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May 2026





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

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Cover: On display at the recent Imola New Member Social - a crowd favorite

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.

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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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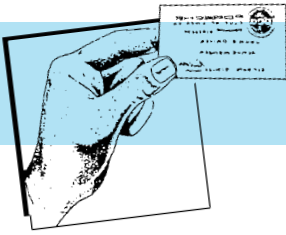
Dave Anderson
Christie Boeder



webmaster@nordstern.org

Tech/Shop Relations - open

Note: Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org



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

We hope to see you at upcoming events!

Brian Bendel
Minnetonka, MN

Barry Beniek
Mendota Heights, MN
1980 911 SC Targa

Jack Benson
Stillwater, MN

Robert Brenner
Excelsior, MN
2025 718 Cayman GTS 4.0

John Cosgriff
Mendota Heights, MN

John Geelan
Edina, MN
2026 911 Carrera T

Steven Hendricks
Burnsville, MN
1999 Boxster

Chris Lee
Plymouth, MN

Patrick Illies
Maple Grove, MN
2026 911 Turbo S

Andrew Martin
Bloomington, MN
1999 911 Carrera

Chris Melnarik
Champlin, MN

Kim Mikkel Skibrek
Coon Rapids, MN
2022 Taycan 4 Cross Turismo

Rob Morton
Excelsior, MN
2026 911 Carrera GTS

Gregory Palozola
Bloomington, MN
1999 911 Carrera

Mark Sauer
St Paul, MN
1999 Boxster

Matthew Schneider
Elk River, MN
2017 Cayenne S

Brent Wavra
Wayzata, MN

Kevin Wick
St Louis Park, MN
2001 911 Carrera 4

Rob Wolf
Chaska, MN

So, Just What Do We Do In Nord Stern??! *A brief synopsis of activities and events offered by your club, Nord Stern, and/or PCA or, just enough info to pique your interest??!!*

AUTOCROSS: A low-speed driving event teaches a person how to maneuver one's car through a course marked by pylons on a closed circuit. Instruction is often available, and drivers compete against the clock. No modifications to one's car are necessary. Helmet required.

CLUBTALK: This is an email-based list server for member subscribers focusing on car issues and discussions and a place to ask questions, get recommendations and comments. Also last minute breaking news on upcoming events and activities. Join Clubtalk at this link.

CAR SHOWS/CONCOURS: Members enjoy gathering and looking over a wide range of Porsche models, most nicely detailed to show them at their best. A generally informal and social setting.

- **All Porsche Show:** Nord Stern annually hosts the **All Porsche Show** in late June. One of the biggest events of the year, often with 200+ cars in attendance. A non-judged, "shine and show" event that attracts members and their families, along with prospective members.
- **Concours:** A setting where Porsches are displayed for general viewing and/or inspection, with competition in many distinct model categories. Experienced judges evaluate the various models based on cleanliness, overall condition, and authenticity.

DRIVES: An organized drive over a planned scenic route, usually to a meeting spot that offers food, beverages, and space to socialize. Venues rotate among popular destinations that offer good amenities for Porsche enthusiasts. Also referred to as 'Tours'.

DRIVER TRAINING (DT): A driver training course designed to teach and enhance high-speed driving skills and techniques on an actual race course. Training includes classroom sessions, on-track exercises, and supervised lapping sessions. Completion of "DT" is a Pre-Requisite for "DE" participation and is NOT to be confused with Driver Education events. Driver Training includes both Novice and Intermediate level options. A current Snell-rated helmet is required at a minimum.

DRIVER EDUCATION (DE): A high-speed driving event on a closed-course racetrack (Brainerd and Road America for example) where drivers are grouped according to prior experience and car capabilities. Lapping sessions allows our members to enjoy the full performance capabilities of their cars in a relatively safe, controlled environment. Instructors are generally available for novices. Prior Driver Training participation is required. A current Snell-rated helmet is required at a minimum.

PARADE LAPS: Typically held during lunch sessions at DT/DE/Club Racing events at closed-course racetracks, this controlled environment with a pace car provides participants an opportunity to take street cars on the track at highway speeds so that they can see what the course is like. Minors are permitted in state approved restraints and with a signed parental release.

PCA CLUB RACING: Wheel-to-wheel competition between drivers who hold PCA club racing licenses. There is a race class for every model Porsche. Safety modifications to your vehicle required. This national program is administrated and overseen by a volunteer, trained national staff. The PCA website has a full schedule of races and information. Prior race experience required and/or specific amount of Driver Education participation. Talk to our Chief Driving Instructor for further information.

RALLY: An event wherein a driver and co-driver complete a predetermined route along open roads following a specific set of navigational instructions. Can be a TDS (time-distance-speed) or a 'fun' rally. Social: Organized gatherings of club members, affiliates and family member to meet, eat, and socialize. Many different venues and activities are selected every year to bring members together.

TECH SESSIONS: Casual educational session spanning a wide range of topics from general maintenance, through Concours prep, performance enhancements, and general car/mechanical knowledge!

VOLUNTEERING: The club runs on volunteers! Meet fellow members AND get the most out of your membership. We exist because members volunteer their time and talents to plan and execute our many events. With NO paid staff, we depend entirely on volunteers to run our club and keep a calendar of interesting, well-planned activities. Whether its track events, social activities, tech, touring, tech sessions, car shows, or others, we have a place for you and many an opportunity to get involved. And we do have a lot of fun, join us!



**THE LIFEBLOOD OF NORD STERN:
VOLUNTEERS**

This month, I want to shine a spotlight on the foundation of our club: volunteering, getting involved, and giving back. Many of us have the best intentions to step up, but life has a way of getting busy. As I reflect on my own experience, I'm reminded of the incredible friendships I've built through Nord Stern. While I may have crossed paths with many of these individuals regardless, it's the shared experiences—early mornings, long days, and meaningful teamwork—that have truly strengthened those bonds.

Volunteering isn't just about putting on great events; it's about creating those shared moments that bring us closer together. It's about being part of something bigger than yourself. I encourage each of you to take that next step and sign up to help at an upcoming event—you can do so on our website under "Volunteers."

A perfect example of this spirit is **Ben Rogers**, who recently dedicated countless hours to organizing and hosting an event that helps sustain and grow our instructor program. His efforts—and those of many others—are what keep our club thriving.

That commitment was on full display during a remarkable weekend for our HPDE program. On Saturday, April 11, we

welcomed 15 new instructors following a highly successful Instructor Development Clinic at Dakota County Technical College's closed circuit track. Nineteen (19) applicants took part in this intensive program, which combined classroom instruction with on-track evaluation as part of the PCA National Instructor Training Program. Candidates were challenged to demonstrate not only driving knowledge, but also the ability to clearly communicate complex concepts from the instructor's seat.

