

Nord Stern Region PCA  
February 2026

# PORSCHE



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PORSCHE

F E B R U A R Y

2 0 2 6

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

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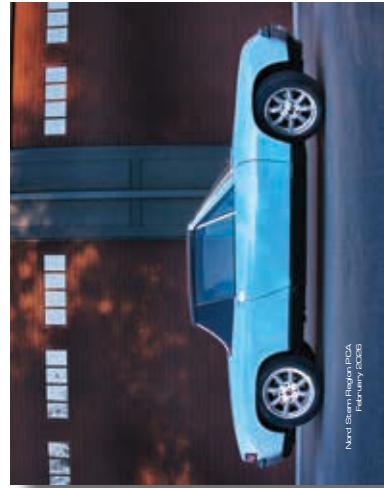
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Details [www.nordstern.org](http://www.nordstern.org) event calendar

Photo by Michael Steinberg

Tom Karn's 914



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

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

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

Nord Stern newsletter subscription cost is \$40 per calendar year. Life members \$30 subscription will ensure continued receiving of the printed and mailed newsletter.

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

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

# 2026 Nord Stern Officers and Committee Chairs

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Derek Laumbach



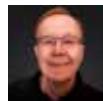
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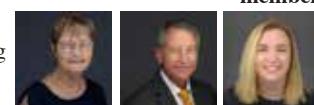
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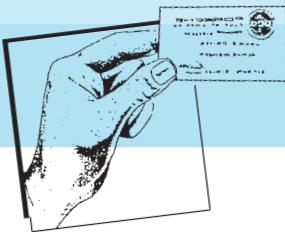


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**Tech/Shop Relations - open**

Addresses available upon request for chairperson/s or Board members,

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!

**Ned Blankenship**

Minneapolis, MN

**Alessandro Goncalves**

Buffalo, MN

1990 911 Carrera

**William Jones**

Brooklyn Park, MN

2007 Cayman

**Dean Laird**

Eden Prairie, MN

**Scott Ramsdale**

St Paul, MN

**John Rausch**

Otsego, MN

1987 924 S

**Steve Wrolstad**

Blaine, MN

1986 911 Carrera Targa

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 allow 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 members 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!



## FULL SPEED AHEAD INTO AN ACTION-PACKED YEAR

As this goes to print we kicked off the new year at our Green Flag Gala! It was wonderful celebrating our club and building excitement for the exhilarating season ahead. To those who joined us—thank you for bringing such great energy. And if you weren't able to attend, I encourage you to jump into one of our upcoming events and experience the camaraderie that makes the Nord Stern Region truly special.

Our dedicated event chairs have been hard at work, and the calendar is already filling up with incredible opportunities to drive, learn, and connect. Here's a preview of what's ahead:

### DRIVING & EDUCATION EVENTS

We continue our commitment to helping every member sharpen their driving skills—no matter your experience level.

### ADULT CAR CONTROL CLINIC – APRIL 11 & 12 (NEW)

Join us at Dakota County Technical College for this exciting new clinic! Perfect for any adult driver, this event requires no track experience and no special car—just bring your daily driver. You'll enjoy a fun, relaxed environment focused on car control, emergency maneuvering, and confidence-

building skills.

### INSTRUCTOR DEVELOPMENT – APRIL 11 & 12 (NEW)

Ready to give back to the club? Experienced drivers are invited to take the next step toward becoming a certified instructor. Please contact our Chief Driving Instructor, Ben Rogers, for more information.

### TRACK SEASON – REGISTRATION OPENING SOON!

We're thrilled to announce four major track events this season:

### April 24 & 25 (Fri/Sat) – Brainerd International Raceway (BIR)

- Includes Driver Training School—ideal for new drivers looking to explore high-speed driving in a safe environment. (You don't need a Porsche to participate!)

### June 22 & 23 (Mon/Tue) – Road America

- Experience one of the premier racetracks in the country. Prior completion of Driver Training School is required.

### July 25 & 26 (Sat/Sun) – Loonacy at BIR

- Our signature event returns with HPDE sessions, Club Racing, and a grid walk. This year, we're enhancing the

*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

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

# From the Editor . . .

by Christie Boeder, 1973 Signal Orange 911

**W**hile the days have been snowy and of course cold, the club volunteers have been busy behind the scenes working on setting up the 2026 activities and events Nord Stern is so well-known for. Details may yet to be hammered out, exact times, locations, logistics are naturally in the works and will be shared more broadly as soon as possible.

With that said, we do have our track dates now 'on the calendar' and those are appearing here in the newsletter on page 8. Plus you'll see the dates for a number of upcoming Drives scheduled by the Drives committee headed up by Nord Stern member Jason Burney. His crew is busy nailing down the destinations, the routes, and starting points. Several of the destinations are club favorites (think Vino in the Valley and 45th Parallel) but there just might be a few 'new to us' options. Watch your emails, watch the [nordstern.org](http://nordstern.org) calendar, too. We will work on filling in the blanks as quickly as we can.

Because believe it or not, winter won't always hamper our driving adventures and Spring will bring a number of driving opportunities, tech sessions, and member socials, let alone the track season's beginning up at BIR.

Just a couple of quick thank you's in regards to the recent Green Flag Gala that kicked off the year. Retiring club chairs were recognized, a few awards were given out, incoming

leaders were introduced, the traveling pressure plate made its way from 2025 President Steve Alber's hands into incoming 2026 President Derek Laumbach's care. The vote on updated By-Laws was announced, and are now official. Welcomes and thank yous were heartfelt.

Best of all, a bunch of cool silent auction items were on full display, very varied, generating a lot of interest and bidding. All proceeds will benefit our charitable recipient, St. Jude's. Our featured speaker, former Nord Stern member Dave Roberts, entertained us with the trials, tribulations, and thrills of his involvement over the years driving and championing a number of vehicles in a number of different racing venues (he got his start with Driver Ed right here in Minnesota and is generous in his credit for our DT program) at Brainerd International Raceway: World Speed Championship, IROC, The Classic at LeMans, the HAWK at Road America, Goodwood Festival of Speed, Bathurst, Monterey Historics, Baja 500 and 1000 km races. His descriptions of the highs and definite lows of pursuing participation in the sport of auto racing (and his one foray at a Professional level!) were entertaining and enlightening. Thank you, Dave!

And of course our thanks to the Social Committee headed by Karen Laumbach, including Gayle and Jim Southwell. An elegant, yet entertaining evening.

If you've never attended what is our holiday party or couldn't attend this year's get-together - we will peak your interest as the next issue will include photos from the event!



