

Nord Stern Region PCA
April 2026





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PORSCHE

A P R I L

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

Table of Contents

Departments

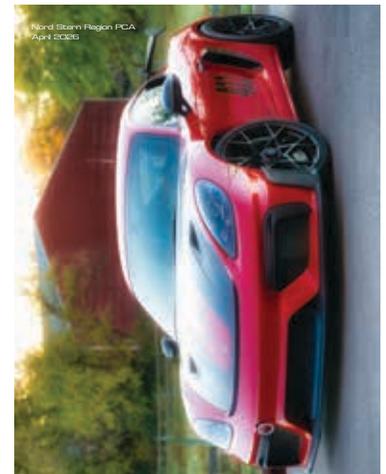
- 4 2026 Nord Stern Officers and Committee Chairs
- 6 The Prez Sez . . .
- 7 From the Editor. . .
- 17 Stuttgart Market Letter 28 Nord Stern March Business Meeting Minutes
- 29 2026 Event Advertising Rate
- 30 Classifieds
- 34 Break On Through to Another Season

Features

- 10 Sally's Slipstream . . .
- 14 About Porsche . . .
- 16 The Smile Says It All . . . The Next Generation Already LOVES 'his' Porsche
- 20 PCA Tech Tips
- 22 Daytona Rolex 24 Adventures 2026 . . . photos by Brian Finks
- 23 Out and About with Nord Stern Members'
- 32 "Amat Victoria Curam - Victory loves preparation,

Upcoming Events

- 8 2026 Calendar . . . Details www.nordstern.org
- 15 Midwest Clear Bra Tech Session - April 18
- 23 Porsche & Pints, Friday, May 1
- 24 Twin Cities & Area Events/Autocross Calendar 2026
- 36 Auto Edge Open House - May 2, 2026



Cover: Past President Tom Karn's Porsche posed ever so cleverly by a classic red barn - the old and the new; two classics tell their story

photo by Michael Steinberg

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

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

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

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

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

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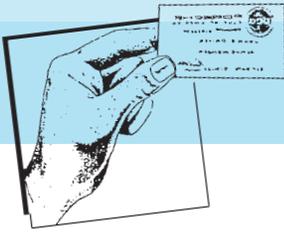


Tech/Shop Relations - open

Driver Training

dt@nordstern.org

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!

Jamie Akemann

Chaska, MN
2024 911 Carrera S

Adam Auxier

Hugo, MN

Martin Davis

Minneapolis, MN

Paul Gerlach

Plymouth, MN
2018 911 Carrera 4S **Michael**

Goldenstein

Anoka, MN
2005 911 Carrera

Suzanne Grandchamp

Minneapolis, MN
2001 Red 911 Carrera

Kevin Mashuga

Champlin, MN
1987 911 Carrera Targa

Danial Niblo

Rogers, MN
2024 718 Cayman GT 4 RS

Christopher Pilon

Hudson, WI
2015 911 Turbo S Cabriolet

David Poinar

Chanassen, MN
2007 911 Targa 4S

Randy Singer

Falcon Heights, MN
2005 911 Carrera 4S

Scott Singer

St Paul, MN
2015 911 Carrera S Cabriolet

Richard Tanler

Waconia, MN
1974 914 2.0

Maggie Tatton

Blaine, MN
2011 911 Turbo S Cabriolet

Daniel Thill

Shoreview, MN
2006 Cayenne S

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!



2026 TRACK SEASON BEGINS - LET THE HORSES RUN

For the members of our club, owning a Porsche is more than a symbol; it's a license to chase the ultimate driving experience. That experience, as we all know, truly lives on the track. Achieving the perfect line, shaving off those last few tenths, and truly commanding our machines requires more than horsepower—it demands dedication and an unyielding passion for the asphalt.

My own passion for the track began with a classic 1982 911 SC that I built specifically for High Performance Driving Events (HPDEs). That reliable vintage machine delivered so much joy that it quickly pulled me into what many of us know as the “black hole” of track expenses. After a few years, I began building a highly modified, fully caged 1986 930 chassis—a project that, admittedly, still sits unfinished on a storage lift.

But the unfinished 930 never slowed the momentum of my love for the track. Around 2018, the pursuit of performance led me to a 981 GT4. The change was transformative and reignited my desire to spend as much time as possible at the track. Eventually, I sidelined the 981 and replaced it with a 718 GT4 in late 2020, modifying it with every track-focused upgrade I could bolt on. Still, I found myself searching for

something more—the ultimate cornering machine and a deeper challenge.

By the end of 2024, I decided to take the final plunge into competition. I applied for a club racing license with PCA for the 2025 season. Once again, I changed cars, purchasing from a fellow Nord Stern retired Club Racer a purpose-built 2000 911 set up like a GT3.

My first race was both an eye-opener and an absolute blast. Before the start, several experienced racers gave me the same piece of advice: “Don’t forget to shift.” At the time, it sounded absurd. Now I understand exactly what they meant. The first 30 seconds of a race are pure sensory overload. The thunder of 35 cars charging toward the same patch of asphalt into the first corner is unlike anything else. Thankfully, I did remember to shift.

The 2025 season was incredibly rewarding, and I’m already looking forward to the events ahead in 2026.

In my experience, the incredible time spent at the track wouldn’t be the same without the people I’ve met through Nord Stern over the years. They share the same passion and live for that unmistakable feeling when you complete the best lap of a session—and you know it instantly without even looking at your lap time. Those laps are priceless. Or at least that’s what I tell myself every time I have to replace

Continued on page 19

Advertiser Directory 2026

Auto Edge	BC
Dean Salminen, North Woods Agency	11
David Buyse, Corporate Tenant Advisors	16
Dent Kraft PDR	25
DentWerks PDR	33
Further Performance	19
Gain Stage Garage	30
Imola Motorsports	IC
Kris Skellenger, SPD Action Travel	9
LaMettry’s	22
Midwest Clear Bra	31
Mollie Nygaard, Excelsior Realty	21
Motor Condos at Independence	15
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody	26
Steve Albers, Avenues & Acres Home Team	12

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



This is the time of the year when it truly gets busy in the Nord Stern sphere - events and activities have been mainly organized and planned. The calendar is filling up with more options than our quiet winter months of 'slumber/shoveling/snow-filled silence' provided. In our home we are 'winter peeps' as we find great joy in the winter wonderland of skiing, sledding, sipping hot chocolate and in general fulfilling that need for speed in slightly different venues. But the seasons change and for that reason alone it's great to have a whole different set of adventures awaiting our participation. Watch your email, check the website, make note of those 'dates to save' as your spring, summer, and fall months fill up.

But seriously, track days are here, tech sessions are in the calendar, social time at various shops await us and in general, time to shake off the cobwebs and get up close and personal with our driving machines. And for sure, those that have been storage will be coming out sooner than later. After all, the temperatures are actually touching the 60's and maybe even the 70's as we roll over into April.

But my main message in this issue concerns our newsletter, the printing and mailing of it as another year is well underway along with the NEED to RENEW your subscription. This will be the last mailed issue to many who have not followed up and taken care of renewing their subscription - information about that process and costs are literally right below the column in the 'blue paint.' Even

though the club will be transitioning to bigger online presence for the newsletter, we still are mailing so do continue to take advantage of the issues coming right to your door.

And I would also like to point out additional information about the new advertising/sponsorship program details offering a broader increase in value and scope for the businesses and persons who are our advertisers and supporters. Be sure to take a look at the information on the various levels of sponsorship now available as detailed on page 28 of this issue - in among the business meeting minutes. A lot of thought and coordination has gone into defining the opportunities and options for supporting and benefitting from the greater Nord Stern audience and community! A brochure is 'under construction' and while the basics are here, the fine points and details will be included.

