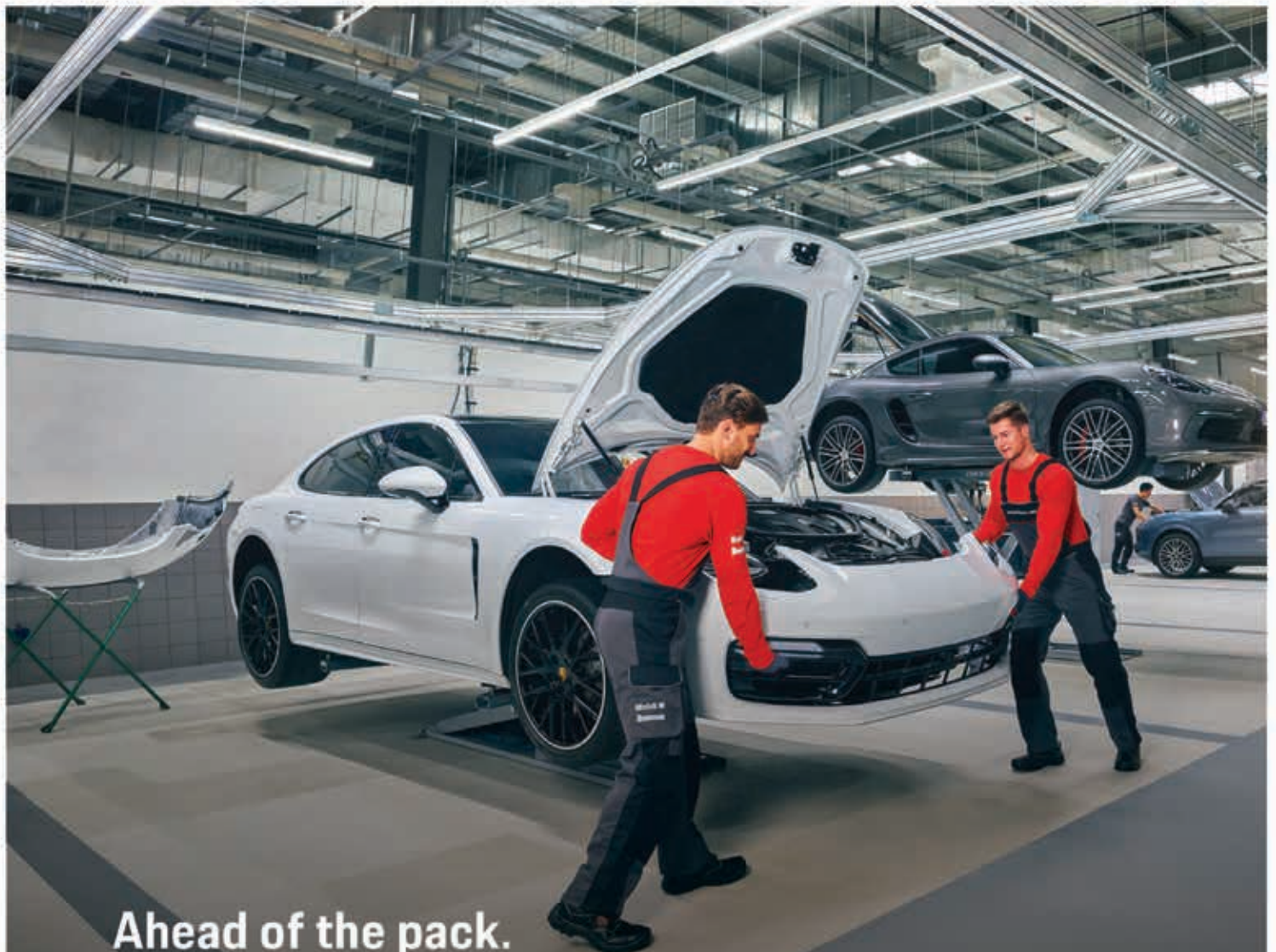




Nord Stern Region PCA  
January 2026





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J A N U A R Y

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

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Photo by Michael Steinberg

While the photographic session took place  
in the fall, this gorgeous Ruf owned by  
Joanne and Todd Brackey will remind us  
that winter is NOT forever!

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

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

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

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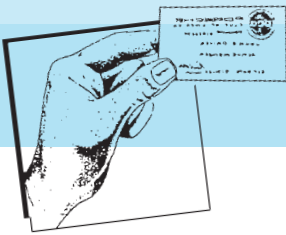


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email: editor@nordstern.org. Please note the copyright symbol in the email addresses MUST be replaced with the '@' symbol to function





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

*We hope to see you at upcoming events!*

**Nichole Baker**

Marcell, MN

**Derek Cunz**

Maple Grove, MN  
2026 911 Carrera GTS

**Brian Hintgen**

New Prague, MN

**Mike Sanislo**

Woodbury, MN

**Bryan Smith**

Maplewood, MN  
1988 924 S

**Anthony Tydlacka**

Darwin, MN  
2024 911 Carrera S

**Mark Velasco**

Edina, 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!



As we turn the key on a new year, I am honored and excited to step into the role of President of Nord Stern. Our club has long been fueled by passion, camaraderie, and an unwavering love for the drive- and 2026 promises to be another remarkable year.

Before looking ahead, it's important to recognize the leadership that brought us here. My deepest thanks to **Steve Albers** whose dedication, steady guidance, and countless hours of service have elevated our club in ways that will be felt for years to come. A heartfelt thank you also goes out to **Scott Brown** for his years of diligence and financial stewardship. Scott's behind the scenes work ensured smooth operations, strong stability, and the resources needed to keep our events thriving. His contributions have been invaluable. I would also like to thank all the chairs that spend countless hours making the events happen, they really are the backbone of the club, and it wouldn't function without them. They are rarely seen but need to be recognized and honored.

As we move forward, I am thrilled to extend congratulations to **Scott Quick**, our new Vice President, and **Jay Hilden**, our incoming Treasurer. Both bring energy, experience, and a deep enthusiasm to the club. I am confident they will help lead Nord Stern into one of the most dynamic years yet.

And what a better way to begin the year than with our first major event of 2026: the Green Gala event at The Club at Golden Valley with a silent auction benefiting St Jude Children's Medical Research. This event will set the tone for the year- celebratory, connected, and full of momentum. I look forward to seeing familiar faces and welcoming new members as we kick off a fabulous 2026.

All of the Nord Stern chairs are already busy planning the year and we have some exciting events proposed across every corner of the club, including social, drives, tracks days, tech sessions and the annual All Porsche Show – if you haven't been it is a must attend. For all veteran club members, we are planning some new events this year and while continuing with all the old favorites, watch for the announcements and register early as it helps us plan financially and making sure we have enough volunteers for the event.

A little about myself as your president. I began my car-collecting journey in the 1980's, drawn initially to the raw power and character of muscle cars like Mustangs, Trans AM, Corvettes, and even a Pantera Detomaso. After owning many V8 powered cars, everything changed in 1996 when I bought my first Porsche- a 993 in guards red. This car made me develop a deep passion for air cooled Porsches. I have been an avid collector of the mark since that time and

Continued on page 13

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## 2026 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
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\* 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 off, welcome to 2026 and another year around the sun and another upcoming year in Nord Stern. Lots happening behind the scenes albeit with many members involved I guess it's a bit of a misnomer to think things are happening without a LOT of input! Kudos to the new leaders stepping up and a definite big thank you to those who gave a lot of their time and talents this past year and are cycling off a role, but probably not out. It tends to be true that this is a club that does enjoy quite a bit of retention in general, once a 'car person' always a 'car person' and frankly, we do know how to have fun with our hobby on top of the bonus of meeting a lot of great people along the way. Hard to beat.