## 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](https://website.nordstern.org/membership/#JoinTheClub) 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:

Please send any address changes or updates via email to [membership @ nordstern.org](mailto:membership@nordstern.org)

Mail renewal checks to:  
Jay Hilden - email [editor @ nordstern.org](mailto:editor@nordstern.org) for snail mail address

**Reminder: Newsletter Subscription cost:**

**\$40 per year  
or, \$108 for three years**

**Existing LIFE category (now defunct), \$30 per year**

**\* Check your mailing label for your subscription's expiration date**

# 2025-26 Calendar . . . Details [www.nordstern.org](http://www.nordstern.org) event calendar

## 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 - See pages 22, 23 of this issue

### 24-25 Nord Stern First Fling Driver Ed

at Brainerd International Raceway, Details TBA  
[clubregistration.net](http://clubregistration.net)

## MAY

### 5 Nord Stern Business Meeting \*

Location: Alex's in Roseville  
 RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
 - all are welcome

### 9 Nord Stern Photo Rally (Saturday)

Start time and location TBA

### 23 Nord Stern Drive - 4th Parallel Distillery

Start time and location TBA

## JUNE

### 13 Nord Stern Red Wing Drive (Saturday)

Start time and location TBA (Sat)

### 22-23 Nord Stern Cheese Fling Driver Ed

@ Road America, Elkhart Lake, WI  
[clubregistration.net](http://clubregistration.net)

### 27 Nord Stern All Porsche Show (Saturday)

Details, Location TBA

## JULY

### 25-26 Nord Stern Loonacy Driver Ed and Club Race

(Saturday, Sunday) @ Brainerd International Raceway

## AUGUST

### 1 Nord Stern Eagan Car Club Drive & Tour

9:30 a.m., Details TBA

### 8 Nord Stern Vino in the Valley Drive (Saturday)

Start time and location TBA

## 2026 SEPTEMBER

### 1 Nord Stern Henderson Classic Car Roll-in Drive

(Tuesday) start time and location TBA

## 2026

### 18-19 Nord Stern Last Fling Driver Ed (Friday, Saturday)

@ Brainerd International Raceway  
[clubregistration.net](http://clubregistration.net)

### 26 Cars and Caves German Edition (Saturday)

@ Chanhassen AutoMotorplex

## OCTOBER

### 2-4 Nord Stern Fall Color Tour 2026

HQ @ Pier B in Duluth  
 Details TBA, [clubregistration.net](http://clubregistration.net)

### 6 Nord Stern Business Meeting \*

Location: Spasso's in Minnetonka  
 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.

## Le Mans & Normandy

**\$5,625**

Per person, double occupancy



info@spdactiontravel.com  
www.spdactiontravel.com



## Alpine Porsche Drive

**\$14,500**

Per car (one or two people)



## Black Forest & Nurburgring Porsche Drive

**\$13,200**

Per car (one or two people)



- 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"

*Get Your Member Badge!*



NORD STERN REGION OF PCA

BECOME A VOLUNTEER



**VOLUNTEERS  
NEEDED**

JOIN US



Raise Your Hand! Events always  
need 'extra hands'! Connect  
with your community of fellow  
Porsche owners.  
[www.nordstern.org](http://www.nordstern.org)

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





Submit questions via QR Code above

24-25, hopefully I'll see some of you there!

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

#### **QUESTION:**

*"I've got an older Porsche, is it safe for me to drive on the track?"*

#### **ANSWER:**

The short answer is yes, an older car can absolutely be safe on track as long as it's mechanically sound and properly prepared. In fact, many PCA members track cars that are 20, 30, even 40+ years old. Air-cooled 911s, 944s, 928s, and early Boxsters/996s are extremely common at PCA track events. With that said, the best idea is to take your car to your Porsche mechanic for a track inspection. They can check the below suggested items and more that you need to verify to ensure the car is ready to take to the track.

#### **BRAKES**

- At least 50% brake pad life
- Fresh brake fluid (ideally less than 6 months old)
- No leaks at calipers, lines, or master cylinder
- Rotors not cracked, warped, or below minimum thickness
- Older brake hoses can swell internally. If yours are more than 10 years old, consider replacing them.

**H**ello to my Nord Stern friends, The response to Sally's Slipstream has been incredible! I've been completely inundated by an email from my Nord Stern fan and I can't tell you how appreciative I am of the opportunity to engage with all one of you. At this rate, there will be a dozen of you by the end of the year, can you believe it? The next Nord Stern track event is the Spring Fling at Brainerd International Raceway April

#### **TIRES**

- Street tires are OK—but they must be:
  - Free of dry rot
  - Not older than six (6) years
  - Even tread wear
  - No bulges, cracks, or cords showing
  - If your car is very old, check the spare tire as well. Many people unintentionally bring 15-year-old tires to the track because "they look fine."

#### **SUSPENSION + STEERING**

- Older cars often have tired bushings or worn ball joints that are only noticeable under track load. Make sure you check:
  - Control arm bushings
  - Tie rods
  - Ball joints
  - Shocks
  - Wheel bearings (absolutely must be tight and smooth)

#### **ENGINE & COOLING SYSTEM**

- Older engines are perfectly fine for the track as long as they're maintained. You'll want to check for:
  - Oil leaks (small seep is fine, but drips onto exhaust or track should be addressed)
  - Water-cooled engines: hoses, water pump, radiator, belts
  - Air-cooled engines: cooling shroud, belts (bring a spare fan belt if it's an older air-cooled car)

#### **ADDITIONAL INFORMATION**

Bringing your classic car to the track is going to be an incredibly rewarding and exhilarating experience! These beautiful machines offer a unique feel and historical cool factor that modern cars just can't touch. But, making sure these treasured vehicles are both a total blast AND safe on the track is our top priority.

Older cars definitely need some extra love and prep to handle the demands of high-performance driving. This means more than just the usual maintenance; it also involves specific safety gear and structural checks tailored to their age.

For all the detailed scoop—the requirements, rules, and what you need to do to get your classic car approved and track-ready—please check out our dedicated Tech Inspection webpage. It has everything from mandatory safety equipment to easy vehicle prep checklists:

<https://website.nordstern.org/tech-inspection/>

Or, for super quick access right on your phone, you can just scan the QR code (right). Getting your car up to all the technical inspection standards is essential for everyone's safety and keeping your beloved car running great on the circuit. I can't wait to see your timeless piece of automotive history out there!



Tech Inspection Webpage via QR code above

#### QUESTION:

*“I have heard many times that when I’m on track it’s important that I “look ahead” or “keep my eyes up” but I don’t really know exactly where I should be looking. How do I figure that out?”*

#### ANSWER:

Great question! The phrase “look ahead” is one that really grinds my gears as it’s not a definable statement. “Look ahead” will mean something different to everyone, what you want to do is follow a clearly defined process using reference points on and around the track.

#### WHY “LOOKING AHEAD” MATTERS

Your car goes where your eyes go. If you’re looking too close to the front of the car and focused on the pavement right in front of you, you’ll drive reactively. Everything becomes a surprise: braking, turn-in, apex, track-out. When your vision is further ahead, your hands become smoother, your lines become cleaner, and the car feels more settled and predictable.

#### SO WHERE EXACTLY SHOULD YOU BE LOOKING?

Think of your vision in three zones:

##### 1. LONG RANGE – THE NEXT MAJOR FEATURE

This zone includes the four “standard” reference points:

- Brake marker
- Turn-in point
- Apex
- Exit/track-out

The Next Major Feature is your primary reference point. The reference point after your primary reference point is your secondary reference point. Your primary reference point should be in your peripheral vision while you are scanning ahead for your secondary reference point. In essence, you’re always scanning one major step ahead of where you are.