The momentum continued the very next day. All 19 volunteers returned on Sunday to give back once again—this time instructing teens at a Tire Rack Street Survival (TRSS) clinic. This impactful program focuses on critical driving skills like emergency braking and vehicle control, helping young drivers build confidence and awareness behind the wheel. For our new instructors, it was an immediate and meaningful opportunity to apply their training.

Weekends like this are a powerful reminder that Nord Stern exists because of its volunteers. Every event, every program, and every success story is made possible by members who choose to step up and contribute. In doing so, they not only strengthen the club—they enrich their own experience and form lasting connections.

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	19
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



Instead of a more formal column thought I'd share some commentary from a report on the recent Imola Membership Social: that it was wonderful!

There were close to 100 people who showed up at the Imola New Member Social (which the club sometimes informally refer to as a Membership Socials since ALL are Welcome!)

Our Nord Sterners brought out their unique Porsches and parked six of them inside to be admired and enjoyed by the crowd.

The Membership team brought FIVE gallons of coffee, and 150 donut holes (!!) with Imola bringing in 17 pizzas. And you can bet it was all gone.

Plus, over a dozen raffle items were raffled off, Imola made up black bags with very cool purple tissue sticking out. Imola definitely pulled out all the stops - a big thank you to the shop for welcoming the Nord Stern community as we all 'wake up' from the winter doldrums. Very done!

Suffice it to say but this club does enjoy the social outings and chances to see other P-cars up close and personal - especially in one of our local shops. And don't forget, we have the annual Auto Edge (another long-time Nord Stern advertiser and supporter) coming up on Saturday, May 2nd (if you check the newsletter online you'll see this in time - otherwise it'll be a done deal). Hopefully I will have pics to share, though. Meanwhile lets' rev those engines! And do note, its a busy club calendar - keep checking for updates.



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

MAY

- 1 Nord Stern Porsche & 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
- 16 Intermarque Spring Kick-Off**
Vintage European Car Show - Osseo, 10 a.m. to 3 p.m.
- 17 Porsche St. Paul - Auto Fair (see back pg ad)**
2490 Maplewood Dr. Maplewood, MN
- 23 Nord Stern Drive - 45th Parallel Distillery**
Porsche St. Paul, 8:30 a.m.

JUNE

- 6 Nord Stern Tech Session**
Dent Kraft PDK - 10 a.m. - 2 p.m.
Food, Gift Certificates! See details pg.18)
- 13 Nord Stern @ The Port (Saturday)**
Porsche St. Paul, Meet @ 8:30 am; Depart 9 am
- 22-23 Nord Stern Cheese Fling Driver Ed**
@ Road America, Elkhart Lake, WI
Registration: Kerbz app
- 27 Nord Stern All Porsche Show (Saturday)**
Details, new Location: Normandale Community College
Parking lot

JULY 2026

- 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
- 29 Porsche Minneapolis Tech and St. Jude Open House**
Location: JDC-Miller MotorSports

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
- 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.*

2026

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.

Remember, all event registrations are now on Kerbz.co or the Kerbz app



info@spdactiontravel.com
www.spdactiontravel.com

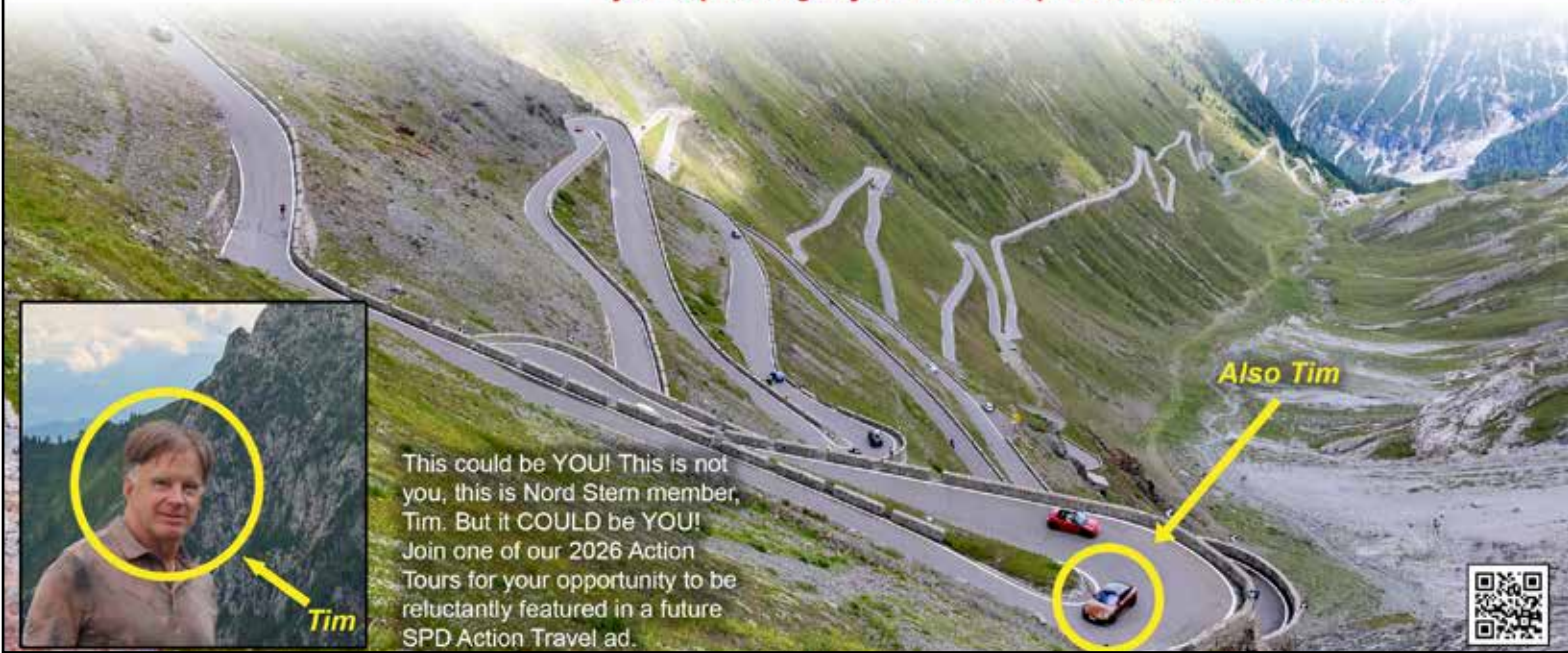
June 8-16
Le Mans & Normandy
\$5,625 <small>Per person, double occupancy</small>

July 13-23
Alpine Porsche Drive
\$15,600 <small>Per car (one or two people)</small>

September 28 - October 6
Black Forest & Nurburgring Porsche Drive
\$13,900 <small>Per car (one or two people)</small>

REGISTER NOW!

The summer events will be closing for registrations soon so if you're planning to join us in Europe in 2025 contact us ASAP!