With that said, I need to point out that if you aren't a regular reader of Danielle Badler's monthly column that she so generously shares with the broader PCA readership, do so this month - especially if you might be a bit on the 'older' side. I loved her musings and when I read it out loud so did my very opinionated and Porsche-obsessed significant other. Check it out, it's just such a fun take, too, on what might be inferred as 'generational differences' which are nothing new, but still quite amusing.

And in this issue we are kicking off the year with a strong push for our Driver Education programming which has been a significant piece of this club since its early days and one of the biggest draws over the decades. While it is true that

PCA is a big tent that can, and does, include a broad spectrum of interests, that desire to 'drive fast' is certainly one of the motivations for joining a club in the first place. The opportunities to learn how to handle your Porsche, how to enjoy high-speed track action, be a better driver, maybe even venture into a bit more competitive racing has all been a vital part of the programming the club offers.

With that in mind, we are including a new 'Q and A' called 'Sally's Slipstream' that is here to probe, prod, and answer those questions for anyone wondering about their car's capabilities, their own capabilities, and just what all is involved with driving on a track like Brainerd International Raceway or even at an 'Autocross' event? First install is in this issue - don't miss the great Intel.

Here, too, you will find info about the upcoming Instructor recruitment and training offering. Next, an article about Turn 1 at Brainerd - oh, how many of us can talk about that particular turn and its challenges and rewards.

And of course, the upcoming year will include a number of the popular Drive events which get us out and about in the country, on fun roads, all ending with great socials. Plus, there will be the incredibly popular All Porsche Show that brings out a number of unique Porsche's as well as daily drivers, summer Sunday chariots, and a lot of owners and wanna be owners. Keep watching the calendar and your PCA eblasts to 'stay in the know.' Too many things to list here. See you at the next event (Holiday Party time!).



## HOW TO JOIN PCA AND SUBSCRIBE TO NORD STERN REGION'S MAGAZINE

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

**2. Second, to subscribe to our Nord Stern Magazine**

- Visit [www.nordstern.org](http://www.nordstern.org) and the Paypal hotlink on the Membership page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.

**3. To RENEW an existing newsletter subscription**

- 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 Jay via snail mail address - available upon request

## ADDRESS CHANGES:

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**Mail renewal checks to:**

**Jay Hilden - email editor @ [nordstern.org](mailto:nordstern.org) for address**

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**or, \$108 for three years**

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**\* Check your mailing label for your expiration date**

## JANUARY

### 13 Nord Stern Business Meeting \*

#### NOTE DATE CHANGE

Location: Alex's in Roseville

RSVP to [president@nordstern.org](mailto:president@nordstern.org)

- all are welcome

### 17 Nord Stern Green Flag Gala

Location: The Club @ Golden Valley

RSVP at [clubregistration.net](http://clubregistration.net)

## FEBRUARY

### 3 Nord Stern Business Meeting \*

Location: Spasso's in Minnetonka (101 & Mtka Blvd)

RSVP to [president@nordstern.org](mailto:president@nordstern.org)

- all are welcome

## MARCH

### 3 Nord Stern Business Meeting \*

Location: Alex's in Roseville

RSVP to [president@nordstern.org](mailto:president@nordstern.org)

- all are welcome

## APRIL

### 7 Nord Stern Business Meeting \*

Location: Spasso's in Minnetonka (101 & Mtka Blvd)

RSVP to [president@nordstern.org](mailto:president@nordstern.org)

- all are welcome

### 11, 12 Nord Stern Instructor Training

Dakota County Technical College

Details TBA

## MAY

### 5 Nord Stern Business Meeting \*

Location: Alex's in Roseville

RSVP to [president@nordstern.org](mailto:president@nordstern.org)

- all are welcome

2026

*\* 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.

2026

2026

2026

## 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>



# 2026 To-Dos

- HAVE MORE FUN
- TRAVEL MORE
- MEET COOL PEOPLE

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NORMANDY



ALPINE PORSCHE  
DRIVE



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WEEK



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Get Your  
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Badge!



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

NORD STERN 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



Hello Nord Sterners,



**M**y name is Sally, you might be familiar with some of my work on the Disney movie CARS many moons ago (my eyes are hard to forget). I'd like to introduce you to a new monthly feature called "Sally's Slipstream" - a place for Nord Stern members to get their most pressing track-related questions answered. Whether you're brand new to the club, brand new to the track or

a seasoned expert, I want to answer whatever questions you may have to help you be safer & faster on any ribbon of tarmac.

I've enlisted the help of the Nord Stern Driver Education & Driver Training teams to help me answer your questions but only because typing is NOT my strong suit (the whole no hands thing really makes it difficult). Between my knowledge of everything and our fantastic track instructors we'll set the record straight on any questions you have.

You can send your questions to [sally@nordstern.org](mailto:sally@nordstern.org) or scan the QR code (ABOVE) and complete the form. We'll answer a few of them each month and get you on the fast track to driving success.

This month we've got two starter questions from people that are new to the world of track driving:

### **QUESTION:**

*"What do I need to know about my car before my first track event?"*

### **ANSWER:**

When you're getting started there are a few core things every driver should understand about their car. These aren't high-level performance driving concepts; they're the essentials that help you stay safe, build confidence, and get more enjoyment out of both the car and the event.

#### **1. Know the Basic Controls**

- Before speed, technique, or the ideal driving line, you need to know where everything is in your car and how it works:

- Steering wheel, seating position and mirror adjustments
- Turn signals, wipers, hazard lights
- Traction control / stability control settings
- Drive modes (Normal, Sport, Sport Plus, etc.)
- A surprising amount of driver confidence comes from simply feeling comfortable with your environment inside the car.

#### **2. Understand the Car's Dynamics**

- Every car behaves differently, but these fundamentals apply to all:
- Weight transfer: how braking, turning, and acceleration change the car's balance
- Grip: what "traction" really means and how easily it can be exceeded
- Understeer vs. oversteer: what they are, how to feel them, and basic corrections
- A driver who understands these dynamics can make smoother, safer, and faster inputs.

#### **3. Know Your Braking System**

- The brakes are your best friend on track and you'll want to be familiar with the following:
- How ABS behaves
- Brake pressure vs. brake modulation
- What "threshold braking" means (we'll teach it!)
- Warning signs of brake fade
- Understanding how your car stops is more important than understanding how it accelerates.

#### **4. Understand Your Tires**

- Your tires are the only point of contact with the track:
- Correct tire pressures (cold and hot)
- Lifespan and heat cycles
- What the tires are telling you through sound and feel



- Drivers who pay attention to their tires learn faster and stay safer.

### 5. Know the Car's Safety Systems

- Before performance, think safety:
- Seat belts and harnesses
- Airbags and roll-over features
- Fire extinguisher location (if equipped)
- Pit lane and track safety rules
- Our goal is always the same: go home with a big smile and an intact car.

### 6. Know the Limits - Yours and the Car's

- You don't need to be fast. You don't need to push hard. But you do need to know:
- How your car reacts when nearing its limit
- How you react when things get busy
- That it's okay to build up slowly - this is learning, not racing
- We value smoothness, consistency, and awareness over raw speed.

### 7. Ask Questions - That's What Instructors Are For

- The PCA community exists to help drivers learn in a fun, supportive environment. There's no such thing as a silly question. If something about your car or the experience isn't clear, the best thing you can do is speak up.



Above, note the smiles on both student (left) and his instructor (right)!

### QUESTION:

*"This will be my first time at the racetrack, can you give me a general introduction and help me understand what I can expect?"*

### ANSWER:

Absolutely - and welcome! Your first day at the racetrack should be an exciting experience, and we are dedicated to making it safe, structured, and enjoyable. Here's what you can expect.

