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

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Cover: A random photo from last year's Loonacy event up at Brainerd International Raceway - the track walk down the straight is always fun and exciting! Don't miss this year's track action!

photo by Christie Boeder



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.

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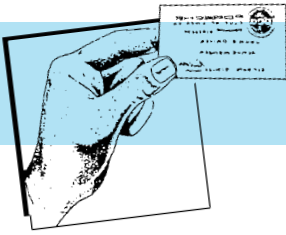
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Please contact staff for any event coverage you may need;  
e-mail address: [editor@nordstern.org](mailto:editor@nordstern.org)  
Online issues, past/present are available in pdf format at our website: <http://www.nordstern.org>

# 2026 Nord Stern Officers and Committee Chairs

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

*We hope to see you at upcoming events!*

**Peter Frederixon**  
Houlton, WI  
2007 911 Carrera S Cabriolet

**Werner Golling**  
Rogers, MN

**Larry Hanson**  
Edina, MN

**Bruce Kopp**  
St Paul, MN

**Matt Kritzeck**  
St Cloud, MN  
2015 911 GT3

**Mike Siegler**  
St Louis Park, MN  
1984 944

**Kirk Stoa**  
Onalaska, WI  
1998 911 Carrera S

**Paul Stohr**  
Andover, MN  
2026 Cayenne GTS

**Trent Taylor**  
Plymouth, MN

**David Walgren**  
Bloomington, MN

**VOLUNTEERING:** The club runs on volunteers! A great way to meet fellow members and get the most out of your membership. We exist because of members volunteering 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!

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!



**Porsches, Racing, Friends & Fun  
Join Us July 25–26 at Brainerd**

**M**ark your calendars for one of the most exciting weekends of the year — the Nord Stern Porsche Club Loonacy

Weekend at Brainerd International Raceway on July 25–26! Whether you love *driving on track, watching wheel-to-wheel racing, taking scenic drives, or simply spending time with fellow Porsche enthusiasts, this event truly has something for everyone.*

For our track enthusiasts, the weekend will feature *multiple track sessions on Saturday and Sunday morning, plus open lapping Sunday afternoon* for all drivers who have completed driver training. It’s an incredible opportunity to experience your Porsche the way it was meant to be driven on one of the Midwest’s premier road courses.

Club racers from around the region will also be battling it out all weekend long with *two sprint races on Saturday and one sprint race Sunday morning*. Spectators will have plenty of opportunities to watch some fantastic racing action and cheer on their favorite drivers.

*Not interested in driving on track?* No problem! A scenic club drive is planned from Porsche of Minneapolis, departing at 8:00 AM Saturday morning and arriving at Brainerd International Raceway around 11:30 AM. It’s a

great way to enjoy your Porsche and arrive together with fellow club members.

One of the highlights of the weekend will once again be the *fan-favorite grid walk, where spectators can get up close to the race cars and meet the drivers* before the action begins. Seeing all the race-prepared Porsches lined up on the grid is always an unforgettable experience.

Throughout the weekend, there’s also nonstop excitement in the paddock area — race cars, teams, tech discussions, and plenty of opportunities to connect with fellow Porsche enthusiasts. *Porsche of Minneapolis, a proud sponsor of the event, will also be at the track on Saturday.*

For those looking to add even more excitement, *parade laps will again be available for anyone donating to St. Jude Children’s Cancer Research Hospital*. This year, we are also working to arrange “special vehicle” parade lap rides for larger donations. We hope to have those finalized by the time this goes to print.

After the on-track activities wrap up Saturday, everyone is invited to stay for a *social hour at the track to relax, share stories, and talk about the day’s adventures*. Following happy hour, we’ll gather for a *trackside dinner* featuring

*Continued on page 15*

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**2026 Advertising Rates**

Ad frequency x12

Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month

Ad sizes (maximum dimensions):

- Full page: 7.5” wide by 10.5” high
- 1/2 page: 7.5” wide by 5.25” high
- 1/4 page: 7.5” wide by 2.625” high; 4” wide by 5” high
- 1/8 page: 7.5” wide by 1.3” high; 4” wide by 2.5” high
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\* All ads full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

\* 12 month pre-payment required for ad insertion, billed yearly



It's come to my attention that a recap of all the ways the Nord Stern Region of PCA 'communicates' to its membership might be in order as it certainly has morphed, changed over the many years of, as it turns out, our involvement in the club since our join date (cough, cough) goes back to 1990. So in that vein I'd like to take some space in this column to recap the various resources that are currently being utilized. It's definitely become a cocktail of methods and no longer solely dependent on a monthly, mailed and delivered newsletter!

Info channels in no particular order of importance:

Nord Stern's club website: <https://website.nordstern.org/>

Lots of content and info on the club in general, with specific info on events, club officers and chair names and contact info. Keep this bookmarked for current and of course, future use. Check the "Events" tab and click "Calendar" on a regular basis. Usually plenty of info on an upcoming event (dependent on organizer finalizing those pesky details) as well as how/where to register. The club does use alias email addresses for our club Officers and eventmasters (event chairs/organizers). That information is BEST found right here in the newsletter on page 4 each month.

Participate and have an account on Facebook? **See the Nord Stern Region of PCA FB page** for LOTS of info and subjects of interest to Porsche owners. Events are listed

on the "Events" tab. And are promoted as posts by admins on a regular basis. Joining the page does require a request, and agreeing to 3 simple questions.

It's a respective group of like-minded Porsche or automotive fans who inquire or share info and experiences.

**Clubtalk:** This is an email "listserv" communication platform that can be joined from a link of the first page of our website, down at the bottom. A great place to pose questions about your car, about events, about concerns. While it is a subgroup of members, many are very knowledgeable.

**E-news PCA email blasts:** our Leadership Team regularly (at least once a month) sends out emails listing upcoming events, with details on the event and registration.