Meanwhile, here's to increased sunshine, outdoor access, getting those Porsches out of storage (or not!), readied for more driving events whether that be for fun, running errands, on the track, out and about with daily work (or play) it really doesn't matter much. Who needs an excuse to open the door of your car, slip in behind the wheel, adjust the seat if needed (after many of us are two persons, or more, drivers of our various autos), wiggle that rearview mirror a bit and just hit the road?! Even just thinking these thoughts makes me anxious for some warm and sunny days!

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 for membership instructions.

2. Second, to subscribe to our Nord Stern Magazine

- Visit 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 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

Mail renewal checks to:

Jay Hilden - Treasurer

29 N 4th Ave. #101, Minneapolis, MN 55401

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**

APRIL

- 7 Nord Stern Business Meeting ***
 Location: Spasso's in Minnetonka (101 & Mtka Blvd)
 RSVP to 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
 Registration: Kerbz app

MAY

- 1 Nord Stern Porsche and Pints**
 Location: Boom Island Brewery
 Time: 5-8 p.m. Food Truck on site
- 2 Auto Edge Annual Open House**
 Time: 10 a.m. - 1 p.m.
 Location: Auto Edge, 900 Wildwood Rd. Mahtomedia
- 5 Nord Stern Business Meeting ***
 Location: Alex's in Roseville
 RSVP to president@nordstern.org
 - all are welcome
- 9 Nord Stern Photo Rally (Saturday)**
 Porsche St. Paul - See pg 18 for more info
- 16 Intermarque Spring Kick-Off**
 Vintage European Car Show - Osseo, 10 a.m. to 3 p.m.
- 23 Nord Stern Drive - 45th 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
 Registration: Kerbz app
- 27 Nord Stern All Porsche Show (Saturday)**
 Details, Location TBA

JULY

- 11 Automotoplex - Medina Caffeine and Octane**
 Non-Nord Stern event: Feature Marque - Porsche
- 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

SEPTEMBER

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

2026 18-19 Nord Stern Last Fling Driver Ed (Friday, Saturday)

@ Brainerd International Raceway
 Registration: Kerbz app

26 Cars and Caves German Edition (Saturday)

@ Chanhassen AutoMotorplex, see flyer elsewhere

OCTOBER

2026

TBA Nord Stern Fall Color Tour 2026

HQ @ Pier B in Duluth
 Details TBA, Registration: Kerbz app

2026 6 Nord Stern Business Meeting *

Location: Spasso's in Minnetonka
 RSVP to president@nordstern.org
 - all are welcome

** Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that this year 2025 they are held the FIRST TUESDAY of the Month, September - May contact the president for locations, if not noted.*

LOCAL CAR EVENTS, OF INTEREST

These events are NOT organized, NOR sponsored by Nord Stern or PCA, but club members are 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 datels that conflict with a Nord Stern-sponsored event will NOT be published in any official Nord Stern communications.



June 8-16
Le Mans & Normandy
\$5,625 <small>Per person, double occupancy</small>

July 13-23
Alpine Porsche Drive
\$14,500 <small>Per car (one or two people)</small>

September 28 - October 6
Black Forest & Nurburgring Porsche Drive
\$13,200 <small>Per car (one or two people)</small>

"SPD provided a trip that will be talked about for years, by putting together one of the best itineraries that we have ever experienced. Everything was scheduled to perfection and filled the entire duration of our travel. Hats off to SPD for a job well done!"

- Bill, Minnesota



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www.spdactiontravel.com



Get Your Member Badge!

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

NORD STERN 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

VOLUNTEER@NORDSTERN.ORG

Hi Friends!

Sally here and I'm happy to say we've made it! We're past the sub-zero temperatures and well into spring which means track time is just around the corner. I've been doing a bit of shopping lately for some new tires and I think I found the perfect set for the first track event of the season. I'll be at **Nord Stern's First Fling at Brainerd International Raceway, April 24-25**, if you want to see them. The first track event of the year is always something I look forward to as it's when the fun part of the year really kicks off. I can't wait to hit the track and I hope to see you there!

Because the first event of the season is coming up we're going to touch on a few more basic questions we received since the last issue. Thank you for the submissions Felix and Waverly!

Do you have track-related questions for me and our team of talented instructors? Simply send them to sally@nordstern.org or scan the QR code below and complete the form. We'll answer a couple of them each month and get you on the fast track to driving success.

QUESTION:

What are the essential vehicle checks I must perform on my Porsche before I bring it to the track for a DE weekend, specifically concerning fluids, brakes, and battery?

- Submitted by **Felix Fluid-Check**

ANSWER:

That is an absolutely perfect question to kick off the season! Track driving is like a high-speed fitness test for your Porsche, so a quick pre-flight check on fluids, brakes, and the battery is your golden ticket to a safe and exhilarating weekend.

Fluids:

Start with the lifeblood! Your **engine oil** should be right on the mark and looking fresh. High-RPM track laps put serious stress on your engine, and clean oil is absolutely critical for performance and longevity. Next up is your **brake fluid**—this is a track hero! For serious fun, you want fluid that's

been flushed within the last year, and many of us switch to a high-temp performance fluid to prevent any dreaded 'brake fade' when things get hot. A quick peek at **coolant levels** is also a must to prevent a meltdown, and confirm there are no suspicious puddles. For you manual-transmission drivers, just make sure your **transmission fluid** service is up-to-date; it's a silent partner in your gear-shifting joy!

Brakes:

These are your anchors and, frankly, one of your biggest confidence boosters on the track! Give your braking system a thorough inspection. Your **brake pads** must have plenty of meat—the standard golden rule for a DE is at least **50% pad life remaining**. Check those **brake rotors** for deep cracks or excessive scoring. A solid, firm brake pedal is what you're looking for. If it feels spongy, that's your Porsche waving a red flag that it needs attention before the event. Strong, predictable brakes mean no wobbly-kneed stops and a huge boost to your driving growth!

Battery:

This is a quick win, but it's non-negotiable for safety! Make sure your **battery is securely mounted**. You should be able to give it a firm handshake and feel no movement at all. It must be firmly clamped in place—it's a standard requirement because you don't want anything loose on the track. While you're under the hood, peek at those **battery terminals** to ensure they're tight and free of any fuzzy corrosion.

When you arrive, your car will get a once-over in the mandatory **tech inspection**, where we check all these items and more, like your tires and wheel nut torque. Doing these checks at home first means you'll roll into the event cool, calm, and collected, ready to focus on the real goal: learning, improving your skills, and having an absolutely fantastic time on track with your gorgeous Porsche!

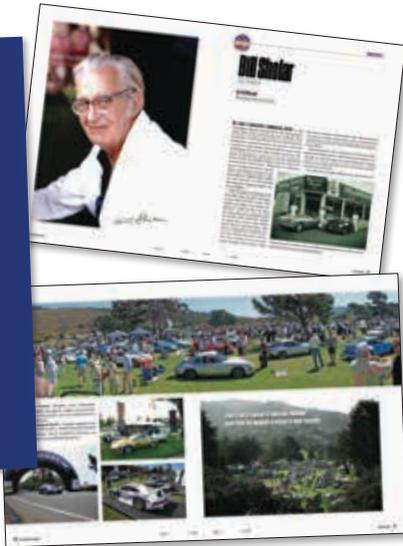
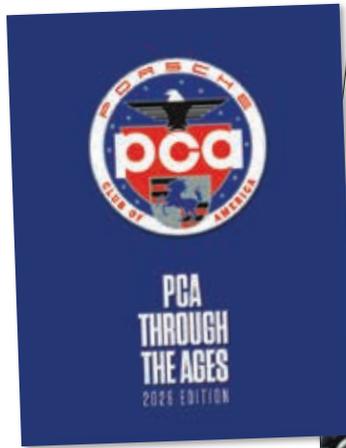
QUESTION:

What are the meanings of the various flags used on the track, and is it possible to receive a list or guide to the flag meanings prior to the event?