This could be YOU! This is not you, this is NORD Stern member, Tim. But it COULD be YOU! Join one of our 2026 Action Tours for your opportunity to be reluctantly featured in a future SPD Action Travel ad.

Tim

Also Tim



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, back again for another installment of Sally's Slipstream. Our first track weekend is in the books and I hope you had as much fun as I did! Truth be told, I'm writing this before the First Fling but I just have a feeling that it's going to be a great event. You know the feeling I mean, where you have those butterflies floating around in your oil pan and you can feel the excitement pulsing through your cooling hoses (side note, if you're of the older carbureted generation and you literally have butterflies in your oil pan, seek help IMMEDIATELY!) The smell of hot tires and brakes is at the front of my ECU and it's all I can think about!

With the First Fling being a success, we have two pertinent questions from our esteemed readership relating to how to get the most out of working with a Porsche Club of America instructor as well as some detail on how to learn what your tires are telling you during and after your session. Thanks to this month's submitters of questions and hopefully we'll see you for the next track event, the Cheese Fling at Road America June 22-23!

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: *How are trainers paired with first-time drivers, and what is the expected role of the trainer in my first on-track sessions?*

- Submitted by Coach Knew-It-All

Answer: In a typical Porsche Club of America Driver Education event, instructor pairing is intentional, not random. Before you ever turn a wheel, the chief instructor is looking at:

- Your experience level (true first-timer vs. some prior seat time)
- The type of car you're driving
- Any notes you provided during registration

From there, you're matched with an instructor who is specifically trained to work with novice drivers. We don't just assign someone fast, we assign someone who

knows how to teach fundamentals clearly, calmly, and progressively. We generally try to keep that pairing consistent throughout the event as that continuity matters. By session two or three, your instructor already understands your habits, your strengths, and where you need the most help.

It's also helpful to understand the actual role of your instructor as it's not what most people initially expect. Your instructor is not there to drive the car for you, push you to your limits, or turn you into a hero in one weekend. Their job is much more important and their primary focuses are:

1. Safety - first and foremost

Your instructor is your second set of eyes and your margin of safety. They're monitoring traffic, flag stations, and your situational awareness. If something develops ahead, they'll guide you through it before it becomes a problem.

2. Building your foundation

In the first sessions, you'll spend a lot of time on:

- Where you should be looking
- Smooth, deliberate inputs
- The basic racing line
- Brake zones

By focusing on executing techniques correctly you'll build a solid foundation for your skills that you can continue to build upon.

3. Giving you just enough information

A good instructor will never overload you. You might get one or two focus points per session and that's by design. Progress comes from layering skills, not dumping everything on you at once.

4. Coaching, not commanding

- Your coach will tell you things like:
 - "Progressively press and release the brake pedal"
 - "Unwind the wheel as you feed in throttle"
- Your coach will not tell you things like:
 - "Brake NOW!"
 - "Turn NOW!"

Continued on page 13



PCA Treffen at Sea 2026

Six-Day Pacific Wine Country Cruise

Join hundreds of PCA Members on the 4th Annual Treffen at Sea with Princess Cruises, from Saturday, September 19th to Friday, September 25th, 2026. We will set sail from Vancouver, Canada, to Los Angeles, CA, with stops in

San Francisco and Santa Barbara. Experience fun Porsche and partner seminars, special on-board events and activities, unique Porsche themed beverages, wine tastings, and incredible in-port experiences in partnership with local PCA Regions.



More information: pca.org/events/treffen-at-sea-2026-pacific-wine-country



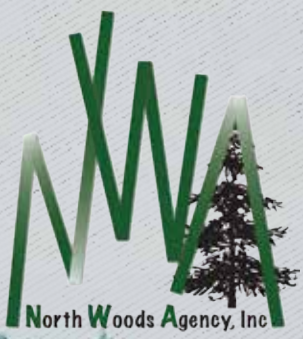
PORSCHE CLUB OF AMERICA

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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Seller Guide



PROGRAM ON
NEGOTIATION



HARVARD LAW SCHOOL



We want you thinking, processing, and learning, not reacting.

5. *Helping you understand why*

After each session, the debrief is where the real learning happens. Your instructor will ask you what you felt in the car and tell you why you felt it (whether it was a good or bad feeling). You'll discuss what you did well, what you struggled with, what behavior you felt from the car (or what you didn't feel) and where the next focus of improvement can be.

What you should expect from yourself

Consider your coaching experience as a partnership. Your instructor will be a lot more effective when you are having a conversation about what you're experiencing and what you should work toward achieving. The best students ask questions, actively listen, focus on technique and consistency and are open to feedback.

Instructor's bottom line

Think of your instructor as a guide, not a judge. They're there to keep you safe, help you build your skill set and help you understand the language of the car and the track.

If you leave your first weekend feeling more aware, more consistent, and more confident that means the process is working exactly as it should. You'll quickly find out that speed is a byproduct of following the correct processes and doing so consistently.

Question: *I'm starting to push my car a bit more. What should I be looking for when learning to "read the tires" to better understand if I need to adjust my alignment or tire pressure?*

- Submitted by Tread-Head Ted

Answer: That's a great question and it's exactly the point in your development where the car really starts talking back to you. Learning to "read the tires" is less about staring at them in the paddock and more about connecting what you feel on track with what you see afterward.

First, let's talk about what the tires are telling you while you're driving. If the car starts to feel vague or greasy mid-corner, especially after a few laps, that's often a sign your tire pressures are too high. You'll notice the car initially settles into the corner, but then just doesn't want to hold the line and it feels almost like it's floating on the top of the track. On the other hand, if the car feels darty, nervous, or reluctant to put power down cleanly on corner exit, your

pressures may be too low. What we're always chasing is that sweet spot where the car feels planted, predictable, and consistent lap after lap.

When you come into the paddock, look across the tread surface—not just at it. If you see excessive wear on the outer shoulders, that typically suggests you're rolling over onto the sidewall a bit, which can mean you need more negative camber or slightly higher pressures. If the center of the tire is wearing more than the edges, that's a classic sign of overinflation. And if the inside edge is doing all the work, you may have more camber than you need for your current pace or setup.

You should also pay attention to texture. A properly working tire will have a smooth, even, slightly matte appearance across the contact patch. If you see tearing or chunking—little bits of rubber pulled up—that can indicate the tire is overheating or being overworked. That might be a pressure issue, but it can also be telling you that your driving inputs are a bit abrupt, especially with throttle or steering.

One of the best habits you can build right now is to check your tire pressures immediately when you come off the track and write them down. If you do this every session you'll start to see patterns over time. You'll start to understand how much your pressures build, how the car feels at different points in the session, and how changes you make affect both.

Finally, remember this: don't chase perfection all at once. Make small, deliberate changes (perhaps 2 psi at a time) or minor alignment adjustments and evaluate. The goal isn't just a fast car, it's a communicative one. When the tires are happy, the car will tell you and that's when you can really start to trust what it's doing underneath you.