**Nord Stern Newsletter:** Publication that is mailed monthly to subscribed readers belonging to Nord Stern. A running calendar is maintained but is not as timely as the website or the e-news blasts due to production deadlines.

**Kerbz App for mobile devices and its website:** Our club transitioned to this app for event registration beginning in 2026. Events are calendared once finalized, with details for all events requiring registration, whether they be no-cost or are fee'd. Occasionally there will be local, mainly social, opportunities promoted via e-news emails, Nord Stern's website calendar, and listed in the newsletter calendar that do not require pre-registration and that's usually so stated!

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

1. First, JOIN Porsche Club of America (PCA). Please visit [www.pca.org](http://www.pca.org) for membership instructions.
2. Second, to subscribe to our Nord Stern Magazine
  - Visit [www.nordstern.org](http://www.nordstern.org) and the Paypal hotlink on the Membership page.
  - Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.
3. To RENEW an existing newsletter subscription
  - Visit [www.nordstern.org](http://www.nordstern.org) to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).
  - Or, send your check, payable to Nord Stern, to Jay via snail mail address - available upon request

## ADDRESS CHANGES:

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

**JULY**

- 11 Automotoplex - Medina Caffeine and Octane**  
Non-Nord Stern event: Feature Marque - Porsche!
- 25 Drive to Loonacy**  
Leave from Porsche Minneapolis
- 25-26 Nord Stern Loonacy Driver Ed and Club Race**  
(Saturday, Sunday) @ Brainerd International Raceway

**AUGUST**

- 1 Nord Stern Eagan Car Club Drive & Tour**  
8:30 a.m., Register in your Kerbz app (or Kerbz.app)
- 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](mailto:president@nordstern.org)  
- all are welcome
- 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

**OCTOBER**

- 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](mailto:president@nordstern.org)  
- all are welcome

**NOVEMBER**

- 3 Nord Stern Business Meeting \***  
Location: Axel's in Roseville  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

**DECEMBER**

- 1 Nord Stern Business Meeting \***  
Location: Spasso's in Minnetonka  
RSVP to [president@nordstern.org](mailto:president@nordstern.org)  
- all are welcome

**2026** \* *Business Meetings are open to all Nord Stern members and we welcome all to join in and enjoy some refreshments and hear what's on tap, note that this year 2025 they are held the FIRST TUESDAY of the Month, September - May contact the president for locations, if not noted.*

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

- **MN CARS AND COFFEE** •  
First Saturday of the month, May - October
- **CAFFEINE and OCTANE**  
2nd Saturday of the month Medina Autoplex, April - October

• **CARS AND CAVES** •  
Last Saturday at the Chanhassen Autoplex, 8 a.m. - Noon

*\*\*Please note: Nord Stern-sponsored events are officially designed 'Nord Stern' and/or PCA (Porsche Club of America) activities. Non-Nord Stern events of potential interest to our membership may be added, upon request, and dependent on space availability, to this calendar as a courtesy to the organizer, or an organizing entity, and strictly at the discretion of the editor or Nord Stern president.*

*Any event date/s that conflict with a Nord Stern-sponsored event will NOT be published in any official Nord Stern communications.*

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

What to Use for Event Registrations?!

**P**lan on, if not yet downloaded, finding the Kerbz App in the appropriate App Store for your mobile device. Kerbz also is available on the Internet at [Kerbz.app](http://Kerbz.app) (note the actual URL!).





# Surprise Your Partner with a Ring - The Nurburgring

Join the Black Forest & Nurburgring Porsche Drive this Fall

September 28 - October 6

Black Forest & Nurburgring Porsche Drive

**\$13,900**

Per car (one or two people)



- This spectacular experience includes:
- Seven days driving a 911 during Germany's fall color change
  - A night in a castle in the Black Forest
  - A visit to Luxembourg
  - Three days of driving in Germany's Eiffel Mountain region
  - Trackside Nurburgring Accommodations
  - Four laps of the Nurburgring in an entry-level track prepped car
  - Porsche Museum visit



info@spdactiontravel.com  
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](http://www.nordstern.org)

VOLUNTEER@NORDSTERN.ORG



**H**ello my track friends!  
Sally Carrera checking in again! How is everyone feeling now that we've got a few track events under our belt this year? I can tell you one thing, I'm feeling . . . Tired! Get it? Because of tires? I'll see myself out.

We've taken on both Brainerd International Raceway and Road America already this year and while they are both different beasts with unique challenges, they are some of the fastest tracks in the country and are incredibly fun in their own way. Road America is truly one of the best race tracks in the United States, if not the world, and as fantastic as it is, nothing really beats home which is why we're heading back to Brainerd in July for the Loonacy weekend. With the Nord Stern Loonacy Drive also taking place from Porsche Minneapolis to Brainerd International Raceway, it's sure to be a spectacular weekend. Here's a few more details on the weekend:

## July 25-26: Nord Stern Loonacy Weekend at Brainerd International Raceway

Open to all drivers that have prior high-performance driver education (HPDE) track experience, successfully completed a regional PCA or other club Driver Training (DT) school

### July 25: Loonacy Drive

- Experience the thrill of our signature Nord Stern PCA event with a coordinated group trek from Porsche Minneapolis to Brainerd International Raceway (BIR). We will gather at Porsche Minneapolis for coffee, refreshments, and a mandatory drivers' meeting before departing on a lead/follow journey led by experienced drive leaders.
- I hope you're able to make it to Brainerd for this incredible weekend, whether you end up on the track or just do the Loonacy Drive - you'll have a blast either way! If you are able to attend, make sure you are on the lookout for me, I'll be the cute one dressed in blue with the really big eyes and sleek new tires.