#### 1. A Supportive, Learning-Focused Environment

- First and foremost: this is not a race. PCA Driver Education events are all about building skills, confidence, and car control at your own pace. Every driver, no matter how experienced, started exactly where you are.
- You'll have an instructor with you throughout the day - someone whose job is to guide you, answer questions, and help you progress comfortably.

#### 2. A Track Can Look Intimidating—But We Break It Down

- On your first day, the track might seem fast and complex. That's normal. We take it step by step:
- You'll learn the racing line.
- You'll see the corner stations and understand the flags.
- You'll get comfortable with pit lane procedures.
- You'll learn where to look and how to pace yourself.
- By the end of the day, what felt overwhelming will start to feel familiar.

#### 3. Classroom & On-Track Instruction

- Your learning happens in two places:

##### Classroom

- Short, focused sessions cover the basics:
- Vision and awareness
- Braking techniques
- Weight transfer
- Track etiquette and passing rules



Serving as your 2025 Nord Stern President has been one of my most rewarding experiences. Thank you for the friendships, the memories, and the passion that make this club feel like home.

Cheers!

*Steve*





## Sally's Slipstream . . .

*continued from page 6*

### On Track

- You'll drive your own car with your instructor coaching you through:
- Smooth steering
- Proper braking and turn-in points
- Car balance and throttle control
- Building speed safely and gradually
- We never push you beyond what you're ready for.

### 4. What You'll Feel Behind the Wheel

- Drivers typically experience:
- Increased heart rate at first (normal!)
- Sensory overload for a session or two
- Rapid improvement as things "slow down"
- A huge grin after each session
- You'll be surprised how quickly your comfort level grows.

### 5. Track Etiquette and Safety Are Paramount

#### YOU'LL LEARN:

- How to communicate with other drivers
- Where passing is allowed
- How to exit and enter the track safely
- What each flag means

PCA is known for having some of the strongest safety standards in amateur motorsports. Use that knowledge to help you be more comfortable and relaxed during the event.

### 6. Expect a Welcoming Community

#### PCA MEMBERS LOVE HELPING NEWCOMERS. YOU'LL FIND:

- Drivers ready to answer questions
- Instructors who truly enjoy teaching

- A friendly paddock with people comparing notes and offering tips
- No ego, no pressure—just a shared passion for driving.

### 7. What You Can Expect to Learn by the End of the Day

- Most first-timers finish their first event with:
- A better understanding of what their car can really do
- More confidence in emergency handling and braking
- A foundation of track awareness and discipline
- A safe, controlled experience at higher speeds
- A desire to come back again
- And yes - the car usually goes home in the same condition it arrived in, just with warmer tires.

#### IN SHORT:

You can expect a structured, supportive, and incredibly rewarding experience. We'll guide you through every step so you can focus on learning, enjoying the car, and discovering what high-performance driving is all about.

photo below Class time . . .



## Prez Sez . . .

*continued from page 6*

regret selling my 993, worst car decision I have made! I do still indulge in an off-brand sports car if it makes me feel like a kid again, sitting in my room reading Road and Track seeing which car had the best 0-60 time. I joined this club for the socializing and track events, and this is by far the best group of people I have experienced in any club I have been apart of. Whether you joined the club for fellowship, the learning, or the thrill behind the wheel, there will be something for everyone.

Thank you for the opportunity to serve this incredible club, I look forward to leading with enthusiasm, building on the strengths of those before me, and helping Nord Stern shine even brighter in the year ahead.

Here's to a spirited, safe, and unforgettable 2026—see you at the Green Gala!

Turn 1 is the real deal.

I'm in the passenger seat, barreling down the straight in my instructor's 911 at well over 150. He lifts just a bit. My hand tightens on the door grip. Then a little more. Smoothly, he starts accelerating out.

That was the easy turn, because we didn't have to slow down like Turn 3. That one comes with real braking. Hard braking. Trail braking. Then back on the gas. Grip doing its thing, which mostly means hanging on and trusting the car, and the driver.

That was my first Turn 1. I learned that Nord Stern's process for newcomers works.

It took me from cruising my new Boxster S at 125 on a remote, beautifully built northern Nebraska highway. . . to Turn 1.

That Nebraska drive was my first solo cross-country trip to Moab in my Boxster. I discovered how easy it was to move from 55 to 75 to 95, then, smoothly and quietly, to 125. No drama. No effort. Until I saw a dirt road entry ahead and lifted.

Far, far ahead (Nebraska is very flat), I spotted a vehicle. I wondered if it was a cop. When it blasted past me, I stopped wondering. In the mirror: lights on, brake lights, U-turn.

I pulled over and waited. No sense letting him chase me, there was no one else out there. Just me and him.

At the window, I wondered how fast he'd clocked me.



"85," he said. "I know this is a nice, clear, smooth road, but you've got to slow down."

"Yes, sir," I said. "I will."

No ticket. He drove off. I sat there thinking how that conversation would've gone at 125.

Whew.

I needed to do something

better than to drive like this. That's where you came in. That's where Turn 1 came in.

Porsches make it dangerously easy to confuse capable with invincible.

I've watched you in the paddock diagnosing noises that vanish the moment the helmet goes on. I've seen you chase gremlins that only appear when someone else is driving. I remember eight of us installing a clutch in a home garage, lift humming, tools everywhere, no one pretending they knew more than they did.

That's Nord Stern: competence without ego, collaboration without drama. It was also when I realized it was time for me to buy my own torque wrench.

The mile-long straight at BIR does exactly what it's supposed to do: it convinces you you're ready for Turn 1.

You're already rolling at 60-70 when it starts. Third gear. Fourth. Maybe fifth. Maybe not. How close am I to the redline? The wheel goes light, but not vague. It wanders just enough to keep your hands honest.

This is where people think the hard part is.

It isn't.

Take Turn 1 at 90 the first time. Just lift a little, no braking yet. That comes later. Then 100. Then 110. Then 120. Then 130.

The Boxster will do more, 150 if you want, but 130 was where I felt fast and still had grip. Or at least I thought I did. How would I really know? To find 9/10ths, I'd have to go a lot faster, and I wasn't ready for that. Summer street tires weren't the answer. Slicks would be another learning curve entirely.

So 130 it was.

But this wasn't 130 on a wide, flat Nebraska highway. This was 130 through Turn 1.

That's fast. And that's fun.

Nord Stern understands this. You teach people to read the car, not overpower it. You talk about gear choice, braking





# 2026 GREEN FLAG GALA

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**SATURDAY, 5 PM - 9PM**

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# HANG A SHINING STAR UPON THE HIGHEST BOUGH

Turn 1 . . .

*continued from page 14*

zones, and lines, not lap times for bragging rights. You help newcomers get better before they get faster.

That's not accidental. That's culture.

I don't run at BIR much anymore. I'm 80 now, and I know where my edge is, and where it isn't. But the mindset stuck. And without planning it, that mindset found its way into the book I wrote, *Blood & Brilliance*.

In the story, when leaders have to choose people for enclaves meant to survive nuclear war, they don't pick thrill-seekers or showboats. They pick people who stay calm when things get twitchy, who know when to push and when to lift, how to collaborate, how to teach, and don't expect physics to make exceptions for them.

In other words: people who can take Turn 1 properly.

You may not think of yourselves this way, but you're exactly the kind of people chosen for the enclaves. Chosen for survival.

And yes, my website's below, with a picture of me standing next to my Boxster, helmet in hand, numbers on the door, smiling like I just drove Turn 1 at 130.

Writing a book is like doing Turn 1, only it takes longer, has more emotions, has reminders of third grade when we dove under our desks because the nukes were coming, and then it's over. Ready for the next one.

I hope you read it and like it. You're the passenger so hang on tight.