- Submitted by **Waverly Warning**

Continued on page 13

Updated & Online Now!



PCA History Book

Updated for 2026, the Porsche Club of America History Book is online now. Inside, you'll find a comprehensive look at the club's journey, detailed sections on key milestones, a showcase of events, and prominent National Awards, complete with descriptions and past winners.

Read the updated book here: <https://ww2.pca.org/pca-history>

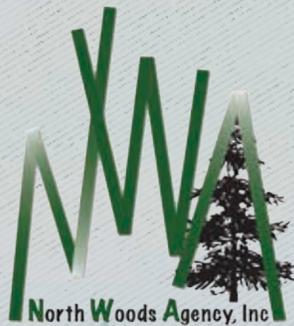


PORSCHE CLUB OF AMERICA

Nord Stern Region - PCA Advertising & Sponsorship Opportunities The Details - See Page 28

1. Newsletter ads should be submitted by the 15th of the prior month in hi-res PDF, hi-res JPG, tif, Publisher or Word
2. Sponsors should submit Social Media ads by the first of each month for upload to Nord Stern Facebook account
3. All Sponsors may distribute informational materials and set up a 10" by 10" promotional display at HPDEs. Gold and Platinum may display at any of the clubs pre-approved social events. Pre approved events information will be provided in advance
4. Gold and Platinum sponsors have the option of addressing HPDE drivers at the drivers meeting
5. Gold and Platinum sponsors enjoy complimentary HPDE registrations at our Spring and Fall events, Participant names must be provided 2 weeks in advance of the event.
6. Official Loonacy Club Race Sponsor with the ability to set up a vendor tent in the paddock, hang banners, and have sponsorship logos on Pace Car

Questions? Contact us at
advertising@nordstern.org



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Steve didn't just base his evaluations on the past history, but where the market was headed. My "to do" list became shorter! He took things off my list, that were not relevant, because they wouldn't contribute to a higher sale price. He was right on both counts.



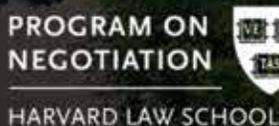
★★★★★

Without a doubt, if you are contemplating buying and/or selling a home, you will be in experienced hands with Steve [...] Committed to finding the right solution, they will take you through from beginning to end. Professional, trustworthy, and "MN Nice", Avenues & Acres is the only choice for your real estate moves.



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Steve + Seth were always available to provide expert advice throughout the home buying process, and anticipated ALL of our needs leading up to closing!



ANSWER:

What a fantastic question, Waverly! You've hit on one of the **most critical skills** for a safe and exhilarating day at the track: **flag communication**. Think of the corner workers as your pit crew out on the circuit—their flags are how they send you urgent, real-time instructions. It's your mission to know what each one means and to react immediately. A quick reaction keeps the fun going for everyone!

Here is your essential guide to the most common flags you'll be seeing at a Nord Stern PCA DE event. Get to know these like the back of your driving glove!

- **GREEN FLAG – GO TIME!** The track is clear, the session is officially underway, and normal driving conditions are a go. Time to put the pedal down (safely, of course!).
- **YELLOW FLAG (STANDING)** – Caution Ahead. Something has happened up the track. This is your cue to slow down, be extra alert, and most importantly, keep all passing on hold until you are completely past the incident and the next staffed corner station. Safety first, always!
- **YELLOW FLAG (WAVING)** – Serious Alert! There's an immediate, serious hazard right around the corner—perhaps a car stopped. Reduce your speed significantly, prepare to adjust your line, and absolutely, positively, no passing. Your car control skills are key here.
- **RED FLAG – STOP!** The session is stopped instantly due to a major incident. Smoothly come off the throttle and brake progressively to a complete and safe stop

where you can clearly see a corner worker. Stay put and wait patiently for their next signal.

- **BLACK FLAG (POINTED AT YOU)** – Pits, Required. This flag has your name on it, signaling that you specifically need to come into the pits. It could be a loose piece of equipment, a friendly chat about a rule, or something the team needs to check. Finish your lap safely and head straight for pit lane.
- **BLACK FLAG (ALL STATIONS)** – Everyone In. Displayed at every corner, this means all cars must exit the track at the end of the current lap and return to the pits. Let's regroup!
- **BLUE FLAG WITH YELLOW STRIPE** – Fast Friend Approaching. A quicker car is closing in from behind! Hold a predictable line and get ready to give a clear passing signal in the next designated passing zone for your group. Being courteous on track is just as important as being fast!

Checkered Flag – That's a Wrap! The session is over. Ease off the speed, and return safely to the pits.

It's true that it feels like a lot at first, but trust me, it's far easier than parallel parking! We review all of this during the mandatory driver's meeting, **and spending a few minutes** reviewing this list before the event is a great idea.

Once you're out there, just make a habit of checking every corner station as you drive by. It truly becomes second nature. And remember, you have an incredible resource riding right next to you: your instructor! If you see something you don't understand, or just need a refresher, just ask! That's why we're all here—to keep you safe, help you learn, and make sure you have the most fun possible with your Porsche!



The name Porsche has been synonymous with the automobile since the end of the 19th century, when Professor Ferdinand Porsche built the first gasoline-electric hybrid vehicle. In 1930, he founded Porsche the company, a German automaker that designed and built vehicles such as the first Volkswagen before releasing a sports car of its own in 1949, the 356.

years it expanded its mainstream vehicle lineup to include entry-level mid-engined and front-engined sports cars, V8-powered GT cars, a supercar every decade or so, and even sports utility vehicles and sedans. They all possess a level of sportiness combined with everyday usability that other car manufacturers struggle to achieve.

When customers walk into a Porsche dealership today they can choose from six different models. The rear-engined 911 maintains its long-running status as the company's flagship sports car. The mid-engined Cayman and Boxster are the company's entry level sports cars. Four-door Porsches are represented by the Cayenne full-size sports utility vehicle, the compact Macan SUV, and the Panamera sedan. All



The very first 356 prototype was mid-engined, but by the time production started the car featured a Porsche design hallmark that continues to this day in the 911: a boxer engine mounted behind the rear axle. The rear-engined layout made room for rear seats, adding practicality, and gave them the unique handling characteristics that so many Porsche Club of America members love.

