCA anniversary celebration (at Boom Island Brewery back in September) that was a major success, and I'm confident next year will be even better with her leadership. As Social Media Chair, I often serve as the eyes and ears of Nord Stern, interacting with members daily through messages, comments, and questions. I do my best to answer inquiries or direct them to the right person. It's been a joy working alongside Judi Sievers and Christie Boeder—both of whom help make our club exceptional.

I'm amazed the year is already wrapping up, and I know many of our chairs are already planning for 2026. Our members made social media easy this year by providing so much great content!

Please take a moment to thank everyone who contributed to our Facebook presence—it truly makes a difference to have such engagement. If there's anything you'd like me to promote or share on social media—events, updates, merchandise, reminders—just let me know, and I'll make sure it gets posted. I love our club. Here's to an awesome year ahead!

I'd also like to thank Misty (and Judi Sievers) for their diligence in monitoring the FB page plus posting upcoming events, providing interesting and relevant content for the 1300 plus members of our page! It's not easy and it's not always smooth sailing. There are some regulations and guidelines we do have to follow being one of the regions within the Porsche Club of America. Fortunately, we tend to be a pretty respectful bunch and I know Misty appreciates that, as do Judi and I. The photos that are shared are often fun, amazing, awesome, interesting, and many of the questions posted are informative. It's a great resource for club members that even the 'pre-digital' generation can appreciate.

Ah, Revisiting the Fall Color Tour

Photos courtesy Andy Golfis

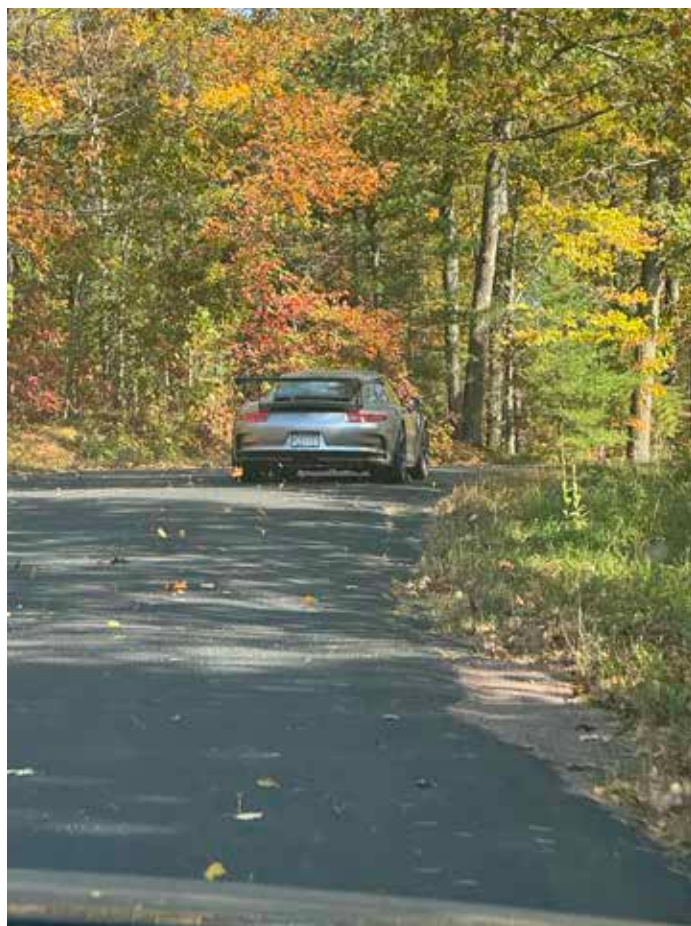


Left, Pat Golfis enjoys the sun and warmth while watching one of the impressive ships that come and go out of the Duluth Harbour and the iconic Lift Bridge.

At our lunch stop at the Lakewood Resort on Lake Namakagon in Cable, Wisconsin the front row for an impressive line up of member Porsches. Note the wonderful weather!

Andy takes a quick break at one of the rest stops along the route on Saturday's drive through the Wisconsin roads.