Do you have track-related questions for me and our team of talented instructors? Simply send them to [sally@nordstern.org](mailto: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:

*Beyond the essentials, is there a suggested survival kit or list of tools that every new DE participant should bring to the track?*

- Submitted by Carry K. Kit

### Answer:

Absolutely. The good news is that you do not need to show up with a race trailer full of tools and spare parts to enjoy your first PCA Driver Education event. In fact, for your first few events, the most important thing you can bring is a well-prepared car, a positive attitude, and a willingness to learn. That said, there are a few items that can make your day considerably easier if something minor comes up between sessions.

- I recommend every new Driver Ed participant bring a **tire pressure gauge, a portable air tank or access to one, a torque wrench with the correct socket for their lug nuts/bolts, basic hand tools, a flashlight, paper towels, and a small container of the appropriate engine oil.** Tire pressures will change significantly throughout the day, and learning to monitor them is one of the first trackside skills you'll develop. Having the ability to check wheel torque and address small issues without borrowing tools from others is also a good habit to establish early.
- Beyond the mechanical items, **don't underestimate the importance of personal comfort.** Bring plenty of water, sports drinks, sunscreen, a folding chair, a hat, snacks, and clothing suitable for changing weather conditions. Driver Education days are long, and fatigue can affect your learning just as much as fatigue affects your driving. Staying hydrated and comfortable will help you remain focused during classroom sessions and on-track instruction.
- For owners of **older air-cooled cars or higher-mileage Porsches**, I often suggest carrying a few model-specific spare items that are easy to replace trackside, such as accessory belts, fuses, relays, etc. Most of these parts will never leave your toolbox, but when you need one, you'll be glad it's there.

One final piece of advice: don't feel pressured to bring

everything on day one. PCA DE events are filled with experienced enthusiasts who are remarkably generous with their knowledge, tools, and assistance. If you arrive with the basics and a mechanically sound car, you'll be in excellent shape. As you gain experience, you'll naturally build a track-day kit tailored to you. Most of us started with a tire gauge and a cooler of water—and somehow ended up with a garage full of track equipment years later. That's part of the journey.

**Question:**

*I've done a couple of track weekends and want to improve faster. Is there a driver that provides personal driving lessons specifically for novices to fine-tune their racing line and track etiquette? - Submitted by Line-Seeking Lois*

**Answer:**

That's a great question, and it tells me you're approaching your driver development the right way. After a few Driver Education

weekends, most drivers reach the point where simply accumulating laps isn't enough—they want more targeted feedback and a structured plan for improvement.

- The first thing I would encourage you to do is take full advantage of the instructional resources already available through PCA Driver Education programs. Our instructors are trained not only to help you drive safely, but also to identify specific opportunities for improvement in areas such as vision, consistency, braking technique, corner entry speed, vehicle balance, racing line, and situational awareness. If you're looking for additional coaching during an event, speak with the Chief Instructor beforehand. In some cases, arrangements can be made to pair you with a senior instructor or provide supplemental coaching sessions, depending on instructor availability.
- As for private coaching, yes, there are

many highly qualified professional coaches who work with novice and intermediate drivers. However, I would caution against thinking of it as "racing lessons." At the DE level, our focus remains on becoming a smoother, safer, and more consistent performance driver rather than learning racecraft. A good coach will help you understand why a particular line works, how to manage weight transfer, where you're leaving time on the table, and how to operate predictably around other traffic. Those skills build the foundation that eventually makes a driver both faster and safer.

- If you decide to pursue private instruction, look for someone with experience coaching novice drivers, not just someone with an impressive racing résumé. The best coaches are often excellent communicators who can break complex concepts into simple,

*Continued on page 13*



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Those of you who are on the Nord Stern Region of PCA Facebook's page, may have seen the post on my 1976 914 2.0 project few months ago - I wanted to share that progress on the winter portion of the build is complete.

The focus for the winter part of the build was to completely revitalize the interior and bring it up to spec with what we'd expect from a good factory spec 914.

We completely stripped the interior down - old upper dash and lower dash were removed (cracked and not salvageable) alongside the leatherette 'basket weave' dash face material. Carpet was cut and pulled out, alongside the door-sill trim. Seats are still in remarkably good condition, so those were placed aside.



Before any of the new parts were put in, we found that the radio plate had been welded shut by the previous owner - we were able to remove the plate, and add in a Retrosound M1 Bluetooth radio on brand new pioneer speakers. We found that the speakers didn't mount perfectly & fabricated a 3D printed mount so that the pioneer speakers were able to interface with the 'kick plate' speaker cover.

A quick spray down of bare metal under the carpet was done to 'tidy up' the look a bit. Even if it wasn't going to be seen, was much better for peace of mind.

A reproduction upper dash from 914Rubber was obtained alongside an OEM lower dash via e-bay. 914Rubber was used for the replacement basket weave fabric, and we retained the original leatherette to use as a template to cut from. A black complete carpet set was also sourced from 914rubber.

A lot of learning with adhesives. We found 3M spray on adhesive to be the best for re-applying, then using a combination of binder clips and a putty knife to hold them in place for proper bonding. We used the same adhesive on the carpeting, & it's working great there too.

The carpet with the new dash setup looks awesome, guys. And the 917 shift knob on the RennShift provides a perfect contrast. Very excited to break it out within the next few weeks. See attached photos.

Next up is troubleshooting a crank-no-start condition from sitting over the winter.

We've got spark, fuel, and air... I'm presuming it may come down to a timing issue. If we need to go further and go from scratch, I have heard PMB is offering a new ECU/wiring solution for the 2.0 engines, so looking forward to that being available soon. Doing some studying on Tech Tips 700 by George Hussey to try and gain some insight on how to solve this.

Thanks for reading!

Sally . . .

*continued from page 11*

actionable improvements. Data analysis, video review, and post-session debriefs are frequently more valuable than simply turning additional laps.