Use the above QR to submit YOUR question, or questions, comments to Sally Slipstream!

Can the 963 be turned into a street car? . . .

courtesy, <https://pca.org/news/can-the-963-be-turned-into-a-street-car-pca-tech-tips>



Posted by Manny Alban, June 2025. A few months ago, on the Porsche Club Insider Podcast, we were discussing what car would we pick for the Porsche Sonderwunsch department to build if money were no object. The idea of bringing to life a 919 or 963 street car was discussed but seemed a bit too far-fetched as the car was not even remotely based on any street Porsche. Evidently, we weren't dreaming big enough.

Fast forward to last week and Porsche introduced us to the 963 RSP. Yes, this is street version of the LMDh 963 race car that competes in the WEC and IMSA series. Much like the same project that Porsche took on when it converted a 917 chassis into a street car for Martini heir Gregorio Rossi di Montelera in 1975, the 963 would also be a one-off model that used a real race chassis.

Why the RSP? Initially, that puzzled Porsche enthusiasts as it has never been used before. But Penske fans quickly pointed out that it was the initials of Roger Penske, whose middle name is Searle.



The exterior of the 963 is painted Martini Silver and the interior has tan leather and Alcantara interior that mirrors the same color combination found on the 917. The suspension

of the 963 was also modified to raise the ride height and soften the shocks to provide greater comfort for the street. The electronics of the car also had to be slightly modified to make it more drivable and allow the headlights and taillights to be more functional for street driving. Not much more has been revealed about the car other than it is a single seater (like the race car) and there's no plans to build anymore.



The 963 RSP was originally conceived by Timo Resch, President and CEO of Porsche Cars North America, Thomas Laudenbach, Vice President, Porsche Motorsport, and Urs Kuratle, Director Factory Racing LMDh. Converting it from an idea to reality was the job for the teams from Porsche AG, Porsche Cars North America and Penske Motorsports.

Naming it after Roger Penske seemed completely logical. After all, Penske is campaigning teams in both Europe and North America and has won the 24 Hours of Daytona twice and the 12 Hours of Sebring once as well as the IMSA GTP Manufacturer's Championship and a WEC Drivers Championship. Of course, the relationship between Porsche and Penske goes back to 1958 when Penske was a driver himself and raced a 550 RS Spyder. He would go on to campaign Porsches in the Can-Am championship with the 917-30 as well as the modern RS Spyder in LMP2 for the ALMS series in North America.



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963 . . .

continued from page 14

Whether or not the 963 RSP will be street legal in North America remains to be seen. The 917 was originally licensed in the state of Alabama (with the condition that it wouldn't be driven in Alabama), which then allowed it to be licensed and driven in Europe.



In addition to being seen at Le Mans, the 963 RSP can be seen at the Porsche Museum in Stuttgart once it returns from Le Mans as well as the Goodwood Festival of Speed in July. From there, you'll have to stay tuned. Hopefully it will make an appearance in North America at some point especially since the Penske 963 team is based out of North Carolina.

If you were hoping for the rumored Porsche hypercar, you will still have to wait. This was a nice diversion a week before the 24 Hours of Le Mans. Hopefully Mr. Penske will drive his 963 RSP to the winners circle to join the winning LMDh 963 this year.





February set a strong tone for the year, with 522 cars sold for \$47.9m, marking a 13% increase in unit volume and a 31% jump in dollar volume year over year, all while holding a healthy 75% sell-through rate. March continued that trend. With the same 75% sell-through rate, the market expanded as 687 Porsche's crossed the block for a total of \$78.1m, representing a 12% increase in units and a 36% surge in dollar volume compared to last March. Perhaps more telling is the step up from February to March this year, with unit volume increasing by 165 cars and dollar volume jumping over \$30m, signaling strong momentum as we head deeper into the spring market.

Last month we discussed Florida Car Week, which spanned the end of February and the beginning of March, with record after record set at the very top of the market. While the remainder of March didn't quite reach those same heights, the top end remained strong. Singer's Classic Study 911s are now firmly back above the \$1m mark, with the "Fillmore" commission, a gorgeous example finished in Pure Gunmetal over Turmeric, hammering at \$1,275,000. We also saw another twelve-month online high for the 991.2 GT2 RS, as a Paint-to-Sample Cobalt Blue Metallic example with just 571 miles sold for \$660,000. 911 S/Ts, on the other hand, appeared to soften slightly, with both examples to cross the block trading below the \$648,000 floor we had seen over the prior twelve months.

As you know, I've been keeping a close eye on the Boxster and Cayman market as Porsche has sunset the 718, with any potential ICE replacement still a few years out, if it comes at all. The Boxster GTS 4.0 market took a clear step up this month with back-to-back twelve-month highs. A 1,500-mile example sold for \$109,000, followed shortly after by a 271-mile car bringing \$112,000 after failing to sell at that same number back in February. The rest of the mid-engined lineup appeared largely flat, including the Cayman GT4 RS, which has been trending downward for some time. That said, we did see one standout, a Paint-to-Sample Black Olive example with 2,400 miles and all the right options, which became the first online auction result to exceed \$200,000 since September of last year.

One standout worth calling out from the broader Boxster market was a 2008 Boxster S Limited Edition 6-Speed, finished in Orange over Black leather and Alcantara, showing 14,000 miles. One of just 250 units produced, this



was a well-kept example with recent service and strong presentation. Coming into the sale, twelve-month comps averaged \$44,400, with a prior high of \$48,000 for a 1,800-mile car, albeit in Alaska. Despite having more miles, this one reset the market, selling at a final bid of \$49,999. A strong result, and one that suggests there's still upside in the right limited-run Boxsters when they check the right boxes.

Looking at the air-cooled market, we saw a surprising number of 993 Carrera S examples cross the block. Seven in total, with all but one finding new homes, averaging \$242,600, and all but one clearing the \$200,000 mark. Leading the way was a 15,000-mile 1998 example finished in Arctic Silver Metallic over Black leather. An excellent car throughout, it set a new twelve-month high at a final bid of \$275,000 after failing to sell in February at \$242,000. Another standout came from a 1989 911 Carrera Coupe 25th Anniversary Edition, formerly owned by Jerry Seinfeld. Showing just 11,000 miles, it was the lowest mileage example we've seen by a wide margin and presented accordingly, hammering at a final bid of \$172,000.

With strong results across multiple segments and momentum building through the first quarter, all eyes now turn to April. Headlining the month is Broad Arrow Auctions' Air/Water all-Porsche sale, which has quickly become one of the more anticipated single-marque events on the calendar. If the first three months of the year are any indication, expect more of the same, strong results, competitive bidding, and a market that continues to show depth across both modern and vintage offerings.