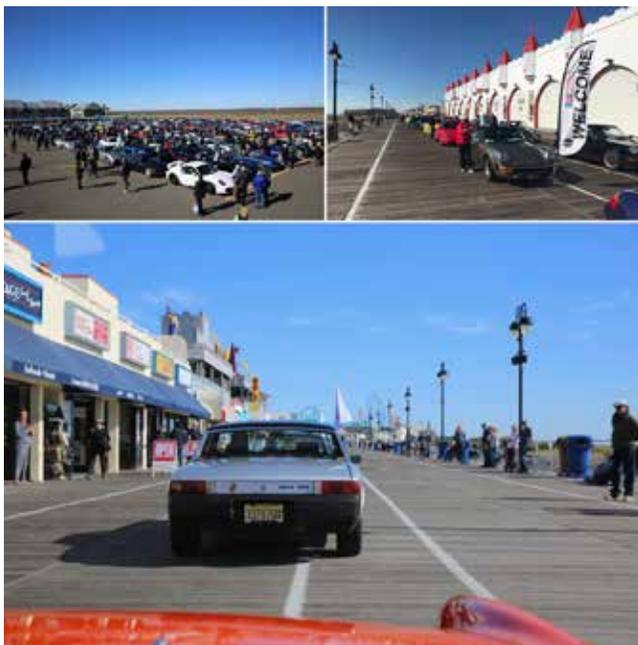


The Stuttgart-Zuffenhausen-based automaker is not a company adverse to change, however, and through the

models are available in several variants to suit customers' different tastes and needs, and can be further refined with an extensive list of options or even the Porsche Exclusive program.

The world of Porsche is not relegated to vehicles, either. It has maintained its long-running status as an engineering firm willing to work with other automakers and in other industries, as well as Porsche Design, which designs products ranging from shoes to timepieces.

Porsche's history with Porsche Club of America is a long one, starting in 1955 when the club was founded. PCA served as a support system for North American Porsche owners in those early days, when their cars weren't as numerous or reliable as they are now. If members had issues with their cars, Porsche would hear about them. After a petition by members, the automaker recognized PCA, establishing a long-running relationship that continues to benefit both Porsche and club members today. One such benefit was apparent at the first Porsche Parade in 1956: Porsche sent factory representatives to give technical tips to members — and it continues today with PCA's bi-annual Tech Tactics events.





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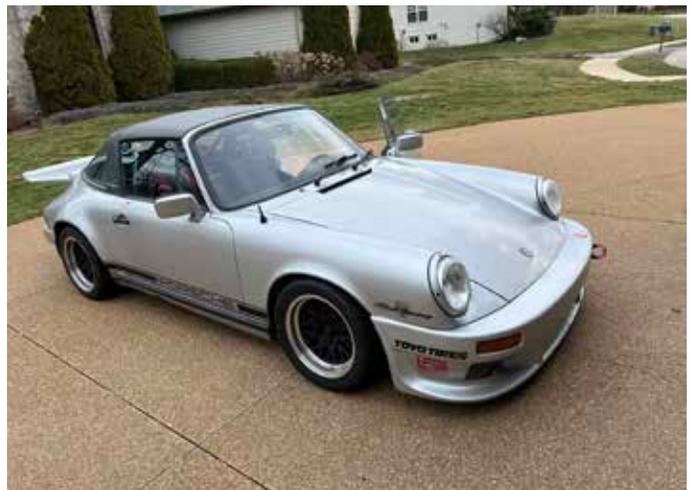
photo by Kevin Mashuga



Left, is Kevin's three-year-old grandson who refers to his granddad's 911 as "papa's cool car" (Kevin confesses he just may have had something to do with that) and they have been going to visit it in storage about once a week since he brought the car home from Missouri. I'm looking forward to getting it on the road and giving him a ride!

And he now is a PCA Junior member! A member badge with his name on it is in the mail. Kevin says he doesn't know if he'll understand what it's all about but it's sure fun for everyone else!

Below: Kevin Mashuga 1987 911 Targa





Over the past few years, what many once thought of simply as the Amelia Island auctions has evolved into something bigger. Thanks to RM Sotheby's launching its ModaMiami sale the week prior, "Florida Car Week" has effectively become a two week run of major auctions, beginning in Miami and finishing on Amelia Island with Gooding Christie's and Broad Arrow. For Porsche collectors, the numbers were impressive once again. In 2025, a total of 78 Porsches crossed the block with an 85% sell-through rate generating \$35,886,680 in sales. 2026 saw slightly fewer cars offered at 72, but with the same 85% sell-through rate and an even stronger \$37,218,700 in total dollar volume, proving that while the lineup may have shifted between venues, demand for top tier Porsches during Florida Car Week remains as strong as ever.

If 2025 was the year of the RUF, then 2026 may very well be remembered as the year of the Carrera GT. Earlier this year we saw a fairly standard 2,000 mile example finished in Seal Grey over Dark Grey top the \$3 million mark, leaving many to wonder whether it was simply a one off result or the beginning of a new pricing tier for Porsche's V10 hypercar. Florida gave us the answer. Three Carrera GTs crossed the block and the momentum clearly continued, with a pair of GT Silver Metallic examples both clearing \$3 million. The standout, however, was a 2,800 mile Paint to Sample Gulf Blue example over Ascot Brown leather. Believed to be the first true factory PTS Carrera GT we have seen at auction in quite some time, it reset the market in emphatic fashion with a world record sale of \$6,715,000.

RUF was not completely out of the picture, though, with six examples crossing the block across the Florida sales. The rarest of the bunch was a 1989 RUF 928R, the only W09 VIN RUF 928 ever built. Showing less than 1,600 miles and equipped with a RUF tuned V8, carbon ceramic brakes, and the brand's iconic five spoke wheels, it was certainly one of the more unusual cars of the week. Unfortunately, it failed to sell on the block at \$260,000, but later found a home post sale for \$335,000 against a presale estimate of \$400,000 to \$500,000. Topping the RUF results, however, was a 2016 RUF Turbo Florio that brought \$692,500. A strong number by most standards, though still about \$17,000 short of the price the same car achieved when it last crossed the auction block back in 2022.

The biggest story to come out of Florida may have been the transaxle cars. Two exceedingly rare 968 variants

crossed the block in the form of a 1993 968 Turbo S and a 1993 968 Turbo RS, with both bidding to an eye opening \$775,000. Incredible money for a transaxle Porsche. In the end it was the RS that hammered sold while the S went unsold. Elsewhere in the segment we saw a strong result for a 968 Club Sport at \$89,600 and an even more surprising \$61,600 paid for a 12,580 mile 968 Cabriolet finished in the striking combination of Coral Red Metallic over Light Grey and Classic Grey leather. My pick of the transaxle litter, however, was the 924 Turbo rally car that competed in the 1979 Rallye Monte Carlo. It sold for \$75,600, which feels like a bit of a deal.

356s also had a strong showing in Florida with 18 cars crossing the block and an impressive 89% sell-through rate. Leading the way was a 1956 356A 1600 Speedster restored in its original White over Red color combination. Originally delivered through Hoffman Motors, the car carried considerable history dating back to the late 1970s documenting long term preservation into the late 2010s, followed by an extensive restoration within the last decade. It ultimately sold for \$357,000. Even the lowest 356 result of the week was still a strong showing for the model. A 1962 356B Notchback finished in Champagne Yellow over Black Leatherette, one of approximately 699 Porsche 356 B T6 Karmann Notchback Coupes built, had been extensively refurbished between 2019 and 2020 and retained its matching numbers engine per its Kardex. It sold for \$81,200.

There were few other noteworthy results to come out of Florida as well. Leading the pack was a staggering \$5,505,000 paid for a 959 Sport, one of the original eight examples sent to the United States before being turned away when the DOT and EPA deemed them ineligible for import. On the modern side, we saw a strong \$767,000 result for a 2016 911 R. Another 959, this time an SC reimagined by Canepa, was bid to \$2,900,000, which was right in line with recent comps, but ultimately failed to sell. Meanwhile, one of the more historically interesting cars of the week, a 1969 911 GT-S, one of just ten built and used by Porsche as a testing and development car, brought \$357,000 against a presale estimate of \$500,000 to \$750,000.