And below, one more shot in the beautiful woods after leaving Lakewood Resort and playing 'follow the leader' - which in this case is our Vice President, Derek Laumbach with Karen as his navigator, kicking up some of those golden fallen leaves - look close and you'll see them swirling in the air! Photo by Christie Boeder



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Fall 2025 Member-Only Raffle Now Open!

The wait is over! The Porsche Club of America is thrilled to kick off the Fall 2025 Member-Only Raffle, your exclusive shot at driving home a brand-new Porsche and pocketing a massive cash prize. The raffle is open and runs until December 12, 2025.

Don't wait. Every ticket you purchase boosts your chances of claiming one of these dream prizes. Log in and click the link above to enter and secure your chance at winning a piece of Porsche perfection. Drive. Dream. Win. Good luck, members!

More information: pca.org/news/fall-2025-raffle



PORSCHE CLUB OF AMERICA



2026 GREEN FLAG GALA

— ❄️ ❄️ ❄️ —
JANUARY 17, 2026
SATURDAY, 5 PM - 9PM

— ❄️ ❄️ ❄️ —
FEATURING

SOCIAL TIME | SILENT AUCTION | DINNER | FEATURED SPEAKER

— ❄️ ❄️ ❄️ —
THE CLUB AT GOLDEN VALLEY
7001 Golden Valley Rd
RSVP | [CLUBREGISTRATION.NET](https://clubregistration.net)



Annual Nord Stern Election Results

courtesy Tom Sabow, Secretary

Nord Stern officers are elected annually by the members in good standing for a term of one year, except for the officers of Treasurer and Secretary, who may serve for two years. Elected Board of Director members serve a 3-year term. Terms begin on January 1st and end December 31st.

Voting closed November 16th and the results are in.

Congratulations to the following new officers:

- 2026 President: Derek Laumbach
- 2026 Vice President: Scott Quick
- 2026-27 Treasurer: Jay Hilden
- 2024-26 Secretary: Tom Sabow



One Last Drive . . .

photo by Michael Grabner

Michael recently posted this picture on Facebook as he was getting his Targa ready for it's 'long winter nap' after what really has been a friendly for driving fall with dry weather, warm days, and lovely leaf displays throughout the State and Metro areas. (editor's note, in fact in our neighborhood we are still awaiting some of the oak leaves to get their act together and DROP - some oaks hold til the spring but I know who which of these ancient oaks hold those rusty red leaves and those that drop with the cooler weather. This always messes with the raking plans each fall - a race between raking and that first slushy snowfall that doesn't melt.)

Michael's Porsche is a 1977 911, black on black, Targa and he is the ultimate steward maintaining such an iconic, very fun P-car (and we agree, having had the privilege of driving it around town, thank you again, Michael!).

DASHING THROUGH THE SNOW...

MERRY CHRISTMAS & HAPPY HOLIDAYS



Meanwhile, back on June 28th @ the All Porsche Show . . .

'73 Carrera photos by Bob Walden

It has to be genetic! Sebastian Viau (dad Bob Viau Jr, and grandson of Bob Viau Sr.) gets to try his hand at steering in the '73 Carrera at this year's All Porsche Show in Roseville (images courtesy Bill Corcoran).

As Dad Bob told me (editor here now), "go ahead and use the photo as I can never get him to smile whenever I attempt to take any pictures."

Maybe Dad just doesn't set the scene quite right. I'd say he for sure likes Porsches!



October 2025 marked the highest unit volume on record since I began tracking the market, with 785 Porsches crossing the block. Of those, 70% found new homes for a total of \$52,007,037 in sales. That's up from September's \$44m, and well ahead of last October's \$36m. The 991 GT2 RS market continued to impress, with earlier GT2s following suit. We also saw the first 2024 911 GT3 R Rennsport hit the block, a headline event in itself, while a celebrity-owned 911S drew plenty of attention with its final number. Rounding things out, there was a noticeable surge in 914 listings across multiple auction houses.

Following last month's incredible results, the GT2 market continued to surprise. A 9,000-mile 991 GT2 RS finished in Paint-to-Sample Yachting Blue Metallic sold for \$528,000, an astounding result considering that price typically belongs to sub-500-mile examples. Sure, it was PTS, but no other car with similar mileage, PTS or not, has come close. We also saw a new all-time high for a 997.1 GT2, with a Guards Red example showing just 1,400 miles on the odometer selling for \$417,000, eclipsing our previous record from December 2023 despite that car's more extensive Exclusive options list.