Example:

- You’re approaching the beginning of the braking zone: your brake marker is in your peripheral vision and you’re scanning ahead for your turn-in point.
- You’re approaching your turn-in point: you’ve already locked your vision onto your secondary reference point, the apex.
- You’re at the apex: your eyes are already on the exit/track-out.

##### 2. MID RANGE – THE CONNECTION BETWEEN POINTS

This zone is where you:

- Evaluate how quickly corners are coming at you
- Confirm your car’s position on track
- Make small adjustments to throttle or steering
- You don’t stare at anything within this zone, just take a glance if necessary.

##### 3. NEAR RANGE – THE “OH CRAP” ZONE

This is what novice drivers stare at, and it’s why they struggle. In reality, information gained from the “Oh Crap” zone should be identified using your peripheral vision. You only check this zone to confirm:

- You’re not driving over curbs unexpectedly
- The pavement is clean



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*



## Prez Sez . . .

*continued from page 6*

Porsche Dealership-to-Loonacy Drive for members who prefer to enjoy the festivities off-track.

### September 18 & 19 (Fri/Sat) – Final Track Event at BIR

- Close out the season with one last opportunity to complete Driver Training and enjoy HPDE sessions for all eligible drivers.

### GET READY TO SOCIALIZE: FUN EVENTS ON THE HORIZON!

While our track calendar is packed with adrenaline, we're also planning a fantastic lineup of social events designed to connect members off the track.

### MONTHLY SOCIAL HOURS

Join us for rotating social hours at fun Twin Cities venues—a relaxed way to catch up, talk cars, and meet new faces. Dates coming soon!

### Curling Event – Possible Return!

Back by popular demand! Last year's curling night was such a hit that we're working to bring it back. It's a casual, fun way to enjoy great company and the Nord Stern spirit.

### DRIVES: SCENIC ROADS & MEMORABLE EXPERIENCES

Our 2026 drive schedule is coming together, packed with scenic routes, engaging challenges, and memorable destinations:

### May 9 – Photo Rally (St. Croix Region, WI)

Teams navigate a secret route by matching landmarks to photographs, testing both driving precision and passenger observation skills. If you've never done a photo rally, you're in for a treat.

### May 23 – 45th Parallel Drive

A perfect trifecta: spirited back roads, artisan whiskey distillery tours, and a catered taco feast to finish the day.

(Tentative) June 13 – Red Wing Outing

A drive to The Port, a sophisticated cocktail lounge known for Prohibition-style craft drinks and an elevated new food menu.

### July 25 – Loonacy Drive

- Follow Loonacy with a local afternoon tour designed to fully satisfy your craving for the open road.

### August 8 – Vino in the Valley

- A fan favorite returns with a spirited drive to a beautiful vineyard and an evening of authentic Italian outdoor dining paired with exceptional wine.

### September 1 (Tentative) – Henderson Classic Car Roll-In

- A scenic riverside drive into Henderson, MN, featuring some of the most beautiful views in the region and a chance to showcase our cars alongside a vibrant classic car community.

In addition to all of this, our Membership Team will be hosting new-member socials, and our Tech Chair will be organizing technical sessions at local shops. Watch for details in the coming months.

This year truly offers something for everyone—whether you're a seasoned track veteran or simply enjoy great company and a

shared passion for driving. Be sure to keep an eye on the Nordstern.org event calendar, our Facebook page and Clubregistration.net for registration updates and new announcements.

I'm confident this will be an outstanding year thanks to our incredible chairs and volunteers who make these events possible. I look forward to seeing you soon and sharing the passion that makes our club so exceptional—both on and off the track.

Your Prez,

Derek

president @ nordstern.org



- You're not dropping a wheel off the track

If you find yourself glancing away from your reference point to check if you're going to run off track, hit a curb, etc., you're simply going too fast for your current skill level with this process. Think of it this way, if you walked around the track, at no point would you need to look away from the driving line to verify that you weren't going to run off track or hit a curb. That's because you're walking at 3-4mph. When in the car, drop your speed to a point that you can comfortably follow the vision process through each reference point without having to take your eyes away from your reference points when in the "Oh crap" zone.

#### **The process, simplified:**

We will use a typical corner with a hard braking zone on the entry and a long straight on the exit as an example - think Turn 3 at Brainerd International Raceway. In some cases, cones are put out on the track during Driver Ed days to help you identify turn-in, apex, and exit reference points but in reality anything that is stationary can be used as a reference point.

1. On your approach to the braking zone, once you've identified your primary reference point - your brake marker - move the primary reference point into your peripheral vision and begin scanning for your secondary reference point - turn-in. Once you have found your secondary reference point, lock your vision onto it.
2. Once you've passed your primary reference point - your brake marker - you take that action (brake) and what was your secondary reference point - which your vision has been locked onto - now becomes your primary reference point and you move that into your peripheral vision while you start scanning ahead for your new secondary reference point - the apex. Once you have found your secondary reference point - the apex - you lock your vision onto it.
3. The process from here is the same, once you pass your current primary reference point - turn-in - you initiate that action and then what had been your secondary reference point - the apex - moves into your

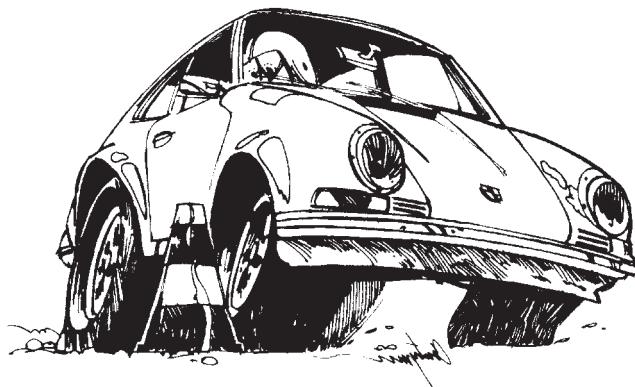
peripheral vision as it is now the primary reference point while you scan ahead for your new secondary reference point - exit/trackout.

4. As before, once you see that you've passed your current primary reference point - the apex - your current secondary reference point is moved into your peripheral vision while you start scanning ahead for your new secondary reference point, which will be something related to the beginning of the next corner.

With this process, you're effectively playing connect-the-dots and when you think about connect-the-dots puzzles, they always look a lot better when you know what happens after the dot you're currently aiming for. This will ultimately make you a smoother, more confident, consistent and, most importantly, a safer driver on the track and on the road.

Remember, while this process sounds like a lot to think about, it quickly becomes second nature with practice. This is exactly what your driving instructor will be focusing on with you at the track.

Don't feel overwhelmed; they are there to help you implement this vision process, piece by piece, until you are comfortable and consistent. Focus on staying relaxed, following their guidance, and having fun!