Florida was one for the books, and certainly one for the record books as well. Looking ahead, the auction calendar does not slow down much. Broad Arrow returns with its Air | Water all Porsche sale in April, followed by Bonhams Miami and Greenwich auctions in May. After that, the market begins its steady march toward Pebble Beach, with plenty of online auction action in between. If Florida Car Week was any indication, it should be an interesting few months ahead for the Porsche market.



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Excellent opportunity for new track drivers or seasoned veterans.

registration: kerbz app

continued from page 6

brakes, tires, or pay the ever-present fees involved with racing.

And I know I'm not alone in this pursuit of perfection. Recently, a few friends spent an incredible weekend at Barber Motorsports Park in Birmingham, Alabama. The driving was fantastic, the competition between friends intense—but the real test of resilience came afterward: a 14-hour overnight flight delay.

Rather than being discouraged, they treated the delay with the same grit they bring to the track. They passed the time by swapping stories of perfect apexes and scorched tires, reliving the moments that made the weekend unforgettable. The delay became just another obstacle—another chicane to navigate before getting home. To most people it might seem like a miserable situation, but when I asked them about it later, they shrugged it off and simply asked if I'd be joining them at the next track event.

THAT PASSION DEFINES US

It's what pushes us to spend hours fine-tuning suspension setups, studying driving lines, and sacrificing summer weekends for precious track time. We're willing to do whatever it takes to drive our Porsches the way they were meant to be driven—pushed to their limits and responding instinctively to every input.

The pursuit of driving perfection isn't always glamorous. It involves early alarms, greasy hands, and the resilience to recover from a spin, a disappointing lap, or even a delayed flight. Yet it is in those moments of struggle and commitment that the true bond between driver and machine is forged.

THAT'S THE SPIRIT OF THIS CLUB

The commitment doesn't end when the helmet comes off. It continues through every logistical hurdle, every wrench turn, and every unexpected delay. It's that deep, unwavering passion that makes all of it worthwhile. Because in the end, the reward—the freedom and precision of driving a Porsche exactly the way it was meant to be driven—is worth every ounce of effort.

Keep pushing. Keep learning. I hope to see you at Brainerd for our first Track event of the season on April 24 and 25th for HPDE and Drivers Training if you are ready to jump in! Info is available on our website and registration is open on Kerbz.

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CAN THE OWNER OF A GASOLINE-SIPPING MACAN BE PERSUADED TO GO ELECTRIC? 2025 MACAN REVIEW

Photos by Bogdan Roberson

Back in February, my wife and I purchased a 2021 Certified Pre-Owned Macan. It was the base model and had all the options she wanted plus some more she didn't know she needed. However, as much as she loves her Macan, I know that at some point we will be looking for an updated model. This is a quandary I'm sure other fans of the Macan are facing as well. When the gasoline-powered Macan ceases being produced, the only choice will be the Macan electric. How many current Macan owners will be ready to make a transition to EV?



In my line of work, I've had to opportunity to drive every variation of both the Macan EV and the Taycan. To me, these are not appliances (as EV haters tend to call them) but 100% Porsche. The feeling I get when I drive one is the same as when I'm behind the wheel of my 964, 914, or Boxster. When Porsche stated its goal was to replicate the same driving experience as the company's internal-

combustion-engine (ICE) vehicles, they nailed it. However, EVs still have some limitations. Range anxiety, while not as prevalent as in the early days of EVs, is still something non-EV owners are always asking me about. Thus, when Porsche called offering a press vehicle for a few days, my interest in trying it out was piqued.



The car we were given to use was a base model. This means it only has one motor, in the rear, and would be perfect to compare to my personal base Macan (which uses a four-cylinder, VW-based engine). While being a base model, the EV had some desirable options, such as rear axle steering, Sport Chrono Package, and 14-way Comfort seats that were both heated and ventilated. It's worth noting that while the base internal-combustion Macan is all-wheel drive, it does not offer rear-axle steering.



Unlike a media drive where Porsche coordinates your route, including lunch stops, and takes care of charging the vehicle, I wanted to experience the Macan EV as if I owned it. Primarily, I wanted to see how it would handle a fun drive on a PCA tour with 911 Turbos as well as requiring me to put over 300 miles on the car. And yes, it would mean that I would have to charge it at a public station.



Fortunately, my Region, Chesapeake, has a vibrant tour program thanks to its chair, Rich Erlich. So, when we got word that we would be getting a loaner base Macan EV at PCA, I immediately contacted Rich to see if I could get on the waitlist for their popular tour of Maryland’s Eastern Shore. A day later, I was confirmed for the tour and looking forward to joining over 60 other Porsche owners.



After Digital Media Coordinator Damon Lowney was finished filming his review of the car (coming soon), he placed it on our in-house Porsche-branded EV charger. I picked it up later that day and drove it home. I had asked Damon to make sure the charging was set to 100% since it would be going on a road trip. Normally, Porsche recommends 80-85% to maintain a healthy battery. With 100%, the range showed 315 miles. Since it was 5pm, it was smack in the middle of Friday evening rush hour. This meant that I spent over an hour in traffic. Most of it stop and go. Making the most use of my time, I got to play around with the infotainment system. It allowed me to change the view of my digital dashboard, adjust the details of the cruise control, see the state of charge and usage on the battery, and so much more. I also got to fine tune my seating position in the 14-way and, once I found that Goldilocks spot, saved it in the seat’s memory. By the time I got home, my state of charge was 81%. Now, if I had a Level 2 charger at home, I would’ve plugged in so I could have started the day with 100%. This comes into play later in the story.

The next morning I drove an hour to the first meeting spot

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with a few other PCAers heading to the same rally spot for the start of the tour. Unlike the day before, traffic was light, and I discovered the joy of having 335 horsepower. Speaking of which, let’s take a look at the differences between the ICE and EV Macans. My base ICE Macan is rated at 248 horsepower and has a 0-60 miles-per-hour time of 6.3 seconds. The base Macan Electric has a 0-60 of 5.7 seconds. The EV also has a whopping 415 pound-feet of torque versus 274 lb-ft in the ICE version. Of course, the ICE version comes in at seemingly svelte 4,099 pounds

Continued on page 27

Daytona Rolex 24 Adventures 2026 . . . photos by Brian Finks



Out and About with Nord Stern Members Spotted, Admired, and Enjoyed at the 2026 Amelia Island Concours 'Celebrating Speed & Style'



Nord Sterners attending Amelia this year will be on the lookout in the 1-o-f-1 category for the Jim Breakey owned Runge R2 (built by Chris Runge - <https://www.ameliacconcours.com>). Member Dave Roberts also is showing his amazing '67 lightweight 911. And members did just that - photos shared here!