Unveiled at Rennsport Reunion VII, the 911 GT3 R Rennsport represents Porsche's most extreme track-only creation to date, and this month we saw the first one cross the block. Number 26 of just 77 built, it showed only 33 km and was finished in exposed carbon-fiber-composite bodywork with Agate Gray Metallic roof pillars. Still "in the wrapper," it included its original lockable tool chest and documentation portfolio. With Porsche listing the base MSRP around \$1,046,000, the final bid of \$1,201,000 was probably close, maybe even slightly under its original MSRP. While not a breakout result, it likely reflects the car's limited use case, as few buyers are eager to spend seven figures on something that can't be driven on the street.

The biggest headline of the month came from a celebrity-owned 911S. This RUF-modified 1971 911S Coupe built for Jerry Seinfeld sold for an astonishing \$657,000, more than double the highest bid we've seen for a modified LWB 911 in the last five years. Refinished in its original Gemini Blue Metallic, it featured flared arches, RUF Bilstein suspension, 930 brakes, and 15-inch Fuchs wheels. Power came from a 3.4-liter flat-six paired with a custom 6-speed transaxle and

topped with RUF-branded hardware throughout. Beautifully built, unquestionably special, but \$657,000 for a modified LWB 911? That's rare air.

The 914 market was unusually busy this month, with 21 cars crossing the block and 15 finding new homes. A handful of 914/6s were among them, though none performed particularly well. It wasn't long ago that six-figure sales were the norm for genuine 914/6s, but over the past twelve months, they've averaged just \$68,700, with only one example breaking the \$100k mark. Every 914/6 sold in October landed below that average. The high sale for the segment went to a modified 1974 914 fitted with a 3.2-liter flat-six from an '89 911. Finished in Red with GT-style flares, it brought \$95,000, a strong result for a well-executed conversion.

Typically, September and October are quieter months, but this year has been anything but. Both months delivered record numbers and surprising strength across multiple segments, signaling renewed confidence in the market as we head toward year-end. With two months still to go, 2025 has already surpassed 2024's total dollar volume. If this momentum holds, we could be looking at one of the strongest years on record for the Porsche auction market.

A long-time Nord Stern member who subscribes to this market email thought others in our region would find the info and data of interest so our newsletter is now a subscriber, too. Comments? Let us know!

*David K. Whitlock is a writer for **The Stuttgart Market Letter**, a daily market update for Porschephiles, by Porschephiles, delivered free to your inbox. To sign up, visit: www.stuttgartmarketletter.com*



Stuttgart Market Letter



PHOTO CREDIT BRING A TRAILER

11 Tips to Get Your Porsche Ready for Winter Driving . . . Yes, You Can

The official first day of Winter is December 21, but for many, once the temperatures drop, thoughts of storage and months without a Porsche are going through their minds. But there's the other group that simply continues to drive their cars through the freezing temperatures and, yes, even inclement weather. Here are some tips to keep you and your Porsche happy until the first bloom of Springtime comes.