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## Good to Know!

by Dave Anderson

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

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

We have two types of accounts:

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

You can easily find both by looking here:

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

## Miscellaneous 'Fun Facts'

First U.S. Auto Race: November 28, 1895

**N**ovember 28, 1895, was a cold and snowy Thanksgiving Day in Chicago, and the roads were muddy and slick.

Nonetheless, six vehicles gathered at a starting line, ready to make history in the first — and possibly slowest — automobile race held in the United States.

Of the 83 entrants, only these six showed up to compete that morning. Two of the entrants were two-wheeled motorcycles, while the other four were “motorcycles,” or the four-wheeled horseless carriages that would eventually be referred to as cars.

Sponsored by “The Chicago Times-Herald,” the 54-mile race to Evanston, Illinois, was won by James Frank Duryea’s motorized wagon, which averaged a speed of 7.3 mph. It took Duryea more than 10 hours to complete the course, but he was awarded a gold medal and a prize of \$2,000 (about \$63,000 in modern dollars). The event heralded a new age in America, with newspapers around the country predicting the demise of horse-borne transportation in favor of these motorized vehicles that could travel long distances, even in inclement weather. Thirteen years later, the first Ford Model T rolled out to American consumers, and only three years after that, the Indianapolis 500 race was born.

# ALL YOU NEED IS LOVE... AND CHEAP RENT

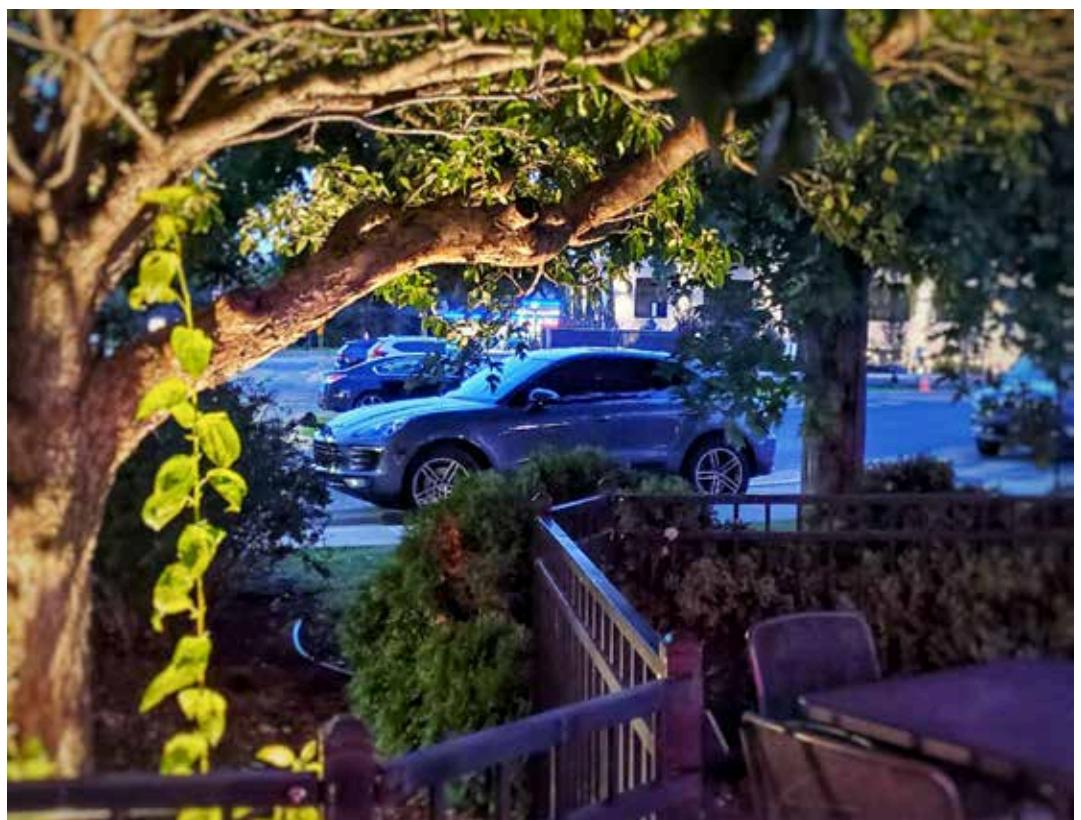


## Isn't Winter Over Yet?!

*photo by Amanda Zander,  
Membership*

**Y**es, it is still winter and that white stuff is all around us so thought we could all enjoy a fun photo submitted by Amanda of her lovely 2016 Macan S (but, but, but, it's on the street?? I trust it spends more time in a garage than on the street). And of course especially in this time of the year - albeit they are undoubtedly wonderful winter vehicles.

The warmth of the sunshine depicted remind me that the weather will change, the sun will shine bright and quite warm once again.



**A**s we headed into December, 2025 had already surpassed 2024's total dollar volume, leaving unit volume and sell-through rate as the final unknowns. December delivered on both, posting a 73% sell-through rate on \$44,041,972 in sales with 583 cars crossing the block, a clear improvement over December 2024's 70% sell-through, \$30,340,029 in dollar volume, and 462 units. For the full year, 2025 finished at a 72% sell-through rate with \$583,660,924 in total dollar volume across 7,572 cars, versus 68%, \$493,350,995, and 7,235 units in 2024. The result marks 2025 as the strongest year for the Porsche auction market since the peak of 2022.

For me, 2025 was RUF's year, with five of the top six sales coming from the Pfaffenhausen manufacturer. Three of those top results were original W09 VIN'd CTRs, a car we simply have not seen at public auction in any meaningful way for as long as I can remember. All three claimed the podium for highest prices paid in 2025, led by a 1,000-mile example finished in iconic Blossom Yellow that took top honors at \$6,055,000, followed by sales at \$4,680,000 and \$4,295,000. Rounding out the top six were two CTR Anniversary models, RUF's first fully carbon-tubbed tribute to its 1980s legend, which sold for \$3,360,000 and \$3,140,000 respectively.

The lone car to break up RUF's dominance in the top six was a 1960 718 RS 60 Spyder, which sold for \$3,525,000 at RM Sotheby's Monterey sale. The result was a pleasant surprise, as Porsche race cars from the 1950s and 1960s have had a rough few years, with many failing to sell at auction. Also from the 1960s was the most talked-about car to cross the block in 2025, the 917K hero car from Steve McQueen's classic film, *Le Mans*. Owned by Jerry Seinfeld since 2001, the car initially failed to meet reserve with a \$25 million high bid on the block, but ultimately found a home post-sale at an undisclosed price.

Another surprise from 2025 was the late-year Turbo surge. It was most evident in the 993 Turbo market, where a run of strong results pushed prices well beyond the prior twelve-month high of \$270,000, with multiple cars selling over \$300,000. Leading the charge was a 12,000-mile Black-on-Black example that nearly added \$100,000 to that benchmark, hammering at a final bid of \$369,000. The momentum did not stop there, as 964 Turbo 3.6 values also spiked, with two cars selling for over \$800,000 in

December alone, crushing the previous twelve-month high of \$545,000. On the newer Turbo front, the biggest mover of the year was the 991 GT2 RS, where even a non-Weissach example broke through the \$500,000 mark, selling at a final bid of \$506,000.