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TWIN CITIES & AREA EVENTS/AUTOCROSS CALENDAR 2026

Date	Event	Sponsor	Location	
March 22nd	Knock off the Rust Event	MAC	DCTC	• SCCA TRACK NIGHT IN AMERICA @ DCTC:
April 5th	Easter			• SCCA TRACK NIGHT IN AMERICA @ BIR :
April 19th	Novice School #1	MAC	DCTC	• SCM PRACTICE DAYS/LAPPING at BIR:
April 25th	MOWOG #1	MAC	Canterbury Park	• SCM CAR SHOWS
April 26th	MOWOG #2	MAC	Canterbury Park	• SCCA RACING EVENTS @ BIR: REGIONAL/ DIVISIONAL ROAD RACES
May 3rd	Trackcross #1	MAC	DCTC	• GARY CURTIS DRIVING EXPERIENCE @ DCTC
May 10th	Mother's Day			COM = CORVETTES OF MINNESOTA-- www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630
May 16th	Practice #2	MAC	SFG	CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145
May 17th	MOWOG #3	MAC	SFG	MAC = MINNESOTA AUTOSPORTS CLUB-- www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939
May 25th	Memorial Day			PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern.org--CONTACT: BOB KOSKY 952-938-6887
June 6th (Sat)	Novice School #2	MAC	SFG	SCCA (LOL) = SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION--www. scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105
June 7th	MOWOG #4	MAC	SFG	SCM = SUBURBAN CORVETTES of MN--www. suburbancorvettesofminnesota.com--CONTACT: SHAWN HANNA 612-452-1298
June 13th	Practice #3	MAC	SFG	BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN
June 14th	MOWOG #5	MAC	SFG	CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN
June 21st	Autocross Super Sunday	COM	DCTC	CHIPPEWA FALLS = ROCK FALLS RACEWAY N1790 1000TH EAU CLAIRE WI
June 21st	Father's Day			DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN
June 27th	Evo School I	MAC	SFG	MN STATE FAIR = MN STATE FAIRGROUNDS, ST PAUL MN , ROBIN LOT
June 28th	Evo School II	MAC	SFG	WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI
July 4th (Sat)				WINONA = SOUTHEAST TECHNICAL INSTITUTE, 1250 HOMER RD. WINONA, MN
July 25th	Track Cross #2	MAC	DCTC	
July 26th	MOWOG #6	MAC	DCTC	
Aug 1st	Track Cross #3	MAC	DCTC	
Aug 2nd	MOWOG #7	MAC	DCTC	
Aug 9th	Autocross Super Sunday	COM	DCTC	
Aug 30th	MOWOG #9	MAC	DCTC	
Sep 4th -11th	SOLO NATS			
Sep 7th	Labor Day			
Sep 13th				
Sep 26th				
Sep 27th	MOWOG #9	MAC	SFG	
Oct 4th	MOWOG #10	MAC	Canterbury	



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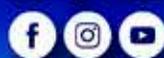


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Tech Tips . . .

continued from page 21

versus the EV at 5,044 lbs. Given the choice, I'll take the extra weight in exchange for more horsepower and torque. That's not the only difference. While the height and width of the ICE and EV Macans are about the same, the EV's wheelbase is 3.4 inches longer. The wheelbase increase is evident in the seating areas, where it's less cramped than in the ICE Macan. Still not as comfy as a Cayenne but an improvement over the ICE version.



Our tour was a little over 60 miles and contained no interstate driving, only two-lane country roads with lots of twisties. In the US, adjustable-height air suspension with active shocks (PASM) is standard. I was not sure how the Macan would perform while trying to keep up with the 911 Turbos. A few months ago, I had the chance to compare a Macan EV versus a Taycan on an autocross course. On that day, the Taycan was the clear winner for autocrossing. But this was a tour and not a contest of low-speed precision driving around cones. What I discovered was that the 335 horsepower showed its limitation whenever we turned onto a straight road. The 911 Turbos rocketed off and the Macan's acceleration was no match. However, in the corners, it was effortlessly holding its own. What I enjoyed the most was the Sport Plus during the tour. That mode has the sportiest damper setting paired with the lowest height setting, as well as sharper throttle response. But more importantly, the



regenerative braking felt stronger than the normal mode.

This helped to balance the car's weight during spirited driving.

The return trip home would take more than two hours with traffic. I punched the route into the handy My Porsche app (almost a necessity if you own a Macan Electric), and it told me that I would need to charge for at least five minutes to arrive back at the office with 18% charge. I picked a 350 kW station that was 45 minutes away. The navigation did show me a slew of other charging stations along the way, so any fears that Maryland's Eastern Shore lacked them were unfounded. The one I chose happened to be at an outlet mall. Conveniently, a pizza shop was 20 feet away from the charging station. After I plugged in and received confirmation that it was charging, I walked to the pizza place for a slice and a drink. 20 minutes later I was at 48% charge (after arriving at 18%) and on my way back to PCA to drop off the EV. Not as quick as filling up your tank with gasoline, but not an inconvenience either. Back to the beginning of this story, the charging stop could have been avoided if I had a charger at home and left with a full charge



So, will I be ready for a change to electric? After this trip, I know I will. Porsche has a battery warranty of eight years or 100,000 miles, whichever comes first. Battery replacement seems to be the most popular question I receive from potential buyers. I think they will need to reexamine that warranty for CPO Macan EVs. My warm and fuzzy feeling may not be as strong if I must buy a Macan EV whose battery only has three years of warranty left. If they extend the battery warranty past eight years, it will go a long way in moving along the transition from internal combustion to EV.

Attendees:

Derek Laumbach, Karen Laumbach, Jason Barney, Tom Karn, Roger Johnson, Bob Quickel, Todd Smith, Peyton, Allen Kramer, Judi Sievers, Andy Golfis, Jim Southwell, Scott Quick, Mary Quick, Victor Gross, Ben Rogers, Phil Saari, Michael Steinberg, Carolyn Veno

Call to Order:

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

NEW BUSINESS:

- President, Derek Laumbach:
- Attended PCA Zone 10 meeting in Des Moines with Scott Quick
- Discussed website committee

Vice President, Scott Quick

- Attended PCA Zone 10 meeting in Des Moines with Derek Laumbach

Treasurer, Jay Hilden

- New treasurer and president to be added to US Bank accounts
- Green Flag event raised \$3,977 for St. Jude
- Payments going out to BIR and Road America for 2026 track events

Secretary, Tom Sabow

- No report

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

- No report

Advertising, Mollie Nygaard

- 14 advertisers, all paid w/one exception

All Porsche Show, Phil Saari and Jim Southwell

- June 27, 2026.
- New Location: Normandale Community College
- Discussed sponsorship tents

Autocross, Andy Golfis

- Still hoping for track repairs at Dakota County Technical College

Club Race/Loonacy John Velure. Steve Albers

- No report

Dealer Relations: Roger Johnson, Steve Albers, Tom Karn, Derek Laumbach

- Good recent meeting w/Porsche Minneapolis, the dealership will be title sponsor for Loonacy Driver Ed/ Club Race weekend
- Planning on a dealership tech session
- JDC/St. Jude, August 29

Driver Education, John Blackburn

- No report

Driver Training, Ben Rogers

- April 11 new instructor training
- Candidates: 15. Mentors: 15
- Looking for volunteers to help run the day... cones, signage, etc.
- April 12 teen driving clinic.
- Register on Kerbz

Drives, Touring, Chuck Barr, Rich Rolf, Allen Kreemer, Jason Barney

- All 2026 drives are finalized and on the online calendar
- Season starts with a May 9th photo rally
- May 23 Drive to 45th Parallel Distillery

Fall Color Tour/Charity Ambassador, Jeff Eckroth

- No report

Historic Archives, Roger Johnson

- No report

Insurance, Jeff Carlson

- Insurance is current for upcoming events

Membership, Carolyn Veno, Michael Steinberg,

- Total PCA region membership: 1699
- Nord Stern primary members: 1120, affiliates: 579
- March 21st: IMOLA New Member (membership) event
- May 2nd: Auto Edge membership event



2026 Event Advertising Rate

Advertising & Sponsorship Opportunities, submitted by Derek Laumbach, President and Mollie Nygaard, Advertising

The Nord Stern Porsche Club is excited to introduce a NEW sponsorship program designed to elevate our events and create a more inclusive, engaging experience for all members.

