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P O R S C H E

A U G U S T

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

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Cover:

While our 2026 All Porsche Show was NOT a Vintage Porsche event, photographer Michael Grabner took a few photos with an analog BW Toy Camera Images and created a striking '1950's' TV screen look' with an overview of the scene at Normandale Community College's parking lot which hosted this year's APS.

photo by Michael Grabner



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

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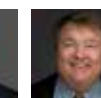
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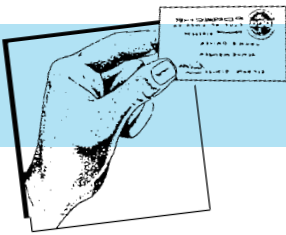


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Note: Addresses available upon request for chairperson/s or Board members, email: editor@nordstern.org

NORD STERN AUGUST 2026



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

We hope to see you at upcoming events!

Michael Adair
Minneapolis, MN

Kevin Bell
Lakeville, MN
2006 911 Carrera 4 Cabriolet

Christopher Dvorak
Plymouth, MN
1985 911 Carrera Targa

Zackary Judovsky
Baxter, MN
2020 Macan S

Jonathan Koenig
Sandstone, MN

Jonathon Melander
Duluth, MN
2013 Panamera GTS

Leonard Reed
Princeton, MN
2007 911 Turbo

Zechariah Schaefer
Minneapolis, MN
2018 718 Cayman GTS

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!



It is hard to believe I'm writing the August newsletter already. Summer is more than halfway over, and I hope everyone had the opportunity to attend our All Porsche Show at the end of June.

What a day it was! This year's show was truly record-breaking, with 240 Porsches on display and more than 400 spectators in attendance. Our new venue was extremely well received and proved to be an outstanding location for the event.

The variety of cars on display was incredible—from Boxsters and Caymans to classic 356s and even the legendary 917 recreation. There was truly something for every Porsche enthusiast to enjoy.

A special thank-you goes to Jim Southwell, Phil Saari, and all of the volunteers whose dedication and hard work made this event possible. They exemplify our club's motto: "It's not just the cars, it's the people." Their commitment is what makes events like this such a tremendous success.

As our club continues to grow, the new venue provides the room we need for future expansion, and I am confident it will serve as the home of the All Porsche Show for many years to come.

I'd also like to extend a sincere thank-you to our event sponsors—Lucken Auto Glass, Midwest Clear Bra, Cornerstone Insurance, and Further Performance. Your

generous support helped make this record-setting event possible, and we truly appreciate your partnership.

As we move through the heart of summer, we still have several exciting events ahead. Be sure to register early and mark your calendars!

August 8 – Vino in the Valley: One of our club's favorite annual events and a wonderful day to enjoy your Porsche with fellow members.

August 15 – Tech Session at 3M: A brand-new event for Nord Stern featuring 3M's paint protection and detailing products, along with an informative presentation on their applications and benefits.

August 29 – JDC Motorsports Charity Event in Savage: Don't miss this exciting event benefiting St. Jude Children's Research Hospital. It's a fantastic opportunity to see JDC's incredible race cars up close while supporting Nord Stern's charity partner.

This time of year also brings the opportunity for members to become more involved in shaping the future of our club. We will soon be accepting nominations for the positions of Vice President and Secretary on the Executive Board. Do you know someone who would be a great candidate? Perhaps you're ready to take the plunge yourself. Serving on the Board is a rewarding way to give back to the club and help guide its future.

Continued on page 15

Advertiser Directory 2026

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2026 Advertising Rates

Ad frequency x12

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

Ad sizes (maximum dimensions):

Full page:	7.5" wide by 10.5" high
1/2 page:	7.5" wide by 5.25" high
1/4 page:	7.5" wide by 2.625" high; 4" wide by 5" high
1/8 page:	7.5" wide by 1.3" high; 4" wide by 2.5" high
Back Cover:	8.5" by 7"

* All ads full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated

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

The months of June/July (and August although those events haven't quite happened at the time of production) are certainly the glory days for the club, for the members, and frankly for the newsletter as far as your editor is concerned. A plethora of photos from SO many club members serve to visually say way more than words can ever convey, the fun, and joy to be found in Porsche ownership, participation in any or all the events the club organizes. It's all there in the smiles, the shiny, clean (or not!) cars either on display, roaring around a track, or just sailing down a winding, twisty road getting to a destination of one sort or the other. What is not to love.

So to the many members who so graciously share their photographic efforts, my sincere thank you and appreciation as there's such fun putting together an issue like this one that features, in this case, one of our club's signature events: *The All Porsche Show*. This year turned out spectacular, perfect weather, a location change that gave us plenty of display areas, good entering, egress, and a huge turnout. Check the comments from a number of attendees if you don't believe me!

"Great show! My husband is a member of NORPCA, Northeast Ohio Region PCA, and this is our second time attending the show. 'LOVE' the new location. We are visiting our daughter and son in law. This could be a yearly trip for us!!"

– Maureen Cahill Wightman

And some from our Facebook Page, a kudos to Ben Crowley and his restoration work and write-up:

"Enjoyed the article in the July issue by Ben Crowley! Being an old Porsche guy, literally and figuratively nice to see saving the old Porsche's! Me with hair in blue. Sadly probably couldn't even get under a car now much less get out after being under! — feeling sad." – Bob Walden



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AUGUST

2026

- 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
- 15 3M Tech Session**
Noon to 2 p.m.
Location: 3M's new Training Center
- 29 Porsche Minneapolis Tech and St. Jude Open House**
Location: JDC-Miller MotorSports

SEPTEMBER

2026

- 1 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka
RSVP to 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

2026

- TBA Nord Stern Fall Color Tour 2026**
HQ @ Pier B in Duluth
Details TBA, Registration: Kerbz app
- 6 Nord Stern Business Meeting ***
Location: Axel's in Roseville
RSVP to president@nordstern.org
- all are welcome

NOVEMBER

2026

- 3 Nord Stern Business Meeting ***
Location: Spasso's in Minnetonka
RSVP to president@nordstern.org
- all are welcome

DECEMBER

2026

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

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

LOCAL CAR EVENTS, OF INTEREST

These events are NOT organized, NOR sponsored by Nord Stern or PCA, but club members are invited

• MN CARS AND COFFEE •

First Saturday of the month, May - October

• CAFFEINE and OCTANE

2nd Saturday of the month Medina Autoplex, April - October

• CARS AND CAVES •

Last Saturday at the Chanhassen Autoplex, 8 a.m. - Noon

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

Any event 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?!