Speaking of GT cars, 2025 proved to be a mixed bag. Earlier, more analog GT3s were clear winners, led by a sub-1,000-mile 997.2 GT3 RS that set a new high at \$575,000, followed closely by a Green 997.1 GT3 RS that sold for \$498,000. The year also marked the first opportunity for 996.1 GT3s to be imported into the US, as we did not receive a GT3 domestically until the 996.2. The start was shaky, with the first example failing to sell at \$106,996 and the first successful US sale landing at \$100,000. That first car was later re-run and achieved \$145,250, followed by another sale at \$128,000, suggesting early hesitation gave way to stronger conviction. Not all GT cars shared the upside, however. New 992.2 GT3s struggled, with just one of six examples finding a buyer, and even that result fell short of expectations at \$384,000 against an original MSRP of \$313,000, well below the early premiums enjoyed by the 992.1 GT3 when it debuted.

It wasn't just modern and modern-classic Porsches that impressed in 2025. For me, the standout classic of the year was the SWB 912 Coupe. We saw three examples sell at or just above the \$100,000 mark, with several more changing hands in the \$90,000 range, a level that would have seemed unthinkable not long ago. Topping the list for the year was a 1966 912 Coupe that emerged from 25 years of family ownership and brought a strong \$100,912, cementing the model's quiet but meaningful move into six-figure territory.



Tim McNair, Master Detailer, recently appeared on PCA's Tech Tactics Live (November 2025). He spent an hour telling members some of his secrets for detailing and products he uses. The products are all attainable by the home detailer. Below are the list and brief comments (hotlinks are here: <https://pca.org/news/inside-the-detailers-toolbox-pca-tech-tips>).

If you are thinking of detailing your Porsche over the winter (or whenever!), this is a must watch video.

<https://www.youtube.com/watch?v=0tMjGKZJFlA&t=15s>

- SD-20

Tim recommends this to remove rubber marks left on paint from a day at the track. Also good as a multipurpose degreaser.

- Briwax

This was recommended to use for chrome and some other metal trim. Use it with a glass cleaner.

- Bamboo skewers

This was good for cleaning around badges, really tight areas on your car where a stiff brush could scratch. He said to make sure they are real bamboo and not just wood.

Griots Garage Ceramic All In One Wax

Recommended for someone looking for a wax that does it all very well.

- Griots Plastic All-in-One

This was recommended to clean taillights. Tim said it will bring back their original shine.

- GS Hypo Cement

Tim used it to fix an expensive fog light that suffered a rock chip during a rally. He said once the cement dried, it was indistinguishable from new.

- PMF Trickle Trap

This is something only a car enthusiast could understand. A towel with a magnetic strip that catches water drips after you washed your car. You know, the ones that continue to drip water after you've dried your car.

- Sticky Head Cotton Buds

For the person who really is into the details. This is a q-tip which has a sticky head to one side. That sticky head is perfect for picking up pieces of dust and lint in tight spaces. Cleaning the inside of a gauge? This is the tool.

- Double Ended Gun Cleaning Brush

It may have been designed for gun cleaning but it's also perfect for interior detailing. Watch the video to see Tim use it to clean the seam and surface of both vinyl and leather seats.

- Zero Paints in Porsche colors

Tim said he's found that paints used in car modeling will match a factory finish very well. Good for filling in paint chips.

- Polka Dot Nail Art Pens

Tim uses these to fill in paint chips. He said they provide better control and do not leave lint.

- Kovax Finish Repair System

Used to prepare small areas for paint chip repair. Gives you better control.

- Revell Chrom Spray and Pen

Tim said this is the closest to getting a part really chrome plated. It comes in an aerosol can or a pen.

- Matco Swivel Electrical Disconnect Tool

This was recommended as a tool to remove modern electrical connectors without damaging them. Good when you need to detail areas behind wiring which requires you to disconnect a connection.

- Q<sup>2</sup> CanCoat EVO

Tim raved about this product. Said it made applying a ceramic coating on your car very easy. While it is not as good as professionally applied ceramic coating, for the home DIYer, it's one of the best.

- Lume Cube

Tim uses this type of lighting when detailing his cars. He prefers it because he can change not only intensity but color warmth.

On the Youtube channel, there were some additional comments including these recommendations

Thanks Tim! i learned about some products that i didnt know about so thats cool. I wanted to add some of my own tricks and recommendations as well.. you can use muriatic acid but make sure you wipe the area off with baking soda mixed with water right after to neutralize the acid, then dry it off. If not it will keep eating at the metal even after dry, and you wont notice until its been corroded, but that also depends on the strength of the acid. I use a more industrial strength from Home Depot that was like 35% acid.

Now for brushed metals such as the guy that was asking for his tail pipes, i use another product that is used for high end stainless steel pots. Is a powder/talc that you use by applying some on a pad or a brush, and then mix that in with some water and rub it on the metal that is stained. It will all come off and it will bring the natural color of the metal out like new again. There are different brands, but the one i use is called "Rena Lite stainless steel cleaner". If you cant find that one there is another brand called "Kleen King" which i havent used.

Now for chrome there is another product that is the best.. i used it as a kid on my chrome bike and suddenly i couldnt find it again until recently. This one goes

by different names but here are two, 1. Simichrome Polish. Its a German made product and its hard to get in certain states like California because of some banned ingredients .. smh. No wonder i couldnt find it here. The other name or source is 2. Brasso Brilla Metal. Its known to be in spanish speaking countries. I believe Mexico has it, so if you have a trip down there you can bring some ;). But you can source both of these online. Its how i keep the chrome on my Porsche two piece wheels like new. The center is black but the rim is chrome and they end up looking like mirrors. Not only do these products shine, but they take off any oxidation that the metal surface might have. I hope that helps you all out to keep our Porsche's looking like new and awesome as they should be.

## ZERO TO POSSIBLE IN RECORD SPEED.



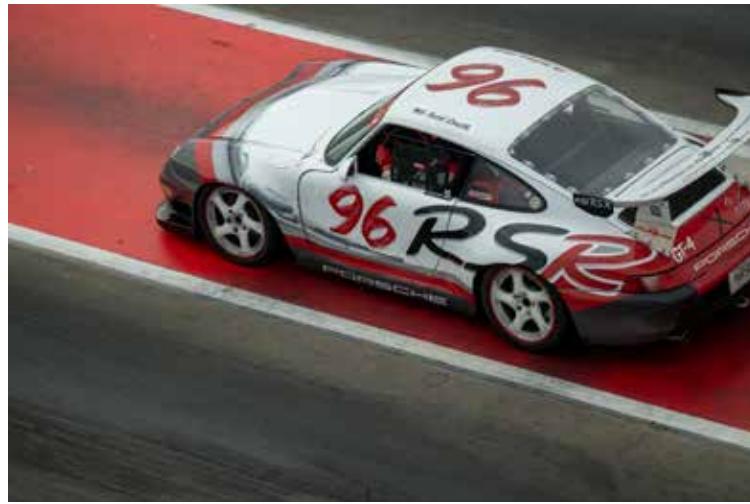
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Believe it or not, but DE isn't all that far away - Reminders of Last Fling 2025

*photos by Elvedin Trnjanin*



## Marketplace . . .

*continued from page 17*

2025 was undoubtedly one for the books, but looking ahead, I expect 2026 to look a bit different. Unit volume should pull back modestly, a trend that already appears to be taking shape as January has produced the lowest number of Porsches currently for sale across the three major online auction platforms that I can remember seeing. On the product side, Boxster and Cayman pricing should begin to level off for standard variants, while special models start to separate themselves. With production of the 718 Boxster and Cayman now behind us and a gas-powered replacement still years away, scarcity will matter more than ever, and if a 000 Boxster Spyder comes to market, don't be surprised if records fall. As always, truly special cars will continue to do special things, and the best of the best will still bring the money. Cheers to 2026.