If you are a current advertiser—or have been considering partnering with the club—we'd love to connect with you. Please feel free to reach out to me (President) or to Mollie from our advertising team. We're happy to answer any questions and help you find the sponsorship package that best fits your goals.

BRONZE	SILVER	GOLD	PLATINUM																
Digital Media & Newsletter	HPDE Sponsor	HPDE / EVENT Sponsor	HPDE / EVENT Sponsor																
<ul style="list-style-type: none"> Connect with our 1,100 members by advertising in our monthly newsletter on our website and via our club's social media 	<ul style="list-style-type: none"> Half Page Ad in monthly Newsletter (or \$1,000 ad credit) [1] Your Logo with link on website Monthly Social Media Post [2] HPDE Recognition on event site and drivers meeting Free Garage at BIR Spring or Fall events (if registered for event) Promotional Display at HPDE and other club events [3] 	<ul style="list-style-type: none"> Full Page Ad in monthly Newsletter (or \$1,400 ad credit) [1] Your Logo with link on website Your Logo with link on Kerbz registration site Monthly Social Media Post [2] HPDE Recognition on event site and drivers meeting PLUS speaking opportunity at event [4] One Complimentary HPDE Spring or Fall event registration and Garage Stall [5] Promotional Display at HPDE and other club events [3] 	<ul style="list-style-type: none"> Full Page Ad in Newsletter (or \$1,400 ad credit) [1] Your Logo with link on website Your Logo with link on Kerbz registration site Monthly Social Media Post [2] Official Loonacy Sponsor Tent Space in Paddock Banners/Logo on Pace Car [6] HPDE Recognition on event site and drivers meeting PLUS speaking opportunity at event [4] Two Complimentary HPDE Spring or Fall event registration and Garage Stalls [5] Promotional Display at HPDE and other club events [3] Event Vendor Tent Space at our All Porsche Show in June 																
<table border="0"> <tr> <td>Monthly</td> <td>Pricing</td> </tr> <tr> <td>Full Page</td> <td>\$120.00</td> </tr> <tr> <td>Half Page</td> <td>\$ 85.00</td> </tr> <tr> <td>Quarter Page</td> <td>\$ 65.00</td> </tr> <tr> <td>Eight Page</td> <td>\$ 55.00</td> </tr> <tr> <td>Inside Cover</td> <td>\$130.00</td> </tr> <tr> <td>Back Cover</td> <td>\$130.00</td> </tr> <tr> <td>Business Card</td> <td>\$55.00</td> </tr> </table> <p>All Ads Full Color</p>	Monthly	Pricing	Full Page	\$120.00	Half Page	\$ 85.00	Quarter Page	\$ 65.00	Eight Page	\$ 55.00	Inside Cover	\$130.00	Back Cover	\$130.00	Business Card	\$55.00	\$2,250 / year	\$5,250 / year	\$12,750.00 / year
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Eight Page	\$ 55.00																		
Inside Cover	\$130.00																		
Back Cover	\$130.00																		
Business Card	\$55.00																		
12-month pre-payment required																			

Newsmagazine, Christie Boeder

- Appreciate all photographs and stories that are being sent in!
- Member photos and stories - all are welcome

Nominating Committee

- No report

Photography, Michael Steinberg

- No report

Region Representative, Steve Kemp

- No report

Registrar, Andy Barker and Vic Lee

- All Driver Ed and Driver Training events are live and open for registration on Kerbz
- First Fling: 12 registered, Cheese Fling: 19 registered

Website & Magazine refresh:

- Subcommittee has put together an audit of current systems and cost as well as investigating potential replacement solutions

Safety, Paul Thai, Tom Sabow, Gary

Amendola

- No report

Social, Karen Laumbach

- March 18th: Happy Hour at Axel's in Roseville
- May 1st: Happy Hour - Porsches and Pints at Boom Island Brewery, food truck on site, plenty of parking
- July 11th: Medina Entertainment Center
- Looking for/open to new ideas for social...bowling, bocce ball, etc.

Social Media, Judi Sievers, Misty

Martianos

- No report

Tech & Shop Todd Smith, Bob Quickel

- Tech session Further Performance: either April 4 or 11, 10-12pm
- Midwest ClearBra: April 18th, 11-1pm
- Dent Kraft: May 16th, 10-1pm

Volunteers, Jim Southwell

- No report

Next Nord Stern Business Meeting

April 7 at Spazzo in Minnetonka

Social starts at 6 p.m.

Meeting at 6:30 p.m.

Meeting Adjourned @ 7:40 pm

Respectfully submitted,

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

- 911 1985 tool kit \$ 350
 - 912 parts manual
 - 1965 updates to 1968, \$ 150
- gary greiner, 218.348.1849 or email: gtreiner@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 \$20,000.

11981 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

\$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



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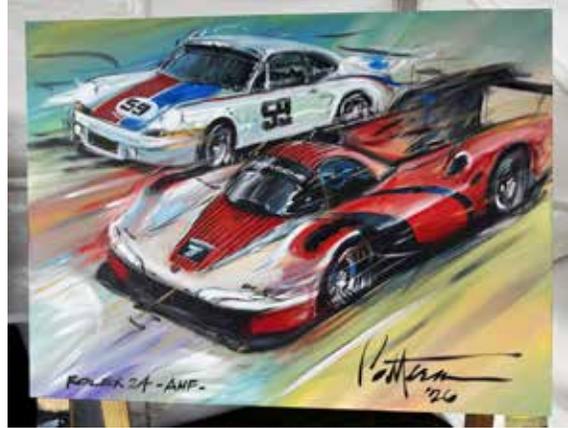
Continued from the March 2026 Nord Stern newsletter
...
... Paul and I took the Porsche shuttle back to the PCA tent, we watch The Start from there the field lead by the



GT-3 RS safety car. (photo above) The honorary Pace Car Driver? Kurt Russell. That mega-roar as the field thunders past, that's the sound of ambition under azure skies. After a few hours, Nord Stern member Roger Johnson comes by with an update on the JDC 963, and takes questions. (photo



above) There are lots of activities, including a live painting done in front of the group, and later auctioned off for the Austin Hatcher Foundation charity. (photo, right, top) It pictures a 963, of course. How about that 70's 911? It's an homage to the 1975 race, when the #59 911 RSR won, Overall. There was a twist in the action that illuminates how times have changed. They were in the lead, but got a windshield bird strike on the back stretch. Big damage, it likely wouldn't last. That would be "game over." Today there would likely be several spare windshields in the parts truck? Not back then, so? The team went out to the Porsche



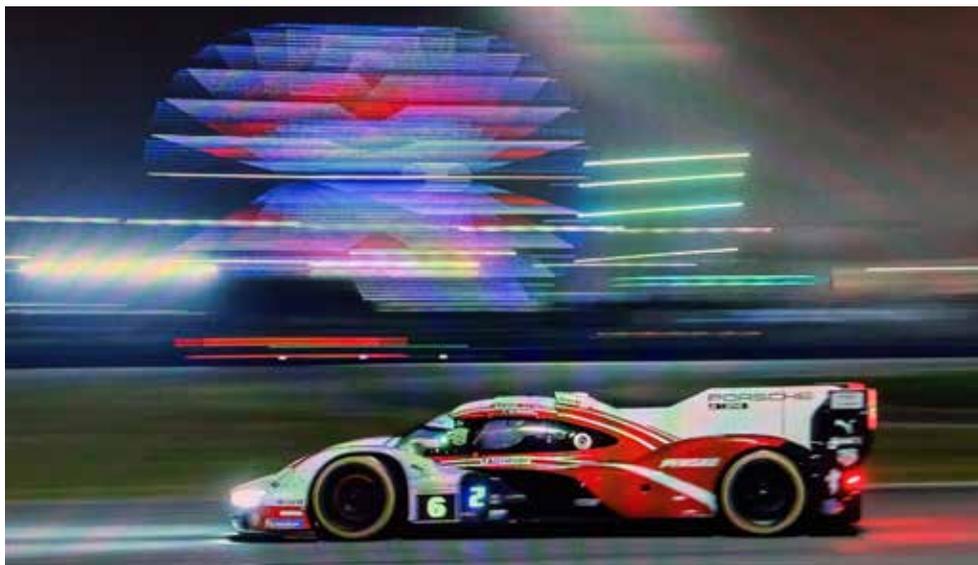
Corral, and made a request. Porsche spirit to the rescue, an owner agreed. They removed it from his 911 in the paddock, got it ready, then called the #59 in . . . quickly changing the windshield and staying in the race, and then earning the Big Win. History, and the charms of "the old days."