- 1. Check your battery!** This is the one item that will be tested almost every day and you don't want that dreaded "click, click, click" on a cold, winter morning. There are several ways to check your battery yourself, but I would recommend picking up a battery load tester or taking it to a dealer or an independent Porsche repair shop. Here's an example of one that should do the job.
- 2. Check your tire pressures.** Those with TPMS (Tire Pressure Monitoring System) can check pressures on the information screen, but those without it means they must get out the tire pressure gauge to make sure tires are at the proper pressures. If you're not sure what pressures your tires need, check the driver side door sill for the tire pressure label or your owner's manual. Check pressures first thing in the morning before the sun has had a chance to warm up the tires or before you have driven on them. This will give you the most accurate reading.
- 3. Are you running the correct tires?** While all-season tires will work fine for most Porsche owners, those in climates where the average temperature during winter is 45° F. or less should consider switching to winter tires. It isn't about driving in snow or ice, it's about how the rubber compound on your tires react to cold weather. For summer or all-season, it's preferred ambient temperature is above 45° F. Many people subscribe to the adage, when you have seven days straight of 45° F or lower temperatures, it's time to switch to winter tires. Also, remember to check the treads of your tires. 5/32-inch tread depth is a good rule of thumb if you plan on driving in inclement weather. PCA did a Tech Tactics Live episode with Michelin just about winter tires.
- 4. Replace your wiper blades.** If your wipers weren't doing the best job in the summer, they are going to do a lot worse in the winter. Get them replaced before you experience your first inclement weather of the season. It's also a good idea to polish your windshield and rid it of contaminants from the summer. I prefer to leave my windshield "naked," meaning no type of windshield coating. I'd rather have a good set of wiper blades and allow them a fresh canvas to do their job.
- 5. Service your coolant system.** Do you remember the last time you had your anti-freeze checked or replaced? If you've kept on top of servicing your Porsche, according to your owners manual, you should be fine. If not, now's the time to have it serviced or at the very least, checked out. Yes, a shop can check the condition of your coolant.
- 6. Top off your wiper fluid.** This should be the easiest thing to do on your list. I'd also keep an extra gallon of the stuff ready to go. Many Porsches have headlight washers and even rear wipers that draw from the same bottle of wiper fluid.
- 7. Clean those water drains.** If you're not sure where they are, check Google. If you get your car serviced at a Porsche dealer, they should be servicing your drains with each major service. It's also a good time to remove the windshield cowl panels or find access underneath of them to clean out any debris that accumulated over the summer and fall. All those falling leaves will work

themselves into body crevices and will turn into an acidic mess if not cleaned up.

8. Do a deep clean before it gets too cold to do it.

This means a thorough wash, polish, and wax. If your car is ceramic coated, just follow the recommended guidelines your installer gave to you. The main thing is you want to protect your paint as much as possible from the damage of salt and winter grime. Normally, the frequency of car washes drops in the colder weather.

9. Check all your exterior lights while you're cleaning the car. It's a good time to make sure all your lights are working properly. Nothing worse than having to replace a light bulb when it's freezing outside. Remember to also check turn and hazard signals.

10. Find a quality ice scraper, now! I say now because soon the stores will be sold out of the good ones and you'll be stuck with a cheap one that won't scrape the ice properly and will break just when you need it. Here's one that I am going to buy.

11. Many Porsche owner's manuals will tell you to lubricate your door hinges and rubber seals. For the rubber seals, a water-based silicone lubricant will prevent these seals from freezing onto your door.

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I read once that people who use winter tires are in some sort of cult. They love to tell people how great the tires are and try to recruit users whenever they have a chance. I have to admit that for the longest time I thought all-season tires were good enough. I used the time-honored excuse of “I try not to be out when it snows.” With all-seasons on my rear-wheel-drive 924, I managed to get stuck in the snow at least five times each winter and would stress out every time the forecast called for snow and I had to show up to work. As I got older, I bought a four-wheel-drive SUV for a tow vehicle that I would also use in the snow. I would wonder why, even with four-wheel drive, the SUV would sometimes get stuck. Fast forward to ten years ago and my daily was a small, rear-wheel-drive sports car with almost no weight in the rear. I bought a set of used winter tires to give it a try and was amazed at their grip. Gone was any stress or worry when it snowed. Granted, I didn’t tempt the weather gods by going out in heavy snowfall to show off my tires, but I also found myself passing many front-wheel-drive compacts as well as four-wheel-drive SUVs going up a snow-covered incline on my way home from the office. This was enough to make me a convert and send me headfirst into the cult, and I have recommended winter tires ever since.

Here are nine things to know about winter tires and to decide whether they are for you or not. For those who live in climates where the average temperatures are above 45 degrees Fahrenheit, enjoy the winter and we’ll jealously wait for spring, when we can put on the summer tires again.