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](http://www.stuttgartmarketletter.com)

The advertisement for Excelsior Realty features a white house outline with a brown roof and door. Two large red hearts are positioned above the house. To the right, a woman with blonde hair and glasses, wearing a black top, is smiling. The text "I'd love to help you find your perfect match..." is written above the house, and "in real estate." is written to the right of the woman. The Excelsior Realty logo is in the top left corner. In the bottom right corner, there is contact information: "MOLLIE NYGAARD REALTOR®", "MN REALTOR® License#40479691", "Cell: 952.334.7150", "Mollie@ExcelsiorRealty.com", and "www.westonkaagent.com".

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



Be and Become an Instructor in Nord Stern . . .

## Mentor & Future Instructor Recruitment

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

**W**e 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	Responsibilities	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).





## Porsche Motorsport North America, PCA to Establish New One-Make Racing Series

- Porsche Motorsport Pyramid North America adds grassroots offering with new series
- Four-round schedule designed to expand existing PCA Club Racing activities
- PMNA to provide onsite engineering, parts, and marketing support
- USAC to oversee pre-race and post-race technical inspections

Eligible cars: 911 GT3 Cup (Types 992.1 & 991.2), 718 Cayman GT4 RS Clubsport, and 718 Cayman GT4 Clubsport

Carson, Calif. Porsche Motorsport North America (PMNA) today announced plans for Porsche Sprint Trophy Porsche Club of America by Yokohama, a new one-make racing series in collaboration with the Porsche Club of America (PCA). With more than 170,000 members, the PCA is the largest single-make auto enthusiast club in the world. That substantial member base includes a thriving club racing community with more than 1,000 active competitors to whom the new series is open. The 2026 calendar will integrate into established PCA Club Racing events at Sebring International Raceway, Lime Rock Park, Watkins Glen International, and Road America.

Porsche Sprint Trophy PCA is PCA Club Racing's newest class, offering entry-level and experienced racers the chance to compete as a destination series or as a step in the North American Porsche Motorsport Pyramid, offering

progression through Porsche Sprint and Endurance Challenges to Porsche Carrera Cup North America and into open-competition GT racing in IMSA and SRO. The series will feature the Porsche 911 GT3 Cup (Types 992.1 & 991.2), along with the current Porsche 718 Cayman GT4 RS Clubsport and its predecessor, the 718 Cayman GT4



Clubsport, competing alongside each other in their own class during each event.

“The Porsche Club of America and its members are integral to the foundation of the North American Porsche Motorsport Pyramid,” said Volker Holzmeyer, President and CEO of Porsche Motorsport North America. “Porsche Sprint Trophy Porsche Club of America by Yokohama provides the perfect introduction to professional racing for new racers, while also serving as a destination for established club racers.”

“We’ve long maintained a relationship with PCA. This new series represents an exciting next step by formalizing that relationship. The PCA racing community is defined by



passion, camaraderie, and a genuine love for competition. We are excited to add to that legacy,” Holzmeyer added.

Each event weekend will include two practice sessions, a qualifying session, and two 30-minute races. USAC will perform technical and safety inspections, while PMNA will provide engineering, parts, and marketing support to streamline the race weekend experience for participants. Class champions will be invited to the prestigious Porsche Night of Champions at the end-of-year celebration in Germany, and full-season One-Make participants will receive prioritized Porsche race car allocations.

“We are very excited to add a series with direct support from both USAC and PMNA to the PCA Club Racing calendar,” said Aaron Ambrosino, President of the Porsche Club of America. “The new series will provide a unique blend of club racing spirit and race day support for our members who run Cup and Clubsport models.”

through our ADVAN tire line. This partnership is a natural fit, a perfect match of enthusiasm and excellence.”

PCA Club Racing enters its 34nd year in 2026, with over 1,000 licensed racers and 26 sanctioned races per year - more than any other single-make racing organization in the world. Porsche Sprint Trophy PCA will complement the club’s culture of camaraderie while offering top-tier race cars from Porsche Motorsport North America.

2026 Porsche Sprint Trophy Porsche Club of America by Yokohama Calendar

Jan. 29 – Feb. 1: Sebring International Raceway, Sebring, FL

June 5 – 6: Lime Rock Park, Lakeville, CT

July 10 – 12: Watkins Glen International, Watkins Glen, NY

Sept. 5 – 7: Road America, Elkhart Lake, WI

*About Porsche Cars North America, Inc. | One Porsche Drive, Atlanta, GA 30354 USA*

*Established in 1984, Porsche Cars North America, Inc. (PCNA) is the exclusive U.S. importer of the Porsche 911, 718 Boxster, 718 Cayman, Macan, Cayenne, Panamera and Taycan. The Porsche Car Configurator can be used by anyone to customize and pre-order any vehicle in that lineup at any time. Headquartered in Atlanta, Georgia, since 1998, PCNA is home to the first Porsche Experience Center in North America, which features two module-based 1.6 mile driver development tracks,*

*a business center and Restaurant 356. The campus is also home to the U.S. headquarters of Porsche Classic. The company operates a second Porsche Experience Center near Los Angeles. That complex features a driver development track with eight educational modules totaling 4.1 miles, a business center, Restaurant 917 and the headquarters of Porsche Motorsport North America. PCNA supports 203 independently owned and operated Porsche Centers in the U.S., four Porsche studios and five satellite stores in the U.S., including supplying parts, service, marketing, and training. They, in turn, work to provide Porsche customers with a best-in-class experience that is in keeping with the Porsche brand’s 75-year history of leadership in the advancement of vehicle performance, safety, and efficiency. PCNA is an indirect wholly owned subsidiary of Porsche AG, which is headquartered in Stuttgart, Germany. At the core of this success is Porsche’s proud racing heritage that boasts some 30,000-plus motorsport wins to date.*



By formalizing their collaboration, PMNA and PCA build on a strong history that includes events such as the Porsche PCA Club Racing Cayman GT4 Clubsport Trophy East.

“Yokohama is proud to partner with the Porsche Club of America to launch this exciting new series,” Andrew Briggs, Yokohama Tire’s Senior Vice President of Marketing & Product Management, said. “Porsche owners share the same passion for performance that drives Yokohama’s commitment to delivering world-class handling and grip



## It's NOT just the cars . . . It's the People that stand on the cars

*photo courtesy John Blackburn*

**A**bove, a photo from a prior year's track season (Road America 2023) that appeared on our Facebook page - but absolutely worthy of publication here!