I especially want to thank Hal and Rick. Hal I knew before *Nord Stern*. Rick I met at BIR, only to find he lived a couple blocks away from me and had a nice Audi Allroad I eventually bought, and later took to Yosemite.

Thanks, everyone, Jim

<https://www.jlhudak.net/>



November continued the momentum we've seen building in the Porsche auction market, posting a 73% sell-through rate (STR) on 615 cars for a total of \$38.7 million in sales. That marks a clear year-over-year improvement over November 2024's 69% STR on 537 units and \$36.5 million in dollar volume, while October's outsized \$52 million result now looks more like an anomaly driven by sheer volume than a new baseline. The 991 GT2 RS market remained red hot, GT4 RS values continued their gradual softening, bidders began to value 911 GTS Cabriolet Americas, and the defining story of the month was the 993 Turbo market catching fire.

The 993 Turbo market was the clear standout in November. Five examples crossed the block, and four sold above \$325,000, a level we simply haven't seen at an online auction all year. One of the more talked-about cars was marketed as a "Turbo S," though it was technically a Japanese-market Turbo equipped with all the right boxes checked, including X50, Turbo S Aero Kit II, and X79 side vents. It sold at a final bid of \$350,000. The high water mark for the month was a 12,000-mile example that brought \$369,000. The real surprise came from a 30,000-mile Arena Red Metallic car, finished in the always-great "Kills Bugs Fast" hue, which hammered at \$340,000. That result was quickly reinforced by a Guards Red example with 39,000 miles selling for \$339,993.

The 991.2 GT2 RS market continued its impressive run in November with just two cars crossing the block, and both delivering standout results. The first was a 3,300-mile example finished in Racing Yellow and equipped with the Weissach Package and Magnesium wheels. It hammered at \$500,003, comfortably clearing prior high comps around \$416,000. The real headline, though, was a plain-Jane White over Black car without Porsche's Weissach Package, the only non-Weissach example we've seen all year. Despite that, and even with plenty of low-mileage Weissach cars trading in the \$460,000 to \$490,000 range, this 939-mile example sold at a final bid of \$506,000. When non-Weissach cars are bringing Weissach-plus money, it's a clear signal that demand for the GT2 RS remains exceptionally strong.

The GT4 RS market continued to soften in November, with three examples crossing the block and only one finding a new home. Both no-sales stalled at final bids of \$180,000,

despite being well-specced cars. One was a 2025 example with 1,200 miles, finished in Racing Yellow with the Weissach Package and carrying a \$189,000 MSRP. The other was a 2023 car showing 1,900 miles, also equipped with the Weissach Package, finished in Guards Red with an original sticker of \$187,000. The lone sale was a 2023 example with notably higher mileage at 13,000 miles, but it stood apart thanks to both the Weissach Package and the Manthey Racing Package. That car sold at a final bid of \$190,000 after failing to sell back in September at \$182,000. Manthey kits are still bringing a premium, but clearly not what they once did, as this result represented only about a \$22,000 bump over comparable high-mile cars without the kit.

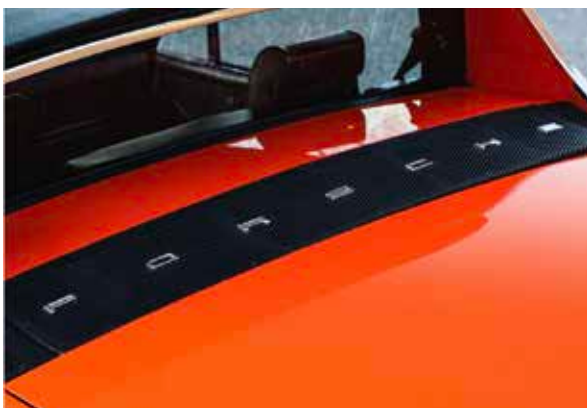
The 911 Carrera GTS Cabriolet America Editions got off to a slow start at auction earlier this year, with most early examples failing to sell and just one finding a home back in August at \$182,000. Momentum began to build last month when a 787-mile car sold for \$223,000, and November pushed things further. Two examples topped that figure, with a 1,400-mile car hammering at \$225,000 followed by a 1,200-mile example that sold for \$238,875. After months of hesitation, bidders now appear willing to pay up for this limited-production model, suggesting the market is finally finding its footing.

With just one month left in the year, 2025 has already surpassed last year's total dollar volume and is on pace to do the same on unit count, needing just 245 additional cars to get there while current trends point to at least double that number. The quality of sales has improved as well, with the average sell-through rate for the year now sitting at 72% compared to 68% at this point last year. If December delivers anything close to what we've seen recently, 2025 will go down as a stronger and more consistent year for the Porsche auction market than many expected.



**Y**es, it was a collaboration between VW and Porsche. Some people get hung up on that fact, which is strange since the Porsche family owns a large part of VW. Regardless, the 914 is now considered a classic. Its owners are a passionate bunch who realize that owning a 914 is like owning a street-legal go-kart. The rest of the world agrees, as approximately 119,000 914s were sold between 1970 and 1976 ranking it as one of Porsches top-selling models. Let's look back and see what made the 914 so state-of-the-art for its time and why it can still keep up on the highway or on country roads with modern Porsches.

**The engine was in the middle of the car.** This was normally reserved for prototype racecars or exotic street cars. In fact, the 914 shared company with the Lamborghini Miura, Ferrari 206 GT, and the DeTomaso Pantera with its engine placement.



**It used a four-wheel disc brake system** during an era in which most of its contemporaries used a front disc/rear drum brake set up. In fact, the car that would eventually replace the 914, the 924, initially used the front disc/rear drum set up.



**The Targa top was better than the one found in the 911.**

The 914 used a fixed, fiberglass top that easily stored in the rear trunk. Because it did not fold like the 911's top, the sealing was better when it came to keeping rain and wind noise out. The amazing thing was that even with the top stored, there was still plenty of room for luggage.



**In 1970, fuel injection was usually reserved for the luxury car segment,** and even then it wasn't very popular. Those that did use it relied on mechanical fuel injection instead of electronic. The 914 used Bosch D-Jetronic electronic fuel injection on its four-cylinder models (they would expand to L-Jetronic in 1974) which meant easy starts and consistent performance at any elevation.

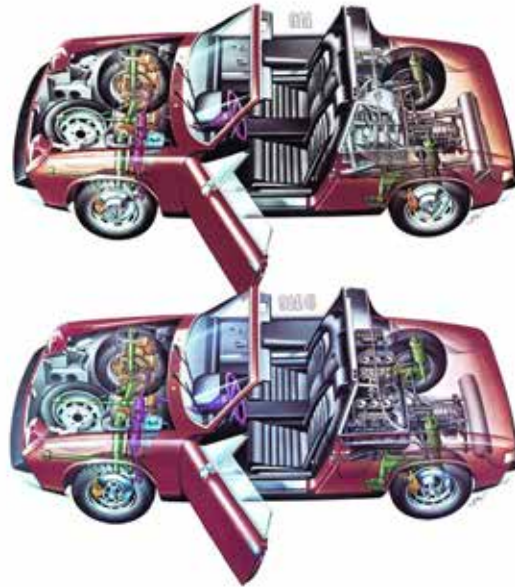


**Automotive and safety were terms that were slowly creeping into the lexicon** of our vocabulary in 1970. Realizing that outright convertibles may be a thing of the past, Porsche still wanted to attract open-air driving enthusiasts. Thus, the Targa roll bar was invented for both the 911 and the 914. It provided roll-over and side-impact protection. Though today its protection may seem primitive, back then roll bars were only seen in race cars.





**It was the first Porsche to use pop-up headlights.** Furthermore, it's a pretty simple design. One motor per light, they took up little space, and if a motor failed for some reason, there was a knob that would raise the headlight manually. And yes, the younger enthusiasts think pop up headlights are "fire."