1. If where you live where the temperatures will, more often than not, stay in the 45 degree-or-below range during the winter, then you are going to love winter tires.
2. A rubber compound made to operate in certain temperatures is what makes summer tires perform so well in the spring and summer. Once winter hits, that summer compound makes those same tires feel like you are using Fred Flintstone stone tires. Winter tires have a special compound that’s optimized for cold weather. It improves your braking distance, acceleration, and grip in wet. MotorTrend testers wrote about their experience driving on winter and all-season tires in this article.
3. Those squiggly lines in the tread of winter tires are more than just for looks. They are called sipes and help



with evacuating snow, ice, and water at a much faster rate, but the really small ones have a different purpose: They are designed to work when packed with snow. That’s right. The snow-on-snow traction is improved (think of the way you start a snowball and as you roll it, snow just sticks on the snowball and increases the size).

4. Having an all-wheel- or four-wheel-drive vehicle will help with traction, but tires are responsible for grip. Using all-season tires on an all-wheel-drive vehicle will perform better than summer tires in the winter, but winter tires will always reign supreme. Tire Rack illustrated this in a test using an all-wheel-drive SUV with both all-season and winter tires.
- All-Season vs. Winter Tires: <https://www.youtube.com/watch?v=dhpG251vK8s>
5. Much like summer tires, winter tires vary according to their usage. There are performance winter tires that are perfect for someone who wants to drive their Porsches during the winter but not in inclement weather. These will show their performance on cold but dry pavement. They will still drive better than all-seasons in snow and ice but are designed more for performance driving.
 6. You don’t need two sets of wheels, but it will help. Tire mounting and balancing can run easily between \$25-\$50 per tire. Doing this once in the spring and once in the winter can add up. Buying a used set of wheels

Continued on page 29

Why Now Might Be the Time . . .



. . . To buy a Porsche 968 Club Sport

Above: The author drove the Speed Yellow 968 Club Sport a couple years ago. Photo by Rob Sass

Photos by Adam Warner / courtesy RM Sotheby's unless noted

You can be forgiven if you're not familiar with the 968 Club Sport. It's a rare sub model of an already somewhat obscure Porsche. Just under 13,000 968s of all flavors were built over four model years (1992-1995), and of these, fewer than 1,600 were Club Sports (all coupes). None were originally sold in the U.S. It's one of the few genuinely

rare, track-focused Porsches that you can still buy for less than \$100,000, but should you be in a rush to find one now? Maybe.

The 968 arrived at a tough time for Porsche. Gone were the heady days of the 1980s when the U.S. dollar bought a lot of Deutschmarks, and thus a lot of Porsche. By the early '90s, the German currency was trading at near all-time highs against the dollar, which resulted in a disproportionately high MSRP for what the market generally regarded as a warmed-over 944. Adding insult to injury was a spate of credible competitors from Japan — the FD-generation Mazda RX-7, the Z32-gen Nissan 300 ZX, and the legendary MK4 Toyota Supra. In their base specs, these cars all nipped at the heels of the 968 yet were significantly cheaper. In their highest specs, the Japanese GTs significantly outperformed the transaxle Porsche and still undercut it somewhat in price. It's no wonder the 968 was a slow seller in the U.S., and in that context, it wasn't surprising that Porsche elected not to offer the highly specialized (and even more expensive) 968 Club Sport here, although many have been recently imported under the 25-year rule.



Philosophically, the 968 Club Sport was not unlike today's 911 Carrera T. About 200 pounds of weight was shaved off the car by eliminating most sound-deadening, A/C, power windows, adjustable comfort seats, sunroof, and the radio. Like the T, most of these things could be added back in via the option list, somewhat defeating the purpose. Oddly enough, a limited-slip differential (M220) and sport suspension and bigger brakes (M030) were not standard on the Club Sport. The latter two along with Recaro buckets (with hardbacks matching the car's exterior color) are the

most desirable options. Oddly enough, the bold Club Sport side graphics were not applied by the factory, they were a creation of Porsche's UK importer.

Prices have been relatively stable over the last several years with most reported North American sales in the \$65,000 to \$80,000 range. The aforementioned options and colors are the main drivers



of buyer interest — all things being equal, a Speed Yellow, Riviera Blue, Maritime Blue, or PTS car will bring between 15% and 20% more than a Black, Guards Red, or Grand Prix White car. I personally have a theory on the apparent glass ceiling of 968 CS prices, and it's related to the usual "not-a-911" syndrome. In years past, \$65,000 to \$85,000 would buy a lot of 911. Cars like a long-hood 911T, a great G-body car, and even a large selection of 356 coupes fell into that category.