I tire more easily than in my younger days, I won't be staying up all night. (photo below) We have Italian with



Ken, and there is a big fireworks display at 10 pm, you can watch it on Peacock, which shares the broadcast with NBC, network TV only shows the opening and final hours of the R24. Turns out we will miss less action than expected, as a big fog rolled in. There was a record 6.5 hour yellow flag caution period. Doesn't mean there still aren't some mistakes? The #31 Cadillac, which was a strong competitor to the 963's, ran a red light at the end of pit lane after a

service stop, and the resulting penalty put it down a lap. And? Even the Manthey Racing 911 pace car needed a fuel stop. Ffwd many more hours? It's an endurance race to be sure, but don't be thinking it lacks urgency. Given today's communications, most of you likely already know the outcome. #31 finished 2nd, 1.569 seconds behind the winning #7 Porsche 963. The old days of winning by large margins?



Porsche 963 at 2026 Rolex24

Gone. BMW was in third, the #6 Porsche Penske in 4th. Acura in 5th, another Cadillac in 6th, and the JDC 963 comes in 7th ... only a minute and ten seconds behind the winner. The competition is that close, after 24 hours. The Penske 963 did a devastating Three-Peat, now with three in a row at the Rolex 24. (photo 15)

We head for MCO. My flight looks like the "JDC" flight back to MSP. Plenty of team members, it's the first "makeable" Delta direct flight after the race. I start planning for next year. It seems likely that competition will ramp up even further. Example? Genesis (Hyundai) will debut their GTP car next year. The rules give a choice of an internal combustion engine to pair with a class-standard hybrid drive. They've elected to take 2

of their 1.6L boosted four cylinders and build it into a V8 configuration. The 963 has a V8 too. Its origins lie in the 3.4L V8 of the 2005 RS Spyder LMP2 prototype car, also a Porsche Penske team effort. Later, that engine was enlarged to 4.6L and used to power the coveted 918 Hybrid Supercar. Handy to have in the Porsche "toolbox," when the 963 came along four years ago, it needed just such an engine for the GTP rules. We can look forward to seeing the 963 compete in the whole IMSA '26 schedule here in the USA, but? The factory team has pulled out of the WEC, so there will be no 963 at Le Mans this year. Spring is coming, and I imagine the sound of rev-happy engines again under my right foot, can't wait. "AMAT VICTORIA CURAM"

2026, KJCrumb

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So. As spring follows winter, another Formula 1 season launches. Along with another “Drive to Survive” season. The same weekend. It’s the perfect confluence. . . perfect gearhead refuge from the craziness of the world. Or is it.

Here’s what I did. I watched the first race of the 2026 season, from Melbourne, Australia, on Apple TV. I also got through the first episodes of season eight of “Drive.” My head is spinning. So much is the same. So much is different. Let me try to sort it out.

The telecast. Where do I begin? Literally all the players we’ve gotten to know, over the past few years . . . well, they’re gone. All gone. At least from this telecast.

And here’s the weird part. It’s like someone neutron-bombed the old Sky format, let the dust settle and replaced everyone with new faces. Same format, and I mean the exact same format. The pit walk. The driver interviews. The geeked-out tech analysis. Only . . . Juan Pablo Montoya surges through the field to become an expert commentator. Crofty and Martin Brundle are gone from the booth, replaced by Alex Jacques (who?) and Jolyon Palmer, who they note is an ex-F1 driver. I didn’t remember him.

Wait, wait, I just checked on something. Google says Apple TV viewers can also access the actual Sky Sports broadcast. I didn’t see a link. . . .

The geeking rises to another level. Tracer data on team cars. Multiple superimposed simulations of team cars on-track. Efforts to explain all the arcane rule changes – the press to pass button, front and rear active aero, battery harvesting/coasting/a flat charge on the grid . . . how does that even happen? I’m trying to grasp it all, and I’m afraid I’m nowhere near a modicum of understanding, at least not yet.

Maybe we’ll get used to the new new. And maybe the teams will get used to all the new tech. Until then, this season will shape up as a giant learning experience, in more ways than one. And that unintended consequence may actually create one of the more interesting seasons in years. I kinda hope so.

As for “Drive,” well, yikes, let me cite a TV commercial that ran pretty incessantly in the NY Metro area when I was growing up. It was for Syms Clothiers, a discount clothing chain, and it featured the owner/founder, Sy Syms. His tagline, which was pounded in our heads, again and again, was this; “An educated consumer is our best customer.”

Yeah, you know what’s coming. After eight whole seasons . . . can you believe it? Please, please, please do something

– anything – new. Educate the viewer. Elevate the level of understanding. How about it, Netflix?

The plight of the rookies. Kimi Antonelli trying to find his way around the track. Liam Lawson getting demoted at Red Bull, after two races. Then Yuki taking the seat . . . and falling flat, too. Flavio Briatore bringing the hammer down on Jack Doohan. Christian Horner being summarily relieved of duties. Lewis trying to maneuver through the red haze at Ferrari. To paraphrase Seinfeld, it’s all yada, yada. It’s excruciating.

Oh, and let’s not forget the plaintive “push, push, push.” We’ve seen it all before, we’ve heard it all before. Ad nauseum. I just don’t understand why the producers don’t do something – anything – to elevate the knowledge differential, as Sy Syms would do.

How? Well, here we go again. If it’s so hard to drive an F1 car competitively, why is that? What does it take? What’s the difference in performance between drivers? What are they doing differently? And the cars, the powertrains, the designs, the aero. Why do some drivers, and some teams, succeed. While some fail. Some rise up. While some slide back. Year after year. Sometimes during the course of a season.

Speaking of which, how much more difficult is a modern F1 car to drive than, say, a Le Mans prototype? Or the state of the art ten years ago? Twenty years ago? Thirty years ago? What are the relative lap times? Cornering forces? Acceleration figures?

What would happen if you plucked a champion sports car driver into an F1 car? A rally champ? A weekend auto-crosser? A track junkie? Your mother-in-law?

And the teams. Sure, the team principal is important. But . . . it’s a team! Just who else is on the typical team? And what do they do? How much do they make? Why do they do it? What’s their life like?

Or, and this one is hard to swallow. Maybe “Drive” just isn’t produced for us. Maybe its audience has solidified around the casual fan, who’s caught up in the unending narrowcast drama of those who get behind the wheel, and those they report to. And maybe we should just let it go. Shrug our shoulders. Walk away.

Ahh, history in this country has shown that the sport is much too fragile. It would be a shame.

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