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

SATURDAY, JUNE 6, 10 AM - 2 PM

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JUNE 6 | 10:00 AM – 2:00 PM

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As part of the event, we will be offering several exclusive free service giveaways. Guests must be present during the Tech Session to be eligible to win.

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Please check out our full page add in the magazine, click on the QR code for more info on our site.

Experience a blend of exhilarating driving and historic charm! We will depart from Porsche St. Paul for a scenic cruise through the winding river valley roads, eventually arriving in the beautiful, historic city of Red Wing.

Our destination is the iconic St. James Hotel, a landmark of hospitality since 1875. Once there, we will descend into The Port, the hotel’s exclusive underground speakeasy. This historic bar offers a sophisticated atmosphere perfect for unwinding after a spirited drive. We will enjoy a curated selection of craft cocktails and food (À la carte) while soaking in the timeless ambiance of one of Minnesota’s most storied locations.

What’s Included:

- A professionally mapped scenic route to Red Wing.
- Access to the historic St. James Hotel.
- À la carte craft cocktails and appetizers at The Port speakeasy.

Plan to meet at Porsche of St. Paul by 8:30 AM for a short driver’s meeting and a 9:00 departure.



Prez Sez . . .

continued from page 6

If you've been thinking about getting involved, there's no better time than now. Start small, raise your hand, and give it a try. You may be surprised by how much you gain in return. Volunteering truly is the lifeblood of our club.

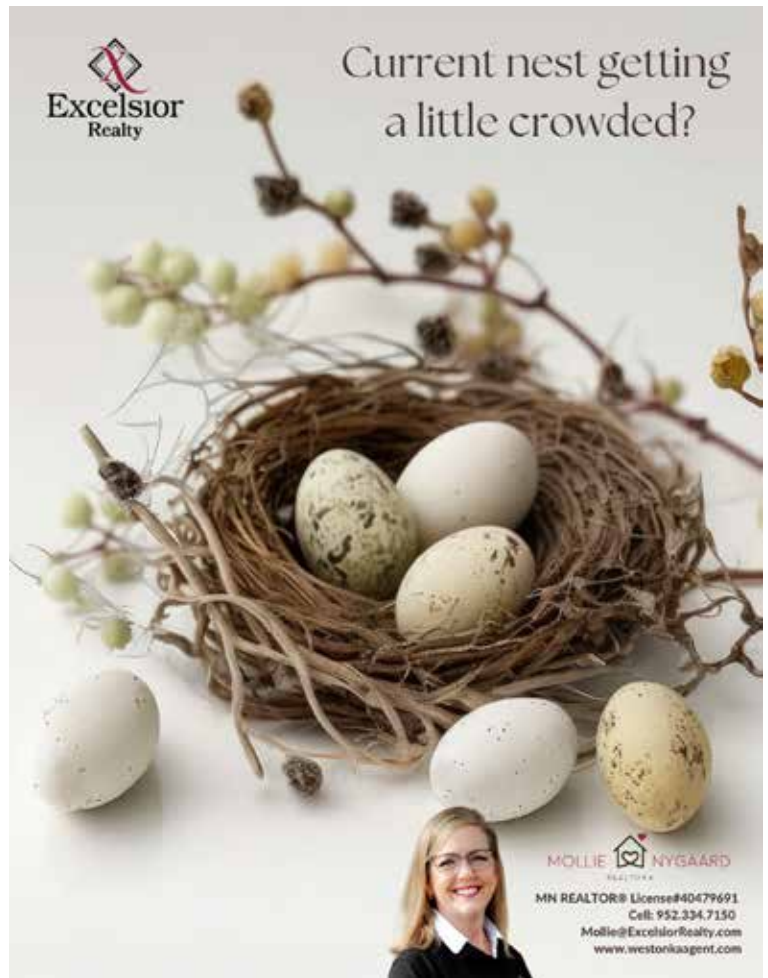
If you need a little encouragement to take that first step – I'd be more than happy to help you get started.



Track Days are here! A recent scene at BIR



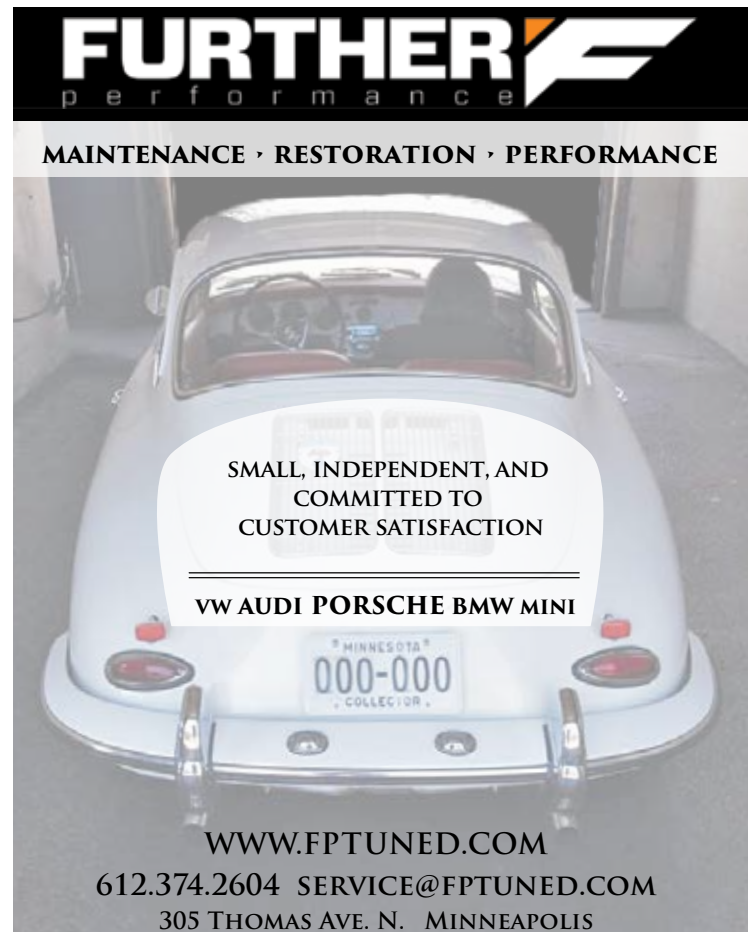
NORD STERN MAY 2026



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The Scene at IMOLA New Member Social 2026

photos by Michael Steinberg



Top, clockwise; Raffle prizes handed over by MC Jim Southwell to Stan Lee; Jason Burney (R) chats with a number of attendees; Lots of meeting and greeting; New member Marty, David and Diann Maples; Scott Quick (R) and another member; Allen Kreemer (R) discussing P-cars undoubtedly; Richard has a big smile as the Imola turnout was big, fun, interesting especially after one of our Minnesota winters; Nord Stern member Gregg Ellis also enjoying the ambiance - and the coffee!; One of the Porsches on display garnered a lot of attention.