Until the pandemic, you could easily find a manual 997 Turbo coupe in that price range or a 996 GT3. Now, a low-mileage 997.2 base Carrera is pushing (and in some cases exceeding) \$80,000. The shrinking pool of 911s at price points competing with the 968 Club Sport might change the calculus for a car that is frankly more special than a lot of 911s. Are 968 Club Sports destined to double or triple in value? Probably not anytime soon. But I wouldn't be surprised to see the best examples, the ones that are selling for \$80,000+ now, start to break into the low six-figures. It's an ideal car to hold and enjoy.

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The Checkered Flag Party - Signaling the 'end of the Nord Stern Season





Left, Clock-wise, Social Chair Karen Laumbach,
2025 President Steve Albers
Shelley and Chip Smith
Karen and Phil Saari
Terry Sonnenfeld



Page 24, Far Left, Clock-wise, Table centerpies,
Brenda Goldenstein and Ray Osowski,
Karen and Vice President Derek Laumbach,
Richard Hascall, Brenda Goldenstein and
Ray Osowski
Richard Hascall with his beautiful P-car
Happy Nord Sterners: Kathleen Smith, Sharron
Herron, Karen Laumbach and Speedy Veno-Steinberg



Business meetings aren't 'all business!'

photo by Michael Steinberg





This year, it's less about what's under the tree
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Above, at the recent November Business meeting, Photographer Michael Steinberg got those attending to actually lineup and pose for a group shot. Impressive! A car club such as the Nord Stern Region of PCA does NOT run on just its wheels; it takes a lot of volunteer time, talents, and resources. Of which this club has had the good fortune to include many members who step up and give to the club so it can continue to grow, expand its reach, its activities, its goals, its charitable focus. Kudos to the many, past and present, who take club membership to heart and constantly contribute. While the photo doesn't include EVERYONE who volunteers, here are a bunch! Remember, any and all members are welcome at the monthly business meetings. Come hear the discussions around upcoming events, other aspects of the club's operation. And we always have social time built in, including the option of ordering dinner (Spasso's and Axel's both have pretty good food in fact!)

Top row Michael Steinberg, Todd Smith, John Velure, Karen Carson, Chuck Barr, Allen Kreemer, Tom Karn, Derek Laumbach, Scott Quick, Mary Quick, Karen Laumbach, Judi Sievers, Steve Albers

Seated: Carolyn Veno, Phil Saari, Scott Brown, Ben Rogers, Andy Golfis, John Buyse



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Attendees:

Steve Albers, Derek Laumbach, Andy Golfis, Scott Quick, Todd Smith, Tom Karn, Judi Sievers, Andy Barker, John Velure, Ben Rogers, Chuck Barr, Phil Saari, Carolyn Veno, Michael Steinberg, Karen Laumbach, Scott Brown, Todd Smith, Ben Rogers

Call to Order:

- Meeting called to order by Steve Albers at 6:31 p.m.

NEW BUSINESS:

President, Steve Albers:

- Affirm Meeting Minutes From Oct
- Thank You to chairs

Vice President, Derek Laumbach

- No report

Treasurer, Scott Brown

- Monthly Basis Reports Given to Executive Board and some chairs
- 1.Bank Reconciliation
- 2.Monthly Financials
- 3.Bank Statements
- Drives / Socials / Track Events all in the black for 2025
- 2021 Tax Return IRS Letter sent waiting for response

Secretary, Tom Sabow

- No report

Board of Directors, Tom Karn

- Bylaws will be voted on early in New Year - Maybe at the Gala 75 votes required

Advertising, Mollie Nygaard

- Down to 1 delinquent account

All Porsche Show, Phil Saari and Jim Southwell

- Will hear from Roseville High School after the first of the year about availability

Autocross, Andy Golfis

- Talks of Autocross / DE combination event

Club Race, John Velure

- No report

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

- No report

Driver Education, John Blackburn

- No report

Driver Training, Ben Rogers, Scott Brown

- Working on Instructor training day, looks like a DCTC event before first fling would be best
- Approximate cost \$2,000 with goal of 10 new instructors