Nord Stern member, Steve Powless, had a leak on the intake manifold and Bob Quickel was trying to help him get it torqued down properly. Where there's a will, there's a way. Not sure what the final 'report' was but perhaps that can be shared so your editor can add details?!

## ClubTalk 'Chatter' . . . Engine Polishing

**S**o, I'm getting back to my project car and looking at a pretty ugly aluminum intake manifold. I am wondering at what the collective thoughts are about polishing this. The Internet seems to think using a wire brush, either manually or on a drill, is the way to go. Then another community says only brass brushes and a third says only soft nylon. Not going to get into the power blasting debate about aluminum abrasive vs walnut shells or glass beads. I just want my 3.2L intake manifold to look good, not necessarily shiny but definitely not dull. Even considering a clear coat after polishing.

Next up is the engine block, so same question.

Any experience is welcome input.

Thanks, Jon Beatty

WD-40 and steel wool.

Scott Kuhne

I have done the polishing of the intake and valve cover on a '92 Miata. I used lot of Dremel sanding drums to smooth the casting surface and steel brushes, sandpaper, and wet/dry sanding to about 800 grit. Then got more Dremel buffering wheels and larger felt polishing bobbins for the die grinder and drill to get into the corners, etc. That gets you to the point of polishing with various products. I used Flitz polish and Mothers Aluminum polish. It gets flung everywhere and creates a need for covering or masking.

If you are thinking of a clear coat I have heard good things about durability and service length on Sharkhide.

Steve Flaten

I agree with what Steve said. I've polished out just about any part polishable on a motor. I wouldn't clear though but that's just me. I had bought some 3M buffering pads you could cut, and those just made the manifold glisten. I could brush my teeth in its reflection . . . a chit load of work getting there though!

Brad Apold



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# Nord Stern January 13th Business Meeting Minutes

submitted by Tom Sabow, Secretary

## NORD STERN BUSINESS MEETING MINUTES

- January 13, 2026
- Attendees:
- Steve Albers, Derek Laumbach, Andy Golfis, Karen Laumbach, Jason Barney, Scott Quick, Mary Quick, Tom Karn, Ben Rogers, Steve Kemp, Christie Boeder, Roger Johnson, Bob Quickel, Todd Smith, Jay Hilden, Chuck Barr

### Call to Order:

- Meeting called to order by Derek Laumbach at 6:33 p.m.

### NEW BUSINESS:

- President, Derek Laumbach:
- Announced new committee for the newsletter redesign
- First subsidy submitted to the PCA region subsidy program

### Vice President, Scott Quick

- No report

### Treasurer, Jay Hilden

- 2026 there was a net profit for the club
- Broke even on track events
- St. Jude partnership continues to be mutually beneficial

### Secretary, Tom Sabow

- No report

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

- No report

### Advertising, Mollie Nygaard

- No Report

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

- June 27, 2026. Location TBA

### Autocross, Andy Golfis

- DCTC venue still uncertain

### Club Race, John Velure

- No report



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

- No report

### Driver Education, John Blackburn

- Road America contract is signed
- BIR contract pending, large YOY cost increase, long track for all '26 events (dates are now a go!)
  - **First Fling:** April 24-25 @ BIR, DE and DT
  - **Cheese Fling:** June 22-23 @ Road America, DE only
  - **Loonacy Weekend:** July 25-26 @ BIR, DE and Club Race
  - **Friday, 7/24,** BIR will have its own DE day that our DE/Club Race drivers can sign up for
  - **Last Fling:** September 18-19 @ BIR, DE and DT

### Driver Training, Ben Rogers

- April 11: New instructor training
- April 12: Nord Stern hosting the Tire Rack Street Survival clinic
- Look for a new column in our magazine: "Sally Slipstream" Get Your Questions Answered Here!

### Drives, Touring, Jason Barney Chuck Barr, Allen Kreemer, Rich Rolfs

- All 2026 drives are on the calendar, see this issue of the newsletter - to be posted on the nordstern.org calendar shortly
- Season starts with two drives in May
- Discussed possible addition of a rally format

### Fall Color Tour, Michelle and Jeff Eckroth

- FCT now will be handled by Jason Burney/Drives, No report yet

### Historic Archives, Roger Johnson

- No report, just a request that the Chronicles on the Nord Stern website be searchable!

### Insurance, Jeff Carlson

- Green Flag party is covered

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

- No report

#### Newsmagazine, Christie Boeder

- Appreciate all photographs and stories that are sent in!

#### Nominating Committee

- No report

#### Photography, Michael Steinberg

- No report

#### Region Representative, Steve Kemp

- Discussed 2026 PCA Region Subsidy Program
- February 2026 there will be a virtual Regional Finance meeting
- PCA is now surveying new members. Discussed doing this in Nord Stern to better determine interests in an effort to retain members

- PCA Car Control minimum standards are pending

#### Registrar, Andy Barker and Vic Lee

- Google Workspace training took place on Jan. 4
- Created a new Editor Google account
- New 2026 elected officers now own prior year officer's Google accounts
- Look for early year event registrations on ClubReg beginning February
- **Dave Anderson** has retired as registrar. He served this role for nearly 20 years. ALL of his contributions have been invaluable to the club. Thank you, Dave! Andy Barker and

Vic Lee will continue in the role.

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

- No report

#### Social, Karen Laumbach

- 92 registered for Jan. 17 Green Flag party
- Curling, happy hour and other events are coming up

#### Social Media, Judi Sievers, Misty Martianos, Christie Boeder

- Facebook is doing great. New members join regularly and receive an automated welcome post every Sunday
- Current membership is encouraged to join the Nord Stern Facebook group and participate and to share photographs

#### Tech & Shop, Todd Smith and Bob Quickel

- Dent Kraft and Print Wraps are planned events

#### Volunteers, Jim Southwell

- No report

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

- See Registrar update

Next Meeting: February 3

at Spazzo in Minnetonka

The Meeting was Adjourned @ 7:35 pm

Respectfully Submitted by  
Tom Sabow, Secretary



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

28' x 28' unit; In-floor heating; Water and sewer stubbed in; Professional concrete floor coating already installed; Off peak Dakota Electric meter already installed; Beautiful Clubhouse is a few feet away (with a fireplace, full kitchen, large wet bar, two bathrooms, and more)

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



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### 1992 Porsche 968 Rims for Sale

Hard to find Porsche 968 rims. Used for track but no longer racing. Rubber is available to know the sizes for each rim. P285 30ZR18, P245 35ZR18. Two of each. \$1000 for set, not including shipping. Good condition inside and out. For details, contact Perry Parendo, 651-230-3861 or perry\_par2002@yahoo.com

### 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

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**ADVENTUROUS CAT** seeks adventurous cat owner. Must be employed and willing to travel. Especially fond of black and tuxedo cats. All responses answered. Looking for that match.