Top L. Clockwise; Stan Lee, Derek Laumbach, Victor Goss



2 photos of attendees listening attentively to info from club organizers about upcoming events, welcoming new members and available for questions on 'what do we do in Nord Stern!' Yes, we are 4-legged friendly...



Far right bottom group catching up after a long winter with a new member (John R.)

Love that jacket!

MC Jim Southwell expounds on the virtues and joys of membership in Nord Stern to a rapt audience



Jim Southwell (L) with a new member



ALL PORSCHE SHOW - SATURDAY, JUNE 27

. . . In support of The St. Jude Children's Research Hospital

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- *Show hours 10 am to 1 pm, show car parking begins at 9 am*
- *Cars For Sale area*
- *Vendors area - including parts For Sale*
- *Kurbside Catering food truck*
- *This is a rain or shine event!*



The All Porsche Show is the largest display of Porsche automobiles in the upper midwest.

In 2025 there were 250 Porsche displayed.

All are welcome!

History . . .

continued from page 33

gymkhanas. Doran should be racing soon, as should Bill Forde of Rochester with his Porsche-engined Devin special. The photograph shows President Oswald's Normal Cabriolet going around the pylons.

In SCCA regional competitions, and those of the Twin City Sports Car Club, Nord Stern members have always been included in the annual and sea-sonal trophy presentations. In addition, the Nord Stern Region has its own ice gymkhanas, and a famous annual midsummer picnic at the home of Mason Myers on the Apple River in Wisconsin. This river is well-known for its swift, shallow currents which propel air-mattress riders from the somerset dam, over a mile to the Myers' estate at what seem to be fourth-gear speeds.

The 1961 "Woolery Memorial Rally" was a 2-day affair passing through small Minnesota and Wisconsin towns with such interesting names as Bombay, Genoa, Potsdam, Modena, and Stock-holm. The 1962 rally ended with a concourse on the lawn of the Hemp Antique Vehicle

Museum near Rochester, with participants visiting the museum as Paul Hemp's guests, and the concourse judged by attending news photographers.

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

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

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

January 1963

Imola New Member Social . . . continued

photos by Michael Steinberg

Below, Clockwise: Jason Burney, Bill Berard, Stan Lee; Carolyn Veno and Allen Kreemer welcoming attendees; Mark; President Derek Laumbach (L) chats; Zone 10 Rep Stephen Kemp; Ah, the mingling of the crowd among a number of very interesting Porsches



Twin Cities & Area Events / Autocross Calendar 2026

Date	Event	Sponsor	Location	COM = CORVETTES OF MINNESOTA-- -www.corvettesofmn.com--CONTACT: WALLY MAHLUM 952-431-0630 CVSCC = CHIPPEWA VALLEY SPORTS CAR CLUB--www.cvsc.org--CONTACT: STEVE JOHNSON 715-836-0145 MAC = MINNESOTA AUTOSPORTS CLUB--www.mnautox.com--CONTACT: RYAN THOMPSON 763-229-0939 PCA = PORSCHE CLUB OF AMERICA, NORD STERN REGION--www.nordstern. org--CONTACT: BOB KOSKY 952-938- 6887 SCCA (LOL)= SPORTS CAR CLUB of AMERICA, LAND O LAKES REGION- -www.scca-lol.org--CONTACT: AARON JONGBLOEDT 612-554-7105 SCM = SUBURBAN CORVETTES of MN- -www.suburbancorvettesofminnesota.com- -CONTACT: SHAWN HANNA 612-452- 1298 BIR = BRAINERD INTERNATIONAL RACEWAY, BRAINERD, MN CANTERBURY PARK = CANTERBURY PARK HORSE RACING TRACK, SHAKOPEE, MN CHIPPEWA FALLS = ROCK FALLS RACEWAY N1790 1000TH EAU CLAIRE WI DCTC = DAKOTA COUNTY TECHNICAL COLLEGE, ROSEMOUNT, MN MN STATE FAIR = MN STATE FAIRGROUNDS, ST PAUL MN , ROBIN LOT WEST SALEM = LaCROSSE COUNTY FAIRGROUNDS SPEEDWAY, WEST SALEM, WI WINONA = SOUTHEAST TECHNICAL INSTITUTE, 1250 HOMER RD. WINONA, MN
May 3rd	Trackcross #1	MAC	DCTC	
May 10th	Autocross	CVSCC	Rock Falls	
May 16th	Practice #2	MAC	SFG	
May 17th	MOWOG #3	MAC	SFG	
May 25th	Memorial Day			
June 6th (Sat)	Novice School #2	MAC	SFG	
June 7th	MOWOG #4	MAC	SFG	
June 13th	Practice #3	MAC	SFG	
June 14th	MOWOG #5	MAC	SFG	
June 21st	Autocross Super Sunday	COM	DCTC	
June 21st	Father's Day			
June 27th	Evo School I	MAC	SFG	
June 28th	Evo School II	MAC	SFG	
July 4th (Sat)				
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 23rd	Autocross	CVSCC	Rock Falls	
Aug 30th	MOWOG #9	MAC	DCTC	
Sep 4th -11th	SOLO NATS			
Sep 7th	Labor Day			
Sep 27th	MOWOG #9	MAC	SFG	
Oct 4th	MOWOG #10	MAC	Canterbury	

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Advertiser Kudos - Midwest ClearBra

Good day, I was thinking of getting a very light window tint on my Cayenne

I was wondering if we have any tint club sponsors or a recommendation for a good tinter ?

Cheers.

– Brian Lewis

I would recommend Midwest Clear Bra in Plymouth. They are a long-time Nord Stern advertiser and supporter, and their work is first-rate. I've used them several times myself, and they did a light tint on my car, which has held up very well. They are in the southeast quadrant of Highway 55 and I-494. Email: mark@clearbramn.com for inquiries and scheduling.

– Jim Southwell

I also recommend Midwest Clear Bra. Mark and Chris have done the PPF, window tint, and ceramic on two of my three Porsches and have applied EXOShield to the windshields of all three. They use the best quality materials and stand behind their work.

– Charles Barr

Yes, Midwest ClearBra! Meticulous work. Great Service. Only use the best products. And, as stated, they stand behind what they do.

– Tom Karn

I second Midwest. Chris has been tinting, PPF, and ceramic coating my cars for years. Great work always, and which they stand behind. They did a fantastic job tinting the Targa which presents an interesting challenge with the back window.

Thanks,

– Rick Dagenais

Midwest Clear Bra, highly recommend. They have worked on my Porsche and Mazda.

Also, they will host a tech session on Saturday, April 18, 11-1. Come and check them out. (editor's note: unfortunately the newsletter comes out after this tech session but I bet it was well-attended!)