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

- On the docket for 2026:
Vino in the Valley
45th Parallel
possibly a PCA style photo rally tour

Fall Color Tour, Jeff Eckroth

- No report

Historic Archives, Roger Johnson

- No report

Insurance, Jeff Carlson

- No report

Membership, Carolyn Veno & Michael Steinberg, Amanda Zander

- 1126 primary members
- 575 affiliate members per PCA

Newsmagazine, Christie Boeder

- No report

Nominating Committee

- No report

Photography, Michael Steinberg

- Group picture from Roseville ALL Porsche Show will be in Panorama next month
- 10 of 11 pictures submitted to PCA have made it into Panorama

Registrar, Andy Barker

- No report

Safety, Paul Thai, Tom Sabow, Gary Amendola

- No report

Social, Karen Laumbach

- Green Flag Gala will be January 17th at the Golden Valley Country Club, with guest speaker

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Winter Tires . . .

continued from page 21

can easily be done via the PCA Mart or your local region's classifieds. Places like Tire Rack will even sell tire and wheel packages for winter usage. Of course, make sure you have a place to store the other set of tires and wheels when not in use.

7. Check your manual or look online for manufacturer's recommendation for winter tire sizing. Sometimes the manufacturer will call for not only a narrower set of tires for winter driving, but the diameter may be an inch smaller as well.
8. If you've ever watched Formula One or an IMSA race where they are driving in the wet, you will see how quickly the rain tires degrade once the track starts to dry. The same applies to warm weather and winter tires. Once the average temperatures start to go over 45 degrees Fahrenheit, plan on switching back to summer tires as soon as possible.
9. The transition from summer to winter tires takes a few miles to get used to. Therefore, when you first put on winter tires, even if you've used them before, get acclimated to the new handling, braking, and acceleration in both dry and wet.

Social Media, Judy Severs, Misty Martianos, Christie Boeder

- Strong engagement and photo participation working on posting monthly for advertisers

Tech & Shop Relations, Derek Laumbach

- No report

Volunteers, Jim Southwell

- Thank you to ALL the volunteers who stepped up on 2025

Webmaster/Tech Dave Anderson & Andy Barker

- Working on having website point to Google Calender

Elections enabled Nov 1 @ 12:05am so far 128 registered voters participated

Next Meeting: December 2
at Spasso in Minnetonka

Adjourned @ 7:44 pm

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.

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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

1981 924 'lemons' race car



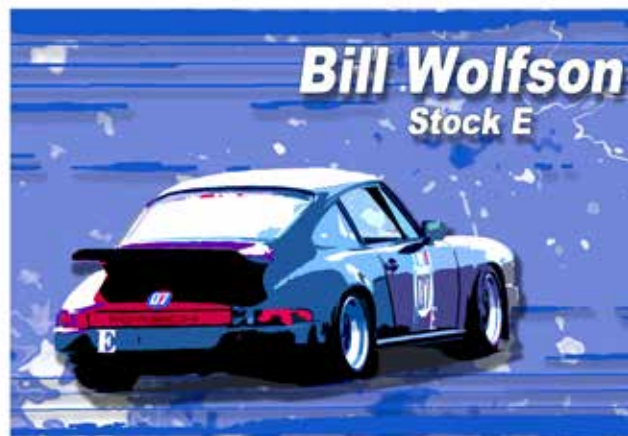
Purpose built, race ready rust free CA car. Group project took so long to build and test

drivers got too old to race. For details contact Denny Popp 612-961-3198 or poppdennis4@gmail.com

For Sale

912 shop manuals, spencer \$200, handbook Clymer \$15, autobook \$30. gary greiner, 218.348.1849 or email: gtgreiner@gmail.com. Superior, WI

Bret Bailey's Trading Cards: Nord Stern's Iconic Race Cars



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Remembering The Alpine Tour . . .

photo by Jim Southwell

A fun angle of one of the 7 gorgeous 2025 Porsches that the participants on this year's Alpine Tour run by SPD Tours. Waiting for us under the canopy of the Porsche Museum (with that amazing sculpture in the background of soaring Porsches, to say the group was itching to get going was a bit of an understatement. After all the paperwork and getting our luggage stowed, we were off! See last month's issue for a recap by Jim. Truly though to convey all that this tour included and all that we experienced and so thoroughly enjoyed! It was the BEST.