My recommendation would be to continue working closely with PCA instructors while seeking opportunities for one-on-one coaching when available. The drivers who progress most rapidly are usually not the ones searching for a secret technique—they're the ones who consistently seek feedback, focus on fundamentals, and make small improvements every session. If you bring that mindset to each event, you'll be surprised how quickly your pace and confidence improve.

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



Recommendations for shops to do an oil change and brake fluid change on my 718?

I'm in the NW metro hoping to find somewhere that doesn't play the Porsche Tax game too much. Would be great if they did track alignment and tires too, but not necessary.

- Cary Christopherson

Auto Edge is the Cayman experts.

- Marty Kaye

A bit of a haul for me, unfortunately.

- Cary Christopherson

Cary Christopherson - try a different mindset. A lovely drive!

- Terry Tilford

Highly recommend: Auto Edge

- Karine Onnen-Depaux

Auto Edge will be able to help with anything on your 718 and absolutely amazing at custom alignment and getting it set up exactly how you need and want for the track

- Hunter Steward

Auto Edge!

- Robert Trempe

I don't see Imola mentioned, which is where I have been going.

- Will Kaye

Will, I just did first oil service on my 718 Spyder with them \$298 out the door. Took about an hour or so. Always liked them. Not pushy, and they see all the hypercars in town.

- Mike Anderson

## Eagan Car Club Social

by Jason Burney, Drives Chair

Start your morning with "sixty-six miles of Porsche pleasure." We begin with an informal breakfast at Joseph's Family Restaurant (8:30 AM, at your own expense) before crossing the St. Croix Bridge into the "exotic" backroads of Wisconsin. This scenic route features three river crossings and curated two-lane roads designed for the Porsche driving experience.

The drive concludes at the Eagan Car Club for a premier Member Social from 11:00 AM to 2:00 PM. This is a fantastic opportunity for new and existing members to connect, tour high-end occupied garages, and see the club's newest fully equipped model. A casual lunch and refreshments will be provided at the venue.



**EAGAN CAR CLUB**  
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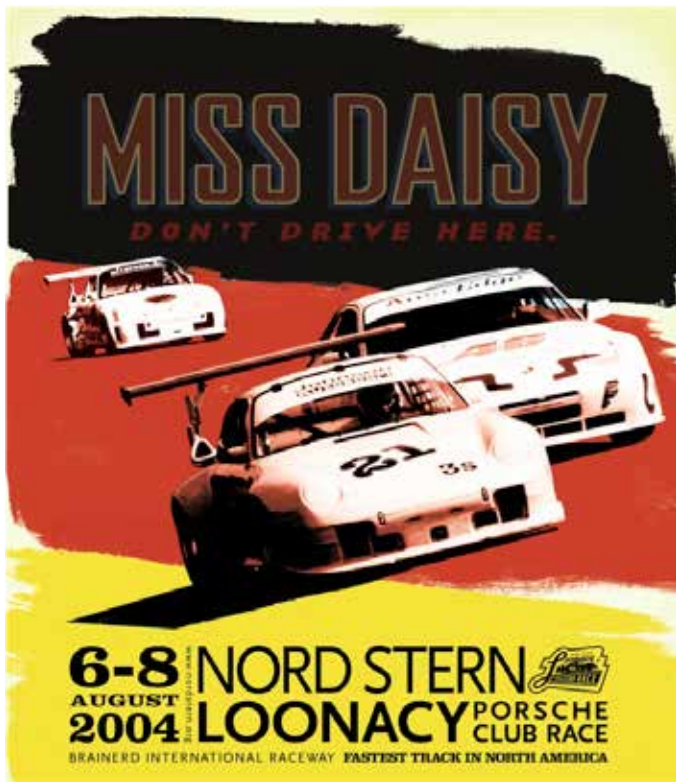
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- Tours

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**11 AM - 2 PM**



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Prez Sez . . .

*continued from page 6*

awards, great food, and even more time to socialize with fellow club members and racers.

This is truly a can't-miss, once-a-year Nord Stern event filled with driving, racing, camaraderie, and Porsche passion all weekend long.

*We hope to see you at Loonacy Weekend!*

## From the Archives . . .

The club was quite fortunate to have the services of Campbell Mithun Ad agency who had the Porsche account for several years - the 'poster' at left was part of a series promoting the annual Nord Stern Club Race and Driver Ed weekend up at BIR. So very clever, and for many of us these decorate many a den, garage, mancave, etc. And this premier event is still part of our yearly programming - head on up July 24-25 to be a part of the action even if not driving on track (although that is the BEST).



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After a strong first four months of the year, May kept the streak alive with another outstanding performance for the Porsche auction market. A total of 725 Porsches crossed the auction block, 75% of them finding new homes, for a total dollar volume of \$65,909,440. Compare that to May 2025, when 651 cars generated \$42,555,835 at a 71% sell-through rate, and it's clear the market continues to build momentum. Leading the charge were some serious heavy hitters, including a 959 Komfort and no fewer than five Singer commissions. Alongside the usual online auction activity, May also featured Mecum's Indy sale and a pair of Bonhams auctions in Miami and Greenwich, helping produce another exceptional month for the collector Porsche market.

This month belonged to Singer. With six 911s Reimagined by the company crossing the block, you'd have been forgiven for thinking it was Monterey Car Week instead of May. Five of the six found new homes, all were Classic Studies, and every one of them was bid to \$1,000,000, or more. Leading the way was "The Michigan Commission," a 1990 911 Coupe finished in Resistance Blue with ghosted stripes and Orange Singer script over a Cognac leather interior. Showing just 386 miles since completion and powered by Singer's desirable 4.0-liter engine with velocity stacks, it hammered for an astounding \$1,650,000 all-in, setting a new all-time auction record for a Singer Classic Study.