– Judi Sievers

PCA Acknowledgements

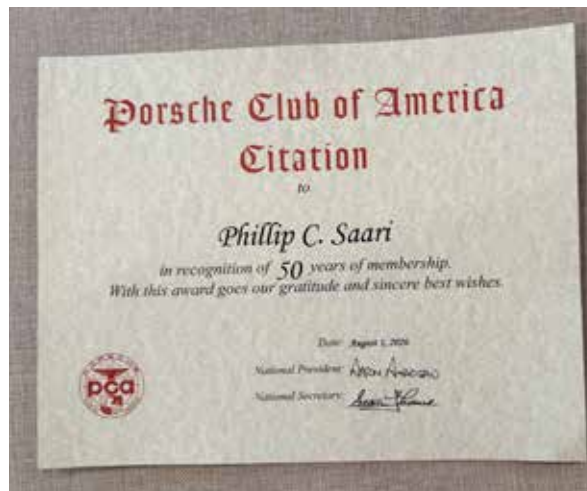
I received this citation acknowledging my membership in PCA and Nord Stern. There has been an un told number of experiences and P cars along the route.

This club is like a family . . .

– Phil Saari

(editor's note: I know others have received similar recognition for longevity in PCA, but I swear none of us are old enough, IMHO, to qualify for something like 50 years membership in any organization. Although I will also comment that long-time Nord Stern member, Hank Godfredson, (although he resides in Colorado these days) was recently listed as the 18th longest tenured PCA member!

That's a wow, but also speaks volumes to passion and purpose so many have found in PCA and Nord Stern. But seriously, congratulations Phil and I know you must have been about 10 years old, right?! After all, that love and fascination for the automotive world, of Porsches, just is a part of you right from your earliest days.



Attendees:

Derek Laumbach, Karen Laumbach, Jason Barney, Tom Karn, Allen Kramer, Jim Southwell, Scott Quick, Ben Rogers, Steve Albers, Jay Hilden, Paul Thai, Karen Carson, Andy Barker, John Blackburn, Ron Burns, Molly Nygaard, Mark Nygaard

Call to Order:

- Meeting called to order by Derek Laumbach at 6:36 p.m.

NEW BUSINESS:

President, Derek Laumbach:

- Still working on website
- May 7 tech session at Porsche Mpls
- May 17 St. Paul Auto Fair at 10 am
- Sponsorship program will be in current newsletter, offering higher levels of participation by our advertising partners

Vice President, Scott Quick

- Attended PCA Zone 10 meeting in Des Moines.
- Shared Nordstern track schedule with other regions

Treasurer, Jay Hilden

- All is good/stable with Club financials
- 1st track event is fully paid for
- Jay Hilden, Scott Brown, Scott Quick, Derek Laumbach are on Club bank account

Secretary, Tom Sabow

- No report

Board of Directors, Steve Albers, Tom Karn, Jeff

Eckroth

- Discussed having a "\$5 donation button" on our registration website. This makes it quick and easy to make a small but important donation to St. Jude
- Look for it . . . our rock star registrar, Andy, made this happen before our meeting adjourned!

Advertising, Mollie Nygaard

- 14 advertisers, all paid w/one exception

All Porsche Show, Phil Saari and Jim Southwell

- June 27, 2026.
- Location: Normandale Community College

Autocross, Andy Golfis

- No report

Club Race/Loonacy John Velure. Steve Albers

- No report

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

- No report

Driver Education, John Blackburn

- Tow truck service is reserved for all events
- Discussed BIR's request to fly a drone to film track events

Driver Training, Ben Rogers

- April 11 new instructor training. Candidates: 19
- April 12 teen driving clinic. 21 registered
- Register on Kerbz

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

- All 2026 drives are finalized and are online and listed in the website calendar
- Season starts with a Saturday, May 9th Photo Rally
- Saturday, May 23rd will be the 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: 1704, NS primary members: 1123
- Top 5 membership interest areas are:
 1. Track driving
 2. Socials



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

3. Driving tours

4. Competitive events

5. Tech sessions

Newsmagazine, Christie Boeder

- Appreciate all photographs and stories that you send in!
- If you've organized an event, would love to publish a recap!

Nominating Committee

- No report

Photography, Michael Steinberg

- No report

Region Representative, Steve Kemp

- No report

Registrar, Andy Barker and Vic Lee

- All DE events are live and available to register on Kerbz
- First Fling: 33 registered
- Cheese Fling: 35 registered
- Drives: 18 for Photo Rally, 44 for 45th Parallel
- Kerbz is registration is up and running and working well
- Look for the tech inspection button on Kerbs when registering for track events

Safety, Paul Thai, Tom Sabow, Gary

Amendola

- No report

Social, Karen Laumbach

- May 1st: Happy Hour at Porsches and Pints @ Boom Island Brewery
- May 15th: Bald Man Brewing
- July 11: Nord Stern Social at Tom Karn's Condo Garage
- Cooking class is in the works
- Looking for new venue for Green Flag...open to ideas

Social Media, Judi Severs, Misty

Martianos

- Content from members is flowing nicely, lots of interest in upcoming events

Continued on page 30

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.

1996 993 Carrera Coupe 6 speed

77,977 mileage. New Pirelli zero Rosso tires mounted at 77,618. Polar silver metallic, black leather upholstery Maintained by Auto Edge since purchased in 2020.

Tom Cherry 612-720-4149, tcherry47@yahoo.com. \$79,000



- 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

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



Business Meeting Minutes . . .

continued from page 29

- Every Sunday an automated script lists new members who of signed up. Please note these names and feel free to reach out

Tech & Shop Todd Smith and Bob Quickel

- Further Performance: April 4
- Midwest ClearBra: April 18, 11-1pm, lunch provided, 2405 Annapolis Lane, Plymouth
- Dent Kraft: June 6th 10-1pm, 15736 Wayzata Blvd, Wayzata 55391

Volunteers, Jim Southwell

- No report

**Next Meeting: May 5 at Axel's in Roseville
Adjourned @ 7:40 pm**

**Respectfully Submitted by
Tom Sabow, Secretary**



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Nord Stern

Driver Training • Driver Ed 2026

Join us for an exhilarating season of high-performance driving experiences! Our 2026 track calendar features a variety of events for enthusiasts of all skill levels, from first-time drivers to seasoned racers.

We look forward to seeing you at the track! For more details or to register please go to our website Nordstern.org or register online at Kerbz.app search -Nord Stern



FIRST FLING @ BRAINERD INT'L RACEWAY APRIL 24-25

HPDE and First-Time Drivers Training

Long Track configuration. This is an excellent opportunity for new track drivers or seasoned veterans.



LOONACY DE & CLUB RACE @ BIR JULY 25-26

High-Performance Driving Education (HPDE) and wheel-to-wheel club racing (Longtrack)



CHEESE FLING @ ROAD AMERICA JUNE 22-23

HPDE Only; Open to drivers with prior track experience



LAST FLING @ BIR SEPTEMBER 18-19

HPDE and Drivers Training, Long Track configuration.