*Continued on page 21*

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# Believe it or not, but DE isn't all that far away - Reminders of Last Fling 2025

*photos by Elvedin Trnjanin*





**It shared the same transmission and front end from a 911T.** Yes, for those that get in a 914 for the first time, you will notice it has a dog-leg transmission (first gear is down and to the left). That's because, like the 911 of the time, it used a Type 901 transmission. Plus, to save money, Porsche just borrowed the front-end torsion bar suspension of a 911 and bolted it to the 914.

**There was no "Weissach" edition but that didn't mean it wasn't lightweight by design.** The 1970 914-4 had a curb weight of 1,984 pounds. The six-cylinder version came in at a paltry 2,072 pounds. This low weight combined with a low center of gravity meant that it handled like a go-kart. A description many 914 owners still use today.

Storage space was never an issue. The 914 not only had a front and rear trunk, it still had enough space for a full-size spare tire! There was even a Nürburgring 914-6 safety car made which could accommodate a fire system and respond quickly to incidents.

**It was affordable.** Okay, that may not seem like "state of



Unless you were born into it, a Porsche was always something that came with success. Now there is a Porsche you can afford on the way to success. The Mid-Engine Porsche. \$3,595.\*

It's a two-seater in the classic sports car tradition. But right behind the two seats is an engine in our race-car tradition. Weight distribution is 45% in the front and 55% in the back. Handling is just short of fantastic. The car simply goes where you point it.

With the engine in the middle, other advantages come to light. Tires wear better because each wheel carries about the same load. Brakes work smoother for the same reason. Other advantages included in the list price are rack-and-pinion steering, a free-speed all-synchromesh gearbox, and a built-in roll bar.

There are two trunks. (The removable fiberglass roof stores in the rear trunk.)

The price includes a 1.7-liter, 4-cylinder engine with fuel injection for going and 4-wheel disc brakes for stopping.

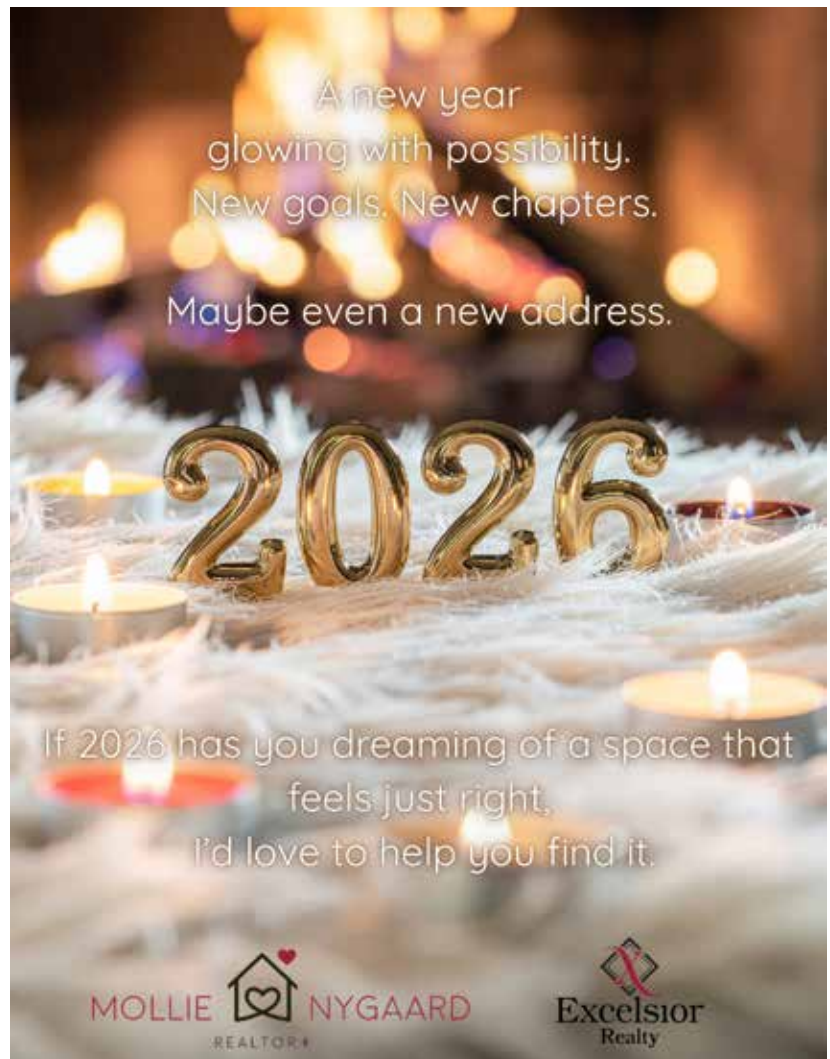
The price also includes the name Porsche.

\*Suggested retail price East Coast P.O.E. (West Coast P.O.E. slightly higher). Local taxes and other dealer delivery charges, if any, additional. For the nearest dealer that sells Porsches and Audis, call 800-553-9550 free in the Continental U.S. (In Iowa call collect 319-242-1867.)

**"I wanted to design a car young people could afford."**

**Dr. Ferry Porsche.**

Porsche built a dream of Volkswagen



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the art," but think about it. A Porsche that had all this and was considered an "entry-level" car. In fact, one of the advertising slogans called it "a car young people could afford." A term Ferry Porsche used to describe the 914.

**Editor's note:** had to include this article as I have fond memories of my college roommate who owned and loved her 914 - this was back in the 70's I will admit - and which she used as collateral with the bank whenever she needed a loan for her grad school tuition! It's nickname was 'snowball' as it was white. She has that car still although it's not in working order. So I guess I had my initial Porsche exposure riding in that P-car now that I think about it.

## Mentor & Future Instructor Recruitment

### *Calling All Existing Instructors: Mentor the Next Generation*

We are excited to announce our upcoming Instructor Development Clinic, a crucial event for training our newest instructors. This clinic is a fantastic opportunity for our experienced instructors to share their knowledge, refine their leadership skills, and help shape the future of our program.

We are seeking experienced instructors to serve as mentors during the clinic. Your guidance will be invaluable to new instructors as they navigate their initial training and prepare to take on teaching roles.

Role	Respon	Location	Date
Mentor	Guide new instructors and share best practices	Dakota County Technical College	Saturday, April 11 and Sunday, April 12

If you are an existing instructor interested in mentoring, please express your interest by submitting an application by **March 14, 2026**.

Scan the QR Code to the right!



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# Aspiring Instructors: Join Our Team!

*Do you have a passion for driving and a desire to teach others? Our Instructor Development Clinic on April 11th is the first step toward becoming a certified instructor.*

We are actively recruiting new instructor candidates who are passionate, patient, and dedicated to safety.

## Instructor Development Clinic Details:

- When: Saturday, April 11th and Sunday, April 12th
- Where: Dakota County Technical College, Place
- What: Comprehensive training covering instructional techniques, safety protocols, and curriculum delivery.

## How to Apply

If you are a driver interested in becoming an instructor, we encourage you to apply. The application process is competitive, and successful candidates will be invited to attend the Instructor Development Clinic.

Scan the QR code to submit your application:

We look forward to welcoming both our seasoned mentors and our newest instructor candidates! For any questions, please contact Ben Rogers, Chief Instructor at [dt@nordstern.org](mailto:dt@nordstern.org) Person.



### CERAMIC COATINGS AND HOW THEY SIMPLY WORK | PCA TECH TIPS



One of the most common questions sent to the Technical Director's mailbox is about the difference between conventional wax and ceramic coatings.