It's hard, trying to organize an event from scratch. Just ask my friend Ilan, who tried with some success to create a unique experience, driving and golfing, a few months ago.

When Ilan called me to talk about what became The Long Drive Road Rally (clever, right?) he said, "We drive a few days on great roads, we play golf on sensational courses, we stay at nice hotels and we eat good food."

I said, "Brilliant. Driving and golf. That's my kind of event. Sign me up. I'm in." With no dates, no specific venues, no price, no nothing nailed down. It didn't matter.

Ilan is nothing if not tenacious. He's built a successful real estate business. He's taken a shot at importing gray market specialty cars from Europe, with a slant on '90s rally and limited production/breathed on Brit and German models. Do a search, on Ilan Brown, to see for yourself. Like many of us, he'd really, really like to make money by having fun in the car business, somehow, some way. And this was his latest plan.

Visions danced before my eyes. Of great people, great cars, great roads, great courses. My mind immediately turned to the ads I've been drooling over, for years, from Fast Lane Travel ("12 Alpine Passes," "Tuscany Porsche Fest Plus") to Going to the Sun Rallies ("Igniter Tour) to Vintage Rallies ("Mountain Mille" and "Southwest Passage" -- Sunshine! Fresh Air! Twisty Roads!) to Classic Grand Touring (Driving experiences of a lifetime -- guided self-driving adventures in Namibia, South Africa and Japan, classic and supercar tours to Monaco Historiques and Le Mans Classic.)

And no golf on these agendas, anywhere! What a great differentiator, I said to Ilan.

Then we got into the details. How many days. How much driving each day. Where to play. What to charge.

This was June. Ilan was thinking mid to late September (fewer crowds than in summer, less event competition.) I was thinking lots of leaf peepers, which is what Coloradans call tourists clogging the roads, in search of golden fall foliage. Ilan was mulling over a variety of tight schedules for full driving days, behind the wheel and swinging the big stick. I was thinking about what I used to say to my daughters when they were learning to drive, "anticipate or perish." Be ready for things to go off-track.

Ilan started advertising on-line. He reached out to friends and family. Those with four-car garages. Which I thought was a very novel idea. But no. A quorum of friends and associates jumped on board, but the event did not draw a mob scene. Was it too late to get started? Too late in the season? Vagueness about the itinerary? We ended up with a gaggle of cars, a weekend overnight and a round of golf ... on what I must say was actually a fantastic semi-private track, Red Sky Ranch. We played the Norman course. If you get a chance....

I'd like to play it again. Because, well, with all due modesty, there were distractions. Some of the "golfers" reminded me of those bachelor party outings where you hear, "sure I play golf ... I played just last year!" Which, if you're serious about the game, means a long, long outing. Oh, and we had just enough time to scarf down lunch, before our tee times.

The driving. It was better than I feared. Sensational roads heading south from Minturn on the second day. Plenty of room to, uh, uh, uh, pass. And it wasn't even too slow, when we went up and over Independence Pass. Followed by lunch at the Hotel Jerome in Aspen.

Where were the leaf peepers? Oh, I found them -- it seemed like all of them -- on my drive home -- bumper to bumper first gear on I 70, all the way up to the Eisenhower Tunnel from Silverthorn. Oh well.

A few days ago, Ilan and I sat down to review and try to scope out year two of The Long Drive. We agreed about the need for padding, for built-in time to relax, to hit the driving range, stick a toe in the hot tub. Maybe we should go farther west, maybe use Steamboat as the base of operations. Maybe we should appeal more to driving couples, behind the wheel of interesting cars and golf carts.

Remember, I said, when you convene visitors, guests, people you don't know, they come with a certain expectation, which you should try like hell to meet. Like, why not give the serious golfers the first tee times. That way, they'll play at their pace, their way, and everyone else can follow. And, for the driving stages, have run groups, spirited, cruising and tourist.

Will year two come off? I really hope so. Great cars and great golf. It's a great combination. I'll do what I can.



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