One of my favorite sales of the month came from the 993 Turbo market. At first glance, this 1996 Japanese-market Turbo looked like a beautifully presented Paint-to-Sample



PHOTO CREDIT BONHAMS CARS

Wimbledon Green example over Classic Grey leather. But a closer look revealed something much more special. Equipped with Porsche Exclusive's WLS 1 package, it was effectively a Turbo S in all but name, combining the X50 Power Kit with Turbo S details that were made available to a select group of Japanese buyers. The 993 Turbo market has been one of the strongest air-cooled segments over the past year, averaging \$289,200, although the very best low-mileage examples have continued to stretch that number. This WLS 1 car rewrote the script. After the first example we tracked sold for \$350,000 last November, this one blasted past every comparable, hammering at \$560,000 to set a new twelve-month high for the model.

I always keep a close eye on the 914 market, as it's a model my wife has been lusting after for years. Fourteen examples crossed the block in May, and it was another disappointing



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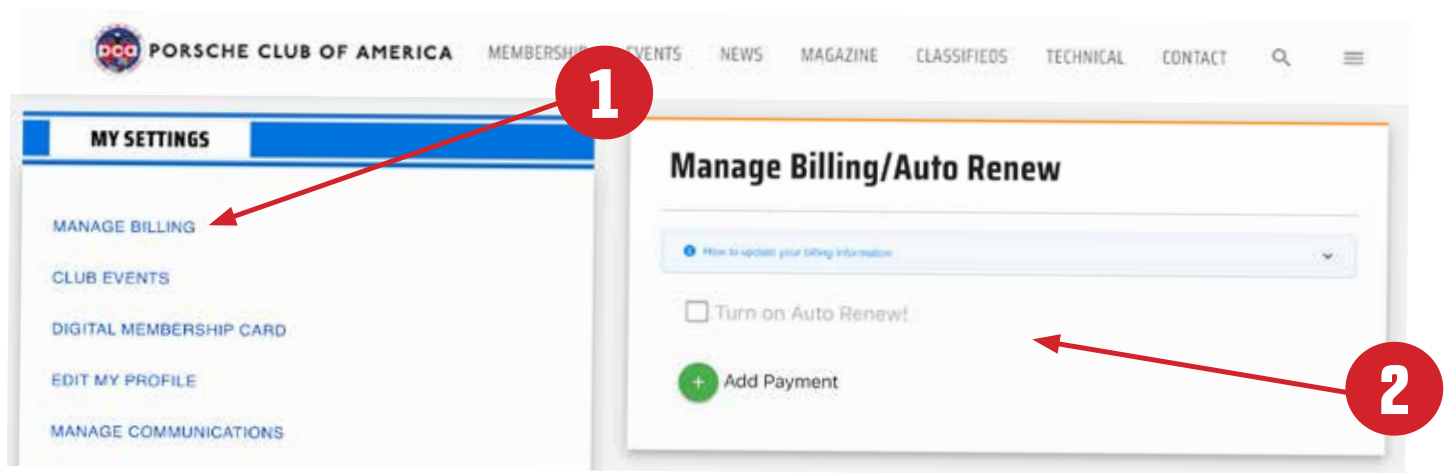
month for the 914/6. Just one of the four six-cylinder cars found a new home, and that was a race car at \$82,599. The surprise of the month came from a standard four-cylinder 914. This beautifully restored 1971 914 1.7 had undergone a meticulous rotisserie restoration that returned it to its factory Gold Metallic finish, with the gallery documenting every step of the process. While the best 1.7-liter cars have typically traded in the \$25,000 to \$35,000 range over the past year, this example blew past those numbers, hammering at \$72,000.

The 992.2 market finally showed a few signs of life in May after a sluggish start to the year. Most examples that have crossed the block since the updated 911's launch have failed to meet reserve, but three cars finally found buyers this month: a GT3, a Spirit 70, and, perhaps most importantly, the first Carrera T Coupe to sell at auction. Showing just 2,000 miles, the Jet Black Metallic over Black leather example was well optioned with Front Axle Lift, Adaptive Sport Seats, and plenty of additional Race-Tex, bringing its original MSRP to \$163,120. It hammered at a final bid of \$146,500, a strong result considering previous Carrera T examples with half the mileage had all failed to sell at lower bids.

The 356 market was particularly active in May with 36 cars crossing the block, producing \$3,242,161 in dollar volume and a 67% sell-through rate. Leading the way was a truly special 1957 356A 1500 Carrera GT, one of Porsche's legendary four-cam cars. Developed by Ernst Fuhrmann for Porsche's racing program before making its way into the 356 Carrera, the Type 547 engine remains one of the most technically significant powerplants in the company's history. This Aquamarine Blue example stood out not only for its concours-level restoration and exceptional documentation, but also because it was sold with a genuine Type 547/3 four-cam engine originally fitted to a factory RS-60 Werks Prototype Spyder. With only one other Carrera GT Coupe appearing at auction in the U.S. over the past year, opportunities to acquire one are exceedingly rare. It sold for \$511,000 all-in.

Another market that caught my attention in May was the Carrera 3.2 911 Speedster market. While most of the 2,104 Speedsters produced left the factory with Turbo-Look bodywork, Porsche built just 161 to 171 narrow-body examples, primarily to satisfy requests from European dealers. Remarkably, two crossed the auction block in the

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## 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.
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Questions? Contact us at  
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**Stuttgart**

*continued from page 17*

same month after years of seeing none. The first, a 24,000 km Silver Metallic example offered out of France, failed to sell at a final bid of \$210,656. It was followed by a Black-on-Black, 36,300-mile example at Cars & Bids' Velocity Invitational sale that also missed reserve at \$166,000. Spoiler alert: a third example crossed the block in June, only to suffer the same fate despite attracting a substantial \$550,000 high bid. After going years without seeing a narrow-body Speedster at auction, it's remarkable that three surfaced in such a short period. Now the question is, how long will it be before another appears?