Traditional wax is made with carnuba. Carnuba is derived from the copernicia prunifera tree in Brazil. The palms on the trees secrete the carnuba as a way to protect itself from the intense heat and environment found in Brazil. Much like the ceramic is now, carnuba was found in many waxes and was the buzz word when it came to wax. This is because it caused rain to bead and roll off. However, Carnuba is a hard substance that in its purest form you wouldn't try to spread on the paint. So the wax manufacturers have to add other substances to make it pliable and easier to apply. Naturally, some waxes had more than the others but they all advertised it as Carnuba wax. Without a doubt, the most common complaint about wax was that it didn't last very long, and you had to maintain it regularly to keep that initial shine and slippery feel to the paint.

In 2010, ceramic coating technology entered the consumer market. It was originally developed for NASA for the space shuttle to address heat insulation and corrosion concerns. It was eventually converted into a consumer version for automotive paint. While at first it seemed like what a modern snake oil salesperson may hawk, the proof was soon evident as it became the go-to technology if you were serious about detailing your car. The benefits were numerous: longer lasting shine, no water spots, a shinier surface, and you could use it on wheels, glass, and even the upholstery. The two words you'll hear when researching ceramic coatings

is hydrophobic and bonding. Hydrophobic means it repels water (thus water will bead and drip off the paint). Bonding is what the ceramic coating does to the paint. It does it so well that if you need to have any bodywork done that involves repainting, the painter may ask who did your ceramic installation and what did they use.

Some manufacturers may make it appear as though this is a miracle cure and will fix poorly maintained paint. This is simply not true. Preparation of the painted surface is where the majority of the work is done. When installed by professionals, they will paint correct your entire car so that when the ceramic coating is applied it will be preserving the paint in its best possible state.

It will not prevent all rock chips and scratches. Your best bet is to have paint protection film installed with a ceramic coating on it. It will also not last forever. Depending on the manufacturer, how the paint is maintained, and how the car is used, the product could last anywhere from two to seven years.

If you go to your local auto parts store or even a Wal-Mart, you'll see the shelves lined with do-it-yourself ceramic coatings. There's even a good amount of YouTube videos that show YouTubers applying it themselves. However, don't be fooled into thinking an \$18 bottle of ceramic coating will be the same as a professional \$2,000 service. Most people with professionally installed ceramic coatings will be happy to tell you how beneficial it's been in keeping the car clean and new looking.

The Porsche Club of America did a Spotlight video on ceramic coating your Porsche a few years ago. It's a great video to hear a more thorough discussion of whether this is something you want to treat your Porsche to or not. Y

outube Video: <https://www.youtube.com/watch?v=8UcGdO7ZYKA>



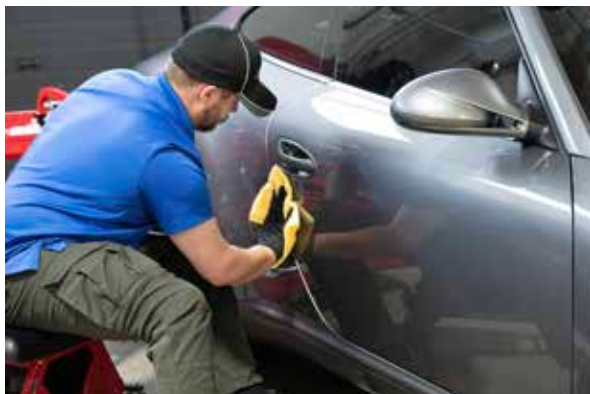


## I HAD MY PORSCHE CERAMIC-COATED — INSIDE AND OUT. HERE'S WHAT I LEARNED

*Article and photos by Will Anthony*

Ceramic coatings have been around for several years and are perhaps the best way to protect your car short of paint protection film (PPF), though it can be applied on top of PPF. There are several types of ceramic coatings, and different ways to apply them. Which one you choose depends on how long you expect it to last, why you want the coating, and how much you are willing to pay. The prep work before applying the coating does not vary: Any paint correction needs to be done before, and the car needs to be as clean as possible. Anything embedded in the paint must be removed before ceramic is applied, including scratches and swirl marks. PPF might hide some scratches, but ceramic coating will not.

Many dealerships, and some smaller detail shops, will use a spray-on coating. The material is sprayed on, and the excess is buffed off. If multiple coats will be used, sufficient drying or cure time is required between coats. Spray-on ceramic coatings are a good short-term solution for protection, yet after a few washes the coating will wear away. Some shops



may also apply a sealant over the spray-on ceramic coating rather than a true multi-layer ceramic coating. A sealant may protect the paint from bird droppings or tree sap but may not provide the same hardness or hydrophobicity of a pro-level ceramic coating.

For the best results, it is best to go to a shop that specializes in this type of work and uses a high-end product like Ceramic Pro. In this scenario, the product (or line of products) is a liquid that is applied via application pad or microfiber towel. The car's exterior, interior, wheels, and glass can all be ceramic coated.

The exterior is normally given at least four coats of the ceramic product with sufficient drying time between each coat. The ceramic bonds with the paint surface itself. The liquid fills the tiny peaks and depressions in the paint and will leave a perfectly smooth finish. The more coats you use, the more protection you will gain. When all the base coats have been applied, the car is left to cure for at least 12 hours.

The wheel face is usually given two to four coats of the ceramic product. The wheel barrel, one very thick coat. The brake calipers are usually coated as well. Ceramic coating the wheels will make them much easier to clean.



After 12 hours, the exterior is given two top coats of ceramic. These will become the sacrificial layer if the coating needs to be redone at some point. The top coat must cure for between five and seven days. If the car gets wet during the curing process, it must immediately be dried. If the car has PPF on the exterior, a different type of ceramic is used. This ceramic will provide an extra layer of protection

*Continued on page 26*

## Coating . . .

*continued from page 25*

for the PPF. Some types of ceramic coating will block UV rays, prolonging the life of the PPF.

The interior of the vehicle can also be coated. This would include all cloth, leather, metal, plastic, glass, and wood surfaces. The leather will be more resistant to fading. Spills will be much simpler to remove from the coated surfaces. If your seats are perforated the coating will seep into the perforations for and offer more protection.

The exterior glass can be coated as well. The windshield



coating will eventually wear off due to use of windshield wipers, but the coating on the other glass surfaces is

permanent. If you plan to apply PPF to your windshield, it is best not to have it already ceramic coated. Apply the PPF first, and then the ceramic coating — any high-end ceramic coating shop will know this.

Ceramic coating is stronger than clear coat, a main reason people use it. Yet it also can be applied to single-stage paint; the process is more time consuming because the paint tends to absorb more of the product, however.

A high-quality, multi-stage ceramic coating will make your car much easier to clean. It may also prolong the life of your car's paint and PPF, if it's so equipped. A ceramic coating will not fix pre-existing issues with paint fading, scratches and scuffs, or failing clear coat. These issues must be taken care of before the ceramic coat is applied. Some coating companies offer a lifetime warranty on their products. Others may only warrant the product for a few years.

Ceramic coating is an investment and, if the warranty is transferable, may increase the value of your car if/when the time comes to sell it. Like other investments, it needs to be taken care of. Avoid automatic car washes. If your car gets bird droppings or sap on it, wipe it off as soon as possible. Take care of the coating, and the coating should last as long as your car.