Excellent opportunity for new track drivers or seasoned veterans.

registration: kerbz app

Just For Fun, History of the NS Region

by Jean Oswald, Secretary and Bob Schoening, Treasurer - PCA January 1963

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

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

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

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

The Nord Stern (pronounced "Nort Shtairn") Region extends over a wide geographic area in spite of its small numerical size. Included are members in Upper Michigan, Manitoba, Wisconsin, Minnesota, and both Dakotas. Helen and Frank Auckerman had to travel almost 1000 km from Rapid City, SD to show slides of the 1962

Treffen to Stuttgart at a recent meeting in Minneapolis. Meetings have been held in Detroit Lakes, Minn. (near North Dakota), and at LaCrosse, Wisc.; however most of them are near the Minneapolis/St. Paul Twin Cities. President Gordon Oswald is pictured (photo right) at a recent meeting exchanging toasts with Otto Winzen and his wife Marianne. Otto owns a Spyder, a Normal 356B coupe, and a rare BMW 507, and has graduated from the Nurburgring drivers' school. At this meeting, held at Otto's research company offices near Minneapolis, he showed a fascinating series of slides from his recent trips to American Samoa on government business. The meetings regularly attract visitors from other clubs, because PCA enjoys a reputation for sociability and good fellow-ship.

In SCCA races, the Nord Stern PCA banner is carried by Otto Winzen's Spyder, Larry Salzman's Class F convertible, an occasional entry by Gil Horton of Jamestown, ND, Mark Wells in his No. 82 Super Speedster, and the fast Elva VI of Dr. Alex Ratelle. The most experienced racer is Tom Countryman, whose exploits are detailed elsewhere. The photo (by Action Limited) shows Mark Wells' beautifully maintained Speedster up the hill at Elkhart Lake. This car was formerly owned and raced at Elkhart by Bob Schoening.

In the SCCA National Rally Program, Bob Schoening's Super Hardtop rang up a 2nd, 5th, and 9th for 16 points during the 1962 season. He is shown starting the 1961 "Daniel Boone" national with navigator Jay Trow. Sylvan Flaten, who drove a TR3 in 1962 for a 17-point total, has just purchased a Porsche, and we hope he will enjoy a successful 1963 season as a Nord Stern member.

In gymkhanas, Lloyd Woolery, Red Stevens, Roger Cole, Mark Wells, Tom Chambers, Bob Schoening, Hank Godfredson, Gordon Oswald, and others represent the Region and usually accumulate most of the silver. Doran Ventrucci, of Duluth, has a Spyder (with a Normal engine, at present) which can really steam up the Duluth club's dirt hillclimb course, and can hold its own in level

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Does this phrase ring a bell? If you're a newspaper reader of a certain age, it will. Because it's the title line for a syndicated sports column written for many years by Jimmy Cannon, at one time the highest-paid sports columnist in the country.

Jimmy's long gone. But I feel a kinship today. Because I'm going to wade into a subject near and dear to me, whether you like it or not. Here goes.

The subject is car shows. And what's happening, or not happening, to the event.

I used to love car shows. The glitz, the noise, the craziness. The breathless thrill for all things automotive. The seemingly endless product displays, showing past, current and future iterations. The lazy Susan platforms that were reserved for the latest visions, graced by sweet young things, doing their best to repeat their scripts. The endless accessory booths. I'd come home toting a bag, full to the brim, with catalogs, brochures, data sheets.

And the really big shtick. Remember, not too long ago? The nutcase product reveals – literally – acrobatic performances, stormtroopers promoting Star Wars cars, brewing a cup of tea from a hydrogen car's water exhaust, "breaking through" by driving a vehicle through a glass wall.

Today, if the Denver show is any reflection, we continue to suffer from incredibly shrinking floor space, and a mundane collection of SUVs and pick-ups. This year, the show was down to three days. And press "day" was two hours, from 8 am to 10 am, when the show opened to the public. With few manufacturer reps in sight, replaced by dealer sales people. What happened to the fun?

Yes, yes, I know. From the comfort of your home, today you can, in a few clicks, read up on virtually every model in current or near-term planned production. And you can view them from every angle, get transported inside, "build" your own personalized version.

But, while that process is very illuminating, it doesn't exactly mimic the experience of seeing the vehicle in the flesh, sitting in it, driving it. It's like buying clothes on-line. Will they actually fit? There's only one way to find out.

So ... what to do. Here's a revolutionary idea; we all know that manufacturers spec their products directly against their competition. Ok, how about flipping the space inside out, and assembling product by type, not manufacturer? That way, the consumer can comparison shop by just visiting a section of the

show floor. In the flesh. It's something no dealer, no vehicle showroom, no website can do.

And ... how about a section for race cars? Indy. Prototype. NASCAR. Baja. SCCA. Isn't there a certain symbiotic relationship here? Or, shouldn't there be? Especially since manufacturers are all involved in these series, in one way or another. And they do do it to promote their consumer vehicles. And I'm not talking about aftermarket tuners.

And ... what about making room for enthusiast clubs? PCA, BMWCCA, FCA and so forth? Here's a crazy idea; invite the clubs in to showcase their wares ... and their membership. Look at it this way; it seems like every village surrounding big cities is now hosting a Cars and Coffee, and attracting hundreds of cars and thousands of visitors, every weekend. Why not jump on that band-wagon? Invite them in! Then, maybe Porsche and BMW and Ferrari and other OEMs will actually sit up, take notice, support their clubs and rent some floor space ... and not leave it to their dealers, hit or miss.

It's really too bad. Because, when you scratch the surface, you realize that, behind today's vehicles, lies an army of product planners that are just like us, loving their vehicles to the core.

For us journos, Kelley Enright had a light bulb idea. She's Central Region Communications Manager for Stellantis and, leading up to the Denver show, she assembled the following cadre of experts – the Vice President and Head of Jeep Global Design, the Vice President and Head of Interior Design and the Vice President and Head of Color and Materials.

No, they didn't come to the show. But they all participated in a first, a webcast covering the new Jeep Cherokee. And it was fascinating to hear the parental views of a brand new offering. The familial visual cues, the trade-offs between ultimate aero and rugged styling, the improved utility, the new tech. They call it FALD – full array local driving. Oh, and as a sign of the times, Kelley noted the vehicle is powered by a 1.6-liter turbo hybrid, delivering a 500-mi range. Are they proud parents? You bet they are.

Well then, where's the disconnect? What's so difficult, when it comes to show time? Is it inertia? Boredom? Cost? All I know is that, if the trend in car shows continues, the events will die a slow death. They're already gasping. And, despite the enthusiasm of the product planners, and nerds like us, that will be a major shame. It doesn't have to be this way.

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