Overall, May continued what has been an impressive first half of 2026, with strong year-over-year gains in dollar volume, unit volume, and sell-through rate. June should keep the momentum rolling with Mecum's Tulsa auction and Barrett-Jackson's Columbus sale joining the usual slate of online auctions. After that, all eyes turn to Monterey Car Week. We're just one month away from the biggest auction event of the year, and if the market continues at its current pace, August should be another record-breaking month.

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# Gotta Dent? No Worries, Dent Kraft Tech Session Answers!

*photos by Michael Steinberg*



Clockwise, Dent Kraft's logo; Jim Southwell, Scott Brown, Jason Barney, Jenny Brown; Don Kavanaugh and Todd Smith; Susan and Nick Cirillo, Derek Laumbach and Jim Southwell; Chuck Barr; Derek Laumbach and Scott Brown



Oh, those pesky car door dings, dents, so annoying yet often quite fixable with the proper tools and expertise. Great turnout at Dent Kraft's Don Kavanaugh and crew showing how things are done. Amazing work, Thanks to Dent Kraft for an informative and fun tech session (with give-aways, too!)



Above: Bob Quickel



Below: Scott Quick and Greg Ellis



# Random Scenes from the 45th Parallel Distillery Drive! . . .

*by Christie Boeder*





# Twin Cities & Area Events / Autocross Calendar 2026

Date	Event	Sponsor	Location
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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**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

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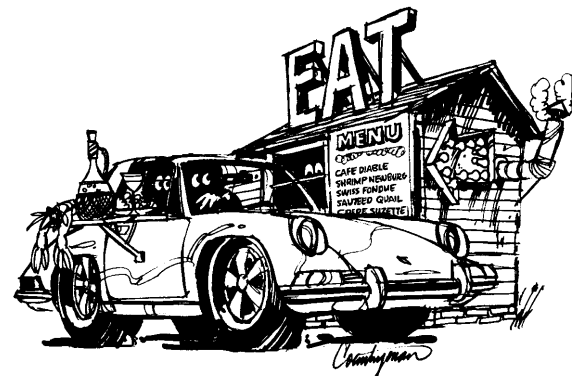
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## *Content provided by PCA sponsor, Epic Motorsports Insurance*

Porsche Club of America Driver Education (DE) events offer a unique opportunity to safely explore vehicle dynamics, driving technique, and personal limits. At EPIC Motorsports Insurance, our team participates in DE events ourselves. Over decades at the track, we've seen a few common incident patterns repeat time and again, most of which are preventable with the right mindset and responses.

Here are three of the most common DE incidents, and what drivers can do to reduce the risk.

### **1. Entering a Corner with Too Much Speed and Lifting Mid Turn**

A very common cause of spins or offs is entering a corner with slightly too much speed or a compromised line, followed by an abrupt lift of the throttle while the car is still loaded.

Throttle and brake inputs manage weight transfer. A sudden lift mid corner transfers weight forward, lightening the rear tires and increasing the chance of oversteer. If you realize you've entered too hot or off line, avoid abrupt throttle lifts or braking while steering. Instead, maintain light throttle, stay patient, and allow the car to turn naturally. Smooth inputs help keep the chassis balanced, and at the limit, balance is your best friend.

### **2. Dropping Two Wheels Off at Corner Exit**

Exit mistakes often begin earlier than drivers realize. Missing an apex or track out point can leave you with no room at the exit. The key is recognizing the mistake early.

Once you recognize that you won't be able to keep all four tires on track, maintain maintenance throttle to preserve front to rear balance. Before the outside tires drop off, gently unwind steering to reduce load on the outside tires. While it may feel counterintuitive, letting the car go slightly off track in a controlled, straight line manner is often the safest option. Once straight, check mirrors and rejoin smoothly. Trying to fight the car back onto the track frequently leads to spins or greater excursions.



### **3. Trying to Save the Unsavable**

DE drivers work hard to develop car control skills – managing understeer, oversteer, threshold braking, and throttle application. Minor slides are part of learning, and over time, most drivers will experience a major moment as well.

If you find yourself in a significant slide or a “tank slapper,” where momentum keeps transferring side to side, it's often best to stop trying to save it. For manual transmissions, this means both feet in – clutch and brake. In automatic cars, focus on braking.

Sometimes the safest decision is to recognize the mistake, stop the car, and reset. Cars can be repaired; escalating a loss of control often leads to much bigger consequences.

Editor's Note; After more years than I care to admit of driver ed laps, the above are all quite accurate descriptions of some common scenarios on track. I will admit to spinning a couple of times - once when braking too hard for cones meant to decrease entry speed into a particular corner and now NOT a part of a track's configuration, thank goodness. And one other time again stabbing the brakes approaching turn 4 at BIR. I stayed on the track and instinctively put 'both feet in' Still, it was a learning experience for sure. Flat spot anyone?! And fortunately I've never dropped a wheel, or 2 wheels off track nor a slide or a side to side rocking. Dumb luck, I'm sure.



## 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](http://Nordstern.org) or register online at Kerbz.app search -Nord Stern



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### 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](https://kerbz.app)

# 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.

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

## ZONE 10 Zone Rep History

*courtesy pca.org*

2005-2006	John Phillips	Kansas City
2007-2011	Doug Pierce	Nord Stern
<b>2012-2015</b>	<b>Kim Fritze*</b>	Ozark Lakes
2016-2019	Julie Bailey	Red River
2020-2023	Stan Thorne	Schonesland
<b>2024</b>	<b>Stephen Kemp*</b>	St Louis
1974-1976	Sam Ancona	Wichita
1977	Corey Barrett	
1978-1987	Sid Jepson	
<b>1988-1991</b>	<b>Hank Godfredson*</b>	
1992-1995	Oak Allen	
1996-1999	Rob/Barb Reese	
2000-2002	Kurt Gibson	
<b>2003-2004</b>	<b>Joe Rothman*</b>	

*Zone 10 is comprised of the following Regions:*

- Central Iowa
- Dakota
- Great Plains



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.