*Thank you to Michael Barney, Nate Corwin, and Guy Septer of SweetCars in Fort Wayne, Indiana, for their time and help with this article.*







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# Nord Stern December 2nd Business Meeting Minutes

*submitted by Tom Sabow, Secretary*

## Attendees:

Steve Albers, Derek Laumbach, Andy Golfis, Karen Laumbach, Jason Barney, Scott Quick, Mary Quick, Tom Karn, Jim Southwell, Andy Barker, John Blackburn, Paul Thai, Gary Amendola, Ben Rogers, Molly Nygaard, Steve Kemp, Bruce Boeder, Lara Dent, Ryan McGee, Michael Steinberg, Carolyn Veno

## Call to Order:

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

## NEW BUSINESS:

### President, Steve Albers:

- no report

### Vice President, Derek Laumbach

- No report

### Treasurer, Scott Brown

- November Financials show \$33,000 profit YTD should end the year around \$25,000

### Secretary, Tom Sabow

- No report

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

- PO Box to be setup soon for all mail going forward
- PCA member survey shows
  - #1 interest is social events
  - #2 drives
  - #3 track events

### Advertising, Mollie Nygaard

- 8 Invoices for 2026 already sent (5 paid so far) 12 more advertisers waiting for response

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

- No report

### Autocross, Andy Golfis

- No report

### Club Race, John Velure

- No report

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

- No report

- Contracts are coming in the next couple weeks
- May be a BIR track event Fri before Loonacy that Club Racers could sign up for as a test / tune

### Driver Training, Ben Rogers, Scott Brown

- Rosemount April 11/12 will be an Instructor Development Day
- Sunday Street Survival Clinic. Cost \$1600 day for track.
- PCA Subsidies should cover costs

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

- Setting dates
- May 9th Photo Rally
- May 23rd destination 45th Parallel
- June 13 St James Hotel
- August date TBA Vino in the valley
- September date, looking at the Henderson, MN Roll in which is a mid-day outing

### 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

- 1697 total Nord Stern members
- 1126 primary members
- 571 are affiliates
- 6 new members

### Newsmagazine, Christie Boeder

- File transfer to google drives of all the archived photos
- Will include photos from over the years, project will take a while

### Nominating Committee, Jim Southwell, Bruce Boeder

- In 2026 we'll be looking for a VP and Secretary for 2027. Let us know if you're interested



### Driver Education, John Blackburn

- Track Dates are set Spring/ Fall events Fri /Sat



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### Photography, Michael Steinberg

- New picture in Panorama this month
- thank yous to Michael for continuing to subject content to PANO on our events

### Registrar, Andy Barker

- St Jude Tax receipts from 2025 Green Gala going out soon
- Google Workspace Onboarding session this month, will survey for a best date for those involved
- \$526 profit on Loonacy T-Shirts 100's still available, discussion about selling them at Loonacy for \$10, still makes a bit of profit.

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

- No report

### Social, Karen Laumbach

- Green Gala on Club Reg January 17

- David Roberts will be our speaker (past Nord Stern member)

### Social Media, Judy Severs, Misty Martianos, Christie Boeder

- No report

### Tech & Shop Relations, Derek Laumbach

- No report

### Volunteers, Jim Southwell

- No report

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

- No report

Next Business Meeting:

January 13 2026 (NOTE CHANGE)

@ Axel's in Roseville

Meeting was Adjourned @ 8:06 pm

Respectfully Submitted by

Tom Sabow, Secretary

## History . . .

*continued from page 33*

trophy presentations. In addition, the Nord Stern Region has its own ice gymkhanas, and a famous annual midsummer picnic at the home of Mason Myers on the Apple River in Wisconsin. This river is well-known for its swift, shallow currents, which propel air-mattress riders from the Somerset dam, over a mile to the Myers' estate at what seem to be fourth-gear speeds.

The 1961 "Woolery Memorial Rally" was a 2-day affair passing through small Minnesota and Wisconsin towns with such interesting names as Bombay, Genoa, Potsdam, Modena, and Stockholm. The 1962 rally ended with a concourse on the lawn of the Hemp Antique Vehicle Museum near Rochester, with participants visiting the museum as Paul Hemp's guests, and the concourse judged by attending news photographers.

Archie D. Walker, Jr., owner of the local Porsche and VW dealership, and his Porsche salesman, Cliff Brenna, are members of the Nord Stern Region and have donated prizes for the annual rally.

The present Regional officers include President Gordon and Secretary Jean Oschwald, Treasurer Bob Schoening, and Directors Tom Allan, Bill Forde, and Wiggy Woolery. The well-known 1962 President/Secretary team of Kit and Rita Trenholm moved from Rochester to California late in the year, to the great regret of all Nord Stern members.

On PCA Treffens; and at the Porsche Parades, Mexican Tours, and other events, Nord Stern members will continue to renew old acquaintances and to make new friends with members from other regions.

*Editor's Note: Several years ago PCA sent many regions pdf files of the Pano issues that featured their 'origin story' which was a series being done in the early 1960's. I plan on including additional pieces from that file.*

*Suffice it to say, Pano in the '60's looked nothing like it does now. I admit I love the old typography, the B/W grainy photos and the true sense of history conveyed in the article's language and word phrasing.*

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.



**For Sale**  
\$90 OBO: Used Genuine Porsche 4-piece black interior rubber mat set. MSRP \$200. Attractive design with vehicle silhouette and white "PORSCHE" logo. Fits all 2014-2024 Porsche Macan models. Features include: More Grippy than WeatherTech. Non-slip due to the special fastening system. Waterproof

with raised edges to hold snow. Contact Phil at 777pts@gmail.com

### For Sale

2002 Targa with 82,300 miles. It has a new engine and clutch in it. It is in very good shape. Contact Fred Daneu, 612-281-1835 or Fedaneu@aol.com. Asking \$25,000.



### Eagan Car Club Garage Condo for Sale

Eagan Car Club - 506 Moto Drive, Eagan, MN

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Contact Guy Perera for more information. email: guy.perera@gmail.com

### 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



### 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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## Nord Stern Past Presidents

Year	PCA	Deceased	1983	Lane Hawkinson	Brooklyn Park	2007	Cal Townsend	x
1960	Earl DeLaittre	x	1984	Bill Caldwell	Florida	2008	Pam Viau	
1961	C.J. Trenholm	x	1985	James Arhart		2009	Bob Barker	
1962	Gordon Oschwald	?	1986	Hank Godfredson	Colorado	2010	Kim Fritze	
1963	Hank Godfredson	Colorado	1987	Joann Speidel	?	2011	Bret Bailey	
1964	Mrs. Wiggie Woolery	x	1988	Peter Muldowney	?	2012	Jim Bahner	
1965	Tom Allen		1989	Ron Draper		2013	Ron Johnson	
1966	William D. Pletsch	?	1990	Darlyn Fortier		2014	Dave Anderson	
1967	Paul Anderson		1991	Roger Johnson		2015	Steve Sabers	
1968	Elmer Langren	x	1992	Teresa Vickery	x	2016	Paul Ingebrigtsen	Spain
1969	Charlie Lloyd		1993	Terry Johnson		2017	Ryan McGee	
1970	James Harris		1994	Rick Sojkowski	Out East	2018	Lara Dant	
1971	Ron Korman		1995	Peter Vickery		2019	Roger Johnson	
1972	Ron Korman		1996	Bruce Boeder		2020	Chip Smith	
1973	Al Schlegel	San Diego	1997	Dave Weisel		2021	John Velure	
1974	David Morse	Los Gatos	1998	Ron Smith		2022	Stephen Kemp	
1975	Gordon Doering	St. Paul	1999	Mike Selner		2023	Jeff Eckroth	
1976	Larry Skoglund	Alexandria	2000	Jon Beatty		2024	Tom Karn	
1977	John Horner	?	2001	Jim Holton	Duluth	2025	Steve Albers	
1978	John Bierbaum	Burnsville	2002	Mark Skweres		2026	Derek Laumbach	
1979	Cindy Doering		2003	Scott Anderst				
1980	Dennis Guentzel	Bozeman	2004	Ed Hazelwood	Michigan			
1981	Richard Guthart		2005	Chip Smith				
1982	Corey Johnson	Wyoming	2006	Rick LaVerdiere	x			

Just for fun and interest, a list of past Nord Stern Region presidents - updates always welcome!