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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. Wiggle Woolery	x	1988	Peter Muldowney	?	2012	Jim Bahner	
1965	Tom Allen		1989	Ron Draper		2013	Ron Johnson	
1966	William D. Pletsch	?	1990	Daryl 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	No. Carolina	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!

## AVOIDING FRAUD AND SCAMS

**W**hile we haven't seen much fraudulent activity here on the PCA classifieds, there is no guarantee that all ads are from reputable sellers or all accounts are legitimate. Our Member Services team checks new accounts daily to look for suspicious activity, but scammers are persistent and constantly look for ways to get around the system.

If you notice a suspicious ad or seller, please flag the ad and email to notify us. (Alert@national.pca.org)

Please note: PCA does not send text messages to members. If you receive a text saying it is from PCA Admin, do not respond as it may be a scam. For communications through the Contact form on your ad, the buyer and seller accounts can be identified. However, if someone initially contacts you by phone, PCA cannot track the account holder.

### ***Our advice to buyers:***

Meet the seller and check out the car in person.

Watch out for these signs of a potential scammer:

- Scammers will generally reach out by text or phone, not through the PCA.org contact system. If they use the contact system, we can quickly identify the account, and they want to avoid that. If a buyer or seller contacts you by text or phone, exercise due diligence
- Many times the language isn't quite right - poor grammar/spelling
- The asking price on a car is unusually low. If a deal sounds too good to be true, there's a chance it is
- The seller requires payment via money wire. Do not wire money unless you are absolutely sure the ad is not a scam! Once wired money lands in the account, it cannot be recovered
- The seller offers to ship the vehicle to you or requires a third party

- A buyer or seller ask for your username or password or other account information

If you suspect or are a victim of fraudulent activity, please report it to the police. You may also report it to the U.S. Internet Crime Complaint Center ([www.ic3.gov](http://www.ic3.gov)) and the Federal Trade Commission ([www.ftc.gov](http://www.ftc.gov))



### ***Buyer Safety Tips***

Porsche Club of America's classifieds section, The Mart, is a great place to find your next Porsche, parts, and items with the peace of mind that PCA members have posted them for sale.

In spite of the security afforded by requiring members to log into their PCA.org accounts to use The Mart, we are constantly on the lookout for ads in violation of The Mart rules and fraudulent ads. You can help us ensure The Mart remains a friendly place to browse for Porsches and other items by:

- Flagging ads you see to be in violation of the rules
- Flagging ads you suspect to be fraudulent and contacting PCA National Office to let us know
- Taking the above steps if you suspect you are a victim of fraud, and then reporting your situation to the FBI's Internet Crime Complaint Center

Below are links to helpful articles about the steps you should take to protect yourself from fraudulent activity when using any classified ad service whether online or off.

Edmunds: <https://www.edmunds.com/car-buying/online-car-buying-fraud.html>

Autoblog <https://www.autoblog.com/news/dont-fall-for-used-car-fraud>

And remember, PCA doesn't handle transactions in The Mart — the actual commerce is up to you.

**S**o I face-timed with my older daughter, Alison, and her three kids in Vancouver this morning. It's something I try to do literally every weekend. To avoid that "out of sight out of mind" problem. And keep connecting, between visits, which are too few and far between.

And what did my youngest, Olive, who's seven, ask me? She asked when the Formula 1 season starts again. I laughed. Olive, I said, I'm sorry, it doesn't begin again until March.

I know, I know, I must have done something right. It's all a bit coocoo. Her older brothers, Hugo, 11, and Bennett, 9, are F1 fanatics too. As is my son-in-law, Simon.

I'll tell you one thing; it makes gifting a lot easier, at least for me. This year, Hugo got for his birthday a framed poster of every F1 Ferrari. And . . . hey, whoa, before you say shame, shame on me, you should know that I really would rather send a Porsche F1 poster instead . . . except for the fact that, as best as I can recall, there's only been one Porsche F1 car, way back in the early '60s, and I believe it only won one race. TAG engines don't count. And this year's extended family member, Audi, hasn't even turned a wheel in anger.

Bennett got for his birthday a wall calendar of the 2026 F1 season. So he'll never miss a race? Yeah, sure. I should have told Olive to look at the calendar.

For years, I've been giving them car toys, every time I visit. The boys can now set up a full F1 grid in their room on the floor. They have a ramp set up, a shrunken ski jump, with two lanes, where they race the cars in a mini downhill sprint.

This is all incredibly ironic to me. Because, ever since live telecasts of F1 races began when my daughters were young, every race Sunday morning, I'd be holed up, in front of the TV, watching the live feed . . . with the Sunday New York Times in my lap . . . for the inevitable boring bits, of course. And my daughters would stop, look, and mumble something vile about me hogging the TV, again.

No, they didn't care for the sport, not in the slightest. I'd get a "You're watching those cars go round and round, round and round . . . again?" And I'd nod. And they'd storm out.

My only conclusion is that it must be a recessive gene, one that skips generations, at least in my blood line. How else to explain it?

Although I must say that I did start the grandkids early. Until about four or so years ago, they lived in LA. And, every time

I'd visit and we all went out, we'd look to spot "cool" cars. Yeah, I know, it was LA, it didn't take long. I also got them a family membership to the Petersen Automotive Museum. And, one visit to the museum, I came down with a case of verbal diarrhea from a constant commentary on the exhibits.

I'm thinking about how to play it forward, this year. Maybe we'll switch to books. They still do read books, don't they? I'll have to ask Alison. I remember how enthralled I was with biographies. Of Jim Clark, and Stirling Moss. Reading about racing in the '20s and '30s, about the Bentley Boys, the pre-war Grand Prix Mercedes and Auto Unions.

But I'm worried. A few years ago, in this space, I wondered whether Hugo, who was, like, eight at the time, would ever actually drive a car. Or would he call up an autonomous vehicle to take him wherever he wanted to go. He's now got six years before he can get behind the wheel, and I'm still wondering . . . whether there even will be a wheel. I know many manufacturers now equip their high-end cars with autonomous highway capability, including lane changing, and Mercedes will enable urban autonomous mobility in a year or so . . . which can only mean that the tech will trickle down the product line in the next few years . . . which Is what Mercedes does.

Then there's that harbinger of the future, each January, the Consumer Electronics Show, CES for short, In Vegas, baby. Have you read the commentary from this year?

According to Wired magazine, the talk of the show was "Physical AI." Don't say robots. Oh no. We're marching way beyond, to complex tasks, to thinking, to reasoning, to learning. To, and I quote, "driving itself in complex traffic situations" and "seamlessly handing off control between a human driver and a software-powered" operator which can "perceive, understand, reason, and perform in the real world." And it's supposed to be "a \$123 billion opportunity."

Mama mia! I mean, like, hey, what kind of a brave new world will my budding enthusiast grandkids inhabit? Will they sit back and tell Hal to get it on? Will top-flight racing become a technological anachronism? Will sporting driving become a time-warp throwback for my grandkids and their ilk, when they lift their heads from their video screens?

I have no idea. I feel like I'm doing my part to keep the love alive. But I'll have to stick around to find out if it works. I hope I do.



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