**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



Just For fun . . . spotted on Instagram recently, a classic t-shirt option for sure.

**Vino In The Valley**

**Drive & Dine**

- Meet at Porsche St. Paul 8:30 a.m. for coffee/refreshments/driver's meeting
- Enjoy a beautiful drive to Maiden Rock, WI
- Italian Buffet
- Wine/Beer/NA selections available

**Saturday, August 8th**  
9 a.m.

Registration Required  
Kerbz.app or in the Kerbz App

Drive to Vino in the Valley

Join us for a Nord Stern tradition that is back by popular demand! We will gather at Porsche St. Paul before setting out on a stunning cruise through the winding roads and rolling countryside of the St. Croix River Valley. This route is designed to showcase Porsche performance with sweeping views and tight curves.

Our destination is the charming Vino in the Valley, nestled in the lush landscapes of Maiden Rock, Wisconsin. This picturesque vineyard provides the perfect backdrop for an afternoon of gourmet relaxation. We will enjoy authentic Italian fare served al fresco, and this year, the menu even features seafood selections. Whether it is your first time or your fifth, this blend of thrilling roads and vineyard vibes is a drive worth repeating.

**Important Details:** Drive groups: 1 - Sprited, 2 - Balanced, 3 - Casual

**Individual Billing:** There is no registration fee for this drive; please be prepared to pay the venue directly for your meal and drinks. Lunch will be approximately \$40/person.

**The Route:** Expect a lead/follow format through some of the best Porsche roads in the region.

**The Fare:** Italian specialties and seasonal seafood served outdoors.

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



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# Porsche Maintenance Tasks You Can Handle at Home

courtesy, <https://www.pca.org/news/porsche-maintenance-tasks-you-can-handle-at-home-pca-tech-tips>

If you've recently purchased a Porsche, you will quickly discover that repair and maintenance can be a costly endeavor. Ignoring the Porsche maintenance schedule only hurts the car in the long run and lessens your car's value. One of the ways to help reduce costs is to learn how to do it yourself. PCA has produced many videos and articles on how to keep your Porsche running. Here are six easy tasks that you should be able to do yourself and keep your Porsche as reliable as it was engineered to be.



## 1. OIL CHANGE

Regularly changing your oil keeps your Porsche's engine lubricated and running efficiently. Porsche models typically require this every 5,000 to 10,000 miles or annually. Plus, you can save quite a bit from having a dealer or independent do your oil change.

Process: YouTube is a great resource on how to change the oil on your Porsche. I watch several videos to get a thorough understanding on what's involved, equipment I'll need, and what to look for. For example, on the 987 Boxster, it's easy to do an oil change. Here's a video PCA did that showed how to do it <https://www.youtube.com/watch?v=ITajcQ-c0ho>.



Equipment needed: A floor jack, jack stands or ramps, oil

drain pan, a metric socket set with Hex/Allen keys, a torque wrench, oil filter socket or wrench.

**Pro-Tip:** For your first time, try to find a fellow club member or friend who has done an oil change on a similar type of car to help you.

## 2. CABIN AIR / POLLEN FILTER REPLACEMENT

Replacing a clogged cabin filter can instantly restore your HVAC system's airflow and keeps dust, allergens, and odors out of the vehicle. If you don't know when the last time your Porsche filter was changed, plan on changing it now.

Process: On mid/rear-engine sports cars, this filter is usually accessed easily right under the plastic cowl near the windshield in the front trunk. On Porsche SUVs, it is typically located inside, under the passenger side glove box. Once again, YouTube is your friend for figuring out how to replace yours.

Equipment needed: Normally a socket set or screwdriver.

**Pro-Tip:** Plan on changing the filter every 2 years or 20K miles. More often if you live in a place that has a lot of pollen or pollution.

Here's a link to a PCA article that illustrates how easy it is to change the cabin air filter on a Macan. <https://www.pca.org/news/replace-your-macan-cabin-filter-no-tools-necessary-pca-tech-tips>.

## 3. Engine Air Filter Replacement

A clean engine air filter ensures your engine is running at its optimal performance. While you may not immediately feel a horsepower gain, replacing your air filter at recommended intervals is all part of your maintenance schedule.

Process: Pop open the engine bay housing, unclip the airbox, slide out the old panel filter, and clear any debris before inserting the new one. Later model 911s have the air filter inside the rear bumper. It sounds daunting, but the car is designed to have the bumper come off for maintenance.

Equipment needed: Normally a socket set. You may also need a Torx set.

**Pro-Tip:** Check the air cleaner housing before replacing the filter. If you see any debris that made it way through, be sure to clean it thoroughly.

#### 4. WINDSHIELD WIPER BLADE REPLACEMENT

Worn out or streaking wiper blades are dangerous during sudden downpours and can permanently scratch your expensive windshield glass. Don't remember that you need to replace them when it starts to rain, do it now.

Process: Lift the wiper arm, press the small release tab on the mounting hinge, slide the old blade assembly out, and click the new blade securely into place.

Equipment needed: Normally your hands are all you need but there are some that require a flat blade screwdriver to unfasten a lock.

**Pro-Tip:** Lay a towel on the windshield. The wiper arm is under tension, and if it slips off your hands, it can crack the windshield when it lands.