# From Pano January 1963 . . . Beginning History of Nord Stern

*courtesy Pano, January 1963, By JEAN OSCHWALD, Secretary and BOB SCHOENING, Treasurer*

The first organizational meeting of the Nord Stern Region was held October 21, 1958 in St. Paul, MN with the late Bill Woolery as Chairman. Most of the organizing members are still active.

The first officers were Earl DeLaitre, President; Bill Woolery, Vice-President; Wiggy Woolery, Secretary; and Henry Riel, Treasurer. The Region was soon incorporated, and the name, which means "North Star," was selected through a contest won by John Peterson whose suggestion won a case of beer and a subscription to Christophorous.

John Peterson, who has spent the last year racing in Europe, is also responsible for the Regional badge design, the artwork being completed by Gordon Oschwald, and the badges finally manufactured in 1962 by the same Frankfurt Metal-warenfabrik which makes the national PCA badge.

In addition to its own badge, the Nord Stern Region also distributes those large Porsche emblem jacket patches. Regional property includes a Porsche banner presented by Earl DeLaitre, a tent, and an electric typewriter. A large travelling trophy is passed each year to the winning member in the "Bill Woolery Memorial Rally." This was donated by Wiggy Woolery in memory of the Region's founder.

The Nord Stern (pronounced "Nort Shtairn") Region extends over a wide geographic area in spite of its small numerical size. Included are members in Upper Michigan, Manitoba, Wisconsin, Minnesota, and both Dakotas. Helen and Frank Auckerman had to travel almost 1000 km from Rapid City, SD to show slides of the 1962 Treffen to Stuttgart at a recent meeting in Minneapolis. Meetings have been held in Detroit Lakes, MN (near North Dakota), and at LaCrosse, WI; however, most of them are near the Minneapolis/St. Paul Twin Cities. President Gordon Oschwald is pictured (photo above) at a recent meeting exchanging toasts with Otto Winzen and his wife Marianne. Otto owns a Spyder, a Normal 356B coupe, and a rare BMW 507, and has graduated from the Nurburgring drivers' school. At this meeting, held at Otto's research company offices near Minneapolis, he showed a fascinating series of slides from his recent trips to American Samoa on government business. The meetings regularly attract visitors from other clubs, because PCA enjoys a reputation for sociability and good fellowship.

In SCCA races, the Nord Stern PCA banner is carried by

Otto Winzen's Spyder, Larry Salzman's Class F convertible, an occasional entry by Gil Horton of Jamestown, ND, Mark Wells in his No. 82 Super Speedster, and the fast Elva VI of Dr. Alex Ratelle. The most experienced racer is Tom Countryman,

whose exploits are detailed elsewhere. The photo (by Action Limited) shows Mark Wells' beautifully maintained Speedster up the hill at Elkhart Lake. This car was formerly owned and raced at Elkhart by Bob Schoening.

In the SCCA National Rally Program, Bob Schoening's Super Hardtop rang



up a 2nd, 5th, and 9th for 16 points during the 1962 season. He is shown starting the 1961 "Daniel Boone" national with navigator Jay Trow. Sylvan Flaten, who

drove a TR3 in 1962 for a 17-point total, has just purchased a Porsche, and we hope he will enjoy a successful 1963 season as a Nord Stern member.

In gymkhanas, Lloyd Woolery, Red Stevens, Roger Cole, Mark Wells, Tom Chambers, Bob Schoening, Hank Godfredson, Gordon Oschwald, and others represent the Region and usually accumulate most of the silver. Doran Ventrucci, of Duluth, has a Spyder (with a Normal engine, at present) which can really steam up the Duluth club's dirt hillclimb course, and can hold its own in level gymkhanas. Doran should be racing soon, as should Bill Forde of Rochester with his Porsche-engined Devin special. The photograph shows President Oschwald's Normal Cabriolet going around the pylons.

In SCCA regional competitions and those of the Twin City Sports Car Club, Nord Stern members have always been included in the annual and seasonal





So here it is. Another year. And, for me, another birthday, hot on our celebratory heels. It's a terrible time for a birthday, I've always felt. My father used to blame me, half-kidding, for coming into this world too late to get the deduction on his taxes. Most people provide a bleary-eyed, hung-over monotone of "oh yeah, happy birthday."

It seems to be getting worse, the older I get. For example, the spread of years against those with whom I come into contact seems to be expanding exponentially. And so is my perception of increasing irrelevance.

Take a few weeks ago, when I was at a Holiday party and fell into a conversation about cars with two gearheads in what I'd estimate were their late twenties/early thirties.

They seemed pretty knowledgeable. One said he drove an e30 BMW. The other has had a series of blown S2000 Honda's. He came to the party in his latest ride, a Porsche Cayman GT4. I asked him why a GT4 over, say, a GT3. He said he likes the form-fitting of the Cayman, he feels like he's wearing the GT4. I smiled.

So we got into a car-nerd discussion. I brought up the topic of the most expensive cars ever sold at auction. I had read a piece in The Robb Report that numbers five, four, and three were all 250 GTO's. The top two were a 196 Mercedes and a 300 SLR Mercedes.

Offhand, I proffered that, if these were the most expensive cars to change hands at a public auction, imagine what a Bugatti Royale would command. Especially considering only six were made. Or a Porsche 917-30, preferably the Sunoco-liveried car, driven by Mark Donohue, which decimated the competition so badly that it killed the Can-Am Series.

One of the two looked at me with a "what cosmic mist is this gray-haired person from" expression on his face. He said, "The Can-what?" I responded with, you know, the no-rules sport racing series of the late '60s – early '70s. The one that, until the 917-30 arrived, was the playground of the Bruce and Denny Show.

Blank stares.

So I changed gears, I asked them, what car do you covet the most? And one of them said, "I'd really like to get a Cobra replica. I think they're really cool."

I tried not to roll my eyes. I really did. But . . . maybe it was too much spiked punch . . . I couldn't resist . . . I know, it really wasn't polite . . . but I responded with, "I remember when the 427 Cobra was introduced." What? "Yeah."

I went on. I told them that, at the time it came out, in the mid-1960's, it was the most bad-ass vehicle you could buy. Along with, maybe, a 427 'Vette. You know, the C2 with the lake pipes running along the sides.

They didn't know. They didn't know about the Cobra Daytona Coupe. They didn't know about the original Ford GT40 either . . . until I got . . . what was that . . . a faint sign of recognition?

"Is that what the movie "Ford Vs Ferrari" was about?" Right! "Think it was accurate?" We had a connection! I responded with, well, I remember what I read from the period, that it was mostly true, except for the Hollywood overlay. They nodded.

I asked them, did you see "F1 the Movie?" No, neither had. Well, I said, if you see it, and, if you're enthusiasts, you should . . . if you know anything about F1, you'll quickly realize that the story just could not happen in real life. It's really F1 Goes Hollywood. But it's still fun.

Yikes, I was on a roll. I kept going.

If you like car and racing movies, watch "Grand Prix" and "Le Mans." The Senna documentary, not the bio pic that came out a few years ago, but the real one, with the real Senna in it. And be sure to see "The Italian Job." "I saw it!" one of them spurted out. No, no, you probably saw the remake. See the original . . . "there IS an original?" Oh, there was no stopping me now . . . Yes, I told them, it's British, priceless . . . if only for the opening sequence with the Lamborghini Miura. "Oh," they said in unison.

And then it was time to go. Had I made an impact? I wondered. Had I imparted at least a modicum of history and perspective to these modern-day gearheads? I wondered some more. And I had a concomitant question boomeranging in my head; will they just pass me off as some scratchy voice from the past.

It's yet another year. There's a void between them and me, and it seems to be expanding, like a fault line in an earthquake. How can this be?



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