Here's a link that gives you tips on replacing your wiper blades: <https://www.pca.org/news/replacing-maintaining-your-porsches-windshield-wipers-pca-tech-tips>

#### 5. BATTERY MAINTENANCE AND TRICKLE CHARGING

Modern Porsche electronics draw significant standby power, which can drain a battery quickly if the vehicle sits undriven for a few weeks. If you let your Porsche sit for two weeks or more, it's a good idea to invest in a battery maintainer.

Process: Hook up a smart trickle charger (like a CTEK or official Porsche Charge-o-mat) directly to the battery terminals or via the 12V accessory port.

**Pro-Tip:** If the battery needs replacement altogether, it is a straightforward unbolt-and-swap job located in the frunk or under the seat/floor depending on your specific model.

We did a Tech Tactics Live about batteries and maintainers. <https://www.youtube.com/live/dqZAy8W0zKo>



#### 6. CLEARING THE COWL AND BODY DRAINS

Leaves, pine needles, and road dirt regularly gather inside the body crevices, clogging up the crucial water drainage paths. Many modern Porsches utilize a drain tube that tapers at the end. The tapered end is supposed to keep insects out of the cabin, but it can also serve as an easy way to clog the drain. If water cannot make it to the tapered end, it will not open to drain and it will back up into the cabin.

Process: Open your front trunk, sunroof, or convertible top gaps and inspect the small rubber drain holes. Use a flexible nylon brush or a piece of weed-whacker line to gently push through and clear any debris blocks. Some people have been successful with using compressed air.

**Pro Tip:** Neglecting this can cause water to back up and flood your interior cabin, frying expensive electronic control modules hidden under the seats. Even if you keep your car garaged, it can still accumulate debris in the drains.

Here's a link to a YouTube video PCA did on keeping your drains cleaned. <https://www.youtube.com/live/pn5Nfmyz61s>



A Bret Bailey Trading Card - Gary Yee's iconic #45 GT2S

Every year I go to the Rocky Mountain Driving Event. And, every year, I shake my head at how the vehicles have changed. Because the number of interesting enthusiast rides is fewer and fewer.

First the caveat. This year, Porsche did not participate. Actually, in my 15 or so years, they never have. Nor did BMW or Audi or Mercedes, despite the fact that they have in the past. Now, there actually was one, yes, one car with a manual. An Acura Integra A-Spec. The hot ride? A Dodge Charger R/T 4-Door AWD. The rest? A sea of SUVs and a pick-up, all turbo, or hybrid, or hybrid turbo, or EV.

I felt like how I feel when I watch the game show Jeopardy!. Oh, I can do pretty well on questions relating to the '60s and '70s, sometimes even to the '80s. But, jump to the '90s or more recent decades and I'm lost. At sea. I don't have a clue. At least on culture and cultural icons, modern slang, mass style trends.

I feel the same way, when I boost myself up high and scan out from my all-seeing vantage point to . . . a long, long hood that disappears somewhere up front. And I try to hustle around a vehicle with lots of road-hugging weight, that the engineers have obviously made a valiant effort to make handle. I just don't get it, and I probably never will.

Then there's the factory reps. Yes, the reps always show up with their factory steeds. The vehicles never come alone. And it's always fun to talk them up. Most are in their 20s. The Japanese and Korean reps all live and work in southern California, and it's one of their first jobs after college, a big step in what they hope will be a thoroughly rewarding career in communications. Which is something I actually do know a bit about. And I have the scars to prove it. And I tell them about it. Maybe they actually listen.

This year, several turned out to be out and out car nerds. I tested them, and they really did answer my questions, quickly, and reliably. Not once did any say they had to get back to me. One was actually in the process of searching for the perfect, used 911. . . .

And I love my fellow Rocky Mountain Automotive Press members. We're a rag-tag collection. I'm not sure how many actually live off their writing income. But we're all united in the "here I'm normal" syndrome. Fellow nut-cases, who

can all espouse on suspension-tuning, exotic powerplants, performance car rumors, styling faux-pas. Being together, catching up and swapping stories is actually a large part of the fun of the annual event.

Back to the vehicles. One thing that strikes you, that you just don't experience in the real world, is how similar – and different – vehicles feel when you jump from one to another, and another. This is the routine . . . hop into one, hop into another. Eat lunch, hop into another.

Hybrid turbo power. A win win. Was it McLaren who first did it? Well, it's now trickled down and across many SUVs. Take the new Jeep Cherokee, for example. Just nice, linear, usable power delivery. In a hardly oversized package. It felt tight. And, come to think of it, so did the new Subaru Trailseeker. If I was in the market, it would be a very tough choice. But I'm not.

I was very curious about the new Honda Prelude. Had seen it at a car show this past spring. To my eye, it's one of very few vehicles that actually look better, far better, in real life than in photos. My fellow car nerds and I could not figure out why. It drove well, too.

So I asked the Honda and Acura reps whether the Prelude and the Integra were really competing against each other. Without hesitation, they both said no, no, no. I got the feeling it wasn't the first time they were asked.

I wanted to ask the Honda rep if they planned a Prelude Type-R. But I already knew the answer – they never, ever comment on future products. Usually, they say we journo's know more about future products than they do.

Then, toward the end of the day, I hopped into the new Lexus ES 500e Premium AWD. A luxury EV . . . car. And, right away, I remembered why I like cars. I could see the ground. I could feel the ground. It drove of a piece, like a car. And . . . I do have to admit that, off the line, it punched, just like all EVs do. I may have even smiled.

Oh well, the march to counting practical electrons is most-likely inexorable. So be it. I'll probably be in a rocking chair by then, bemoaning the passage of time. And ruminating on the rumble of big V-8s and the wail of twin-cam sixes. But first, if Sara and Brendan and the team do it again next year, I'll be there.

# PORSCHE



**Porsche Minneapolis**  
9595 Wayzata Blvd.  
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