Plan 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 (note the actual URL!).





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NORD STERN REGION OF PCA

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Raise Your Hand! Events always need 'extra hands'! Connect with your community of fellow Porsche owners.
www.nordstern.org

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Hello my track friends! It's me again - Sally Carrera. Can you believe it's August already and there's only one more track event to go this season? I'm all about being fast on the track but the days going by so quickly can just bugger off!

Hopefully you were able to make it up for the Loonacy weekend at BIR a couple of weekends ago. I know I had a great time and it was so cool to chat with the people that did the drive up from Porsche Minneapolis! Whether you did or didn't make it in July, make sure you mark the last event of the season on your calendar - ***The Final Fling, September 18-19 at Brainerd International Raceway.*** We've got one more weekend to burn rubber at Brainerd this season and I can't wait to get a nice new set of Michelins just for the occasion!

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:

Can you explain how to read my car's tires and what the recommended pressure should be for a track day? Are there any tools or equipment I should have to manage my tire pressure at the track?

- Submitted by **Patty PSI**

ANSWER:

One of the biggest mistakes we see from first-time track drivers is treating tire pressure the same way they do on the street. On track, your tires are working much harder, generating significantly more heat, and that heat causes the air inside the tire to expand. Managing tire pressure is one of the easiest ways to improve both performance and consistency.

Your tires will tell you almost everything you need to know if you know what you're looking for. After a session, inspect all four tires while they're still warm. This is the information your tires can give you:

- Even wear across the tread - this generally means you're in a good operating window.
- Heavy wear on the outer shoulder - this usually

indicates the tire is rolling over too much. This can be caused by insufficient negative camber, pressures that are too low, or simply asking too much of the front tires.

- Excessive wear in the center of the tread - this often points to pressures that are too high.
- Both shoulders wearing more than the center - this can suggest pressures that are too low.
- Small balls or ribbons of melted rubber ("marbles") - these are normal after spirited driving. Large chunks or tearing can indicate the tire isn't operating in its ideal temperature or pressure range.

Many performance tires also have molded wear indicators or small triangles near the shoulder that help you see how far the tire is rolling over during cornering. These are useful reference points after each session.

What Tire Pressure Should You Run?

There isn't a single "correct" pressure because it depends on:

- Your specific Porsche model
- The tire you're using
- Ambient temperature
- Your driving pace
- The track itself

The pressure listed on your driver's door jamb is designed for street driving with cold tires—not for sustained lapping. For most street-oriented performance tires used during a DE day, our goal is to achieve the tire manufacturer's recommended hot pressure, measured immediately after you come off track.

As a general guideline:

- Start with cold pressures several PSI below your normal street setting.
- Drive your first session.
- Come directly into the paddock and immediately measure all four tires before they've had time to cool.
- Bleed air as needed to reach your target hot pressure.
- Repeat this process over the next couple of sessions until the pressures stabilize.

Most performance tires gain roughly 4-8 psi during a typical track session, although the exact increase varies with the car, tire, weather, and driving intensity.

If you're unsure where to start, ask your instructor or the tire manufacturer for a recommended hot pressure rather than relying on a generic number.

Essential Tire Pressure Equipment

Every track driver should have a small tire kit in the paddock. We recommend carrying:

- A high-quality digital tire pressure gauge that reads in 0.1 psi increments.
- A portable air compressor or battery-powered inflator for adding air between sessions.
- A simple valve core tool and a few spare valve caps.
- A notebook or phone app to record:
 - » Cold pressures
 - » Hot pressures
 - » Ambient temperature
 - » Track conditions
 - » Driver impressions

Those notes become incredibly valuable as you gain experience because they'll give you a reliable baseline every time you return to that circuit.

Final Notes

Don't chase perfection after every lap. Make small adjustments—typically 1 to 2 psi at a time—and give the car another session before making additional changes.

The goal isn't simply to hit a number on the gauge. The goal is to have all four tires working evenly, delivering predictable grip, and giving you confidence. When the tires are communicating clearly and wearing evenly, you'll find yourself driving more consistently—and that's where both speed and safety come from.

Remember: the stopwatch is the last thing to worry about. A well-managed tire gives you a car that's balanced, predictable, and enjoyable to drive, which is exactly what we want.

QUESTION:

For my first time at a track like BIR, what 'what to expect' information should I receive beforehand, and would a map of the

track and grounds (including flag stations, entrance, and exit) be provided?

- Submitted by Barry BIR-gin

ANSWER:

Your first track day can feel like drinking from a fire hose, but our goal as instructors is to remove as much uncertainty as possible before you ever put your helmet on. The more you know about how the day flows, the more you can focus on learning to drive safely and having fun.

Before arriving at Brainerd International Raceway (BIR), you will receive a comprehensive event packet that answers the most common questions and helps you arrive prepared. Your packet will include:

- A schedule for the weekend, including registration, technical inspection, classroom sessions, driver's meetings, and on-track session times.
- Arrival instructions, including when the

Continued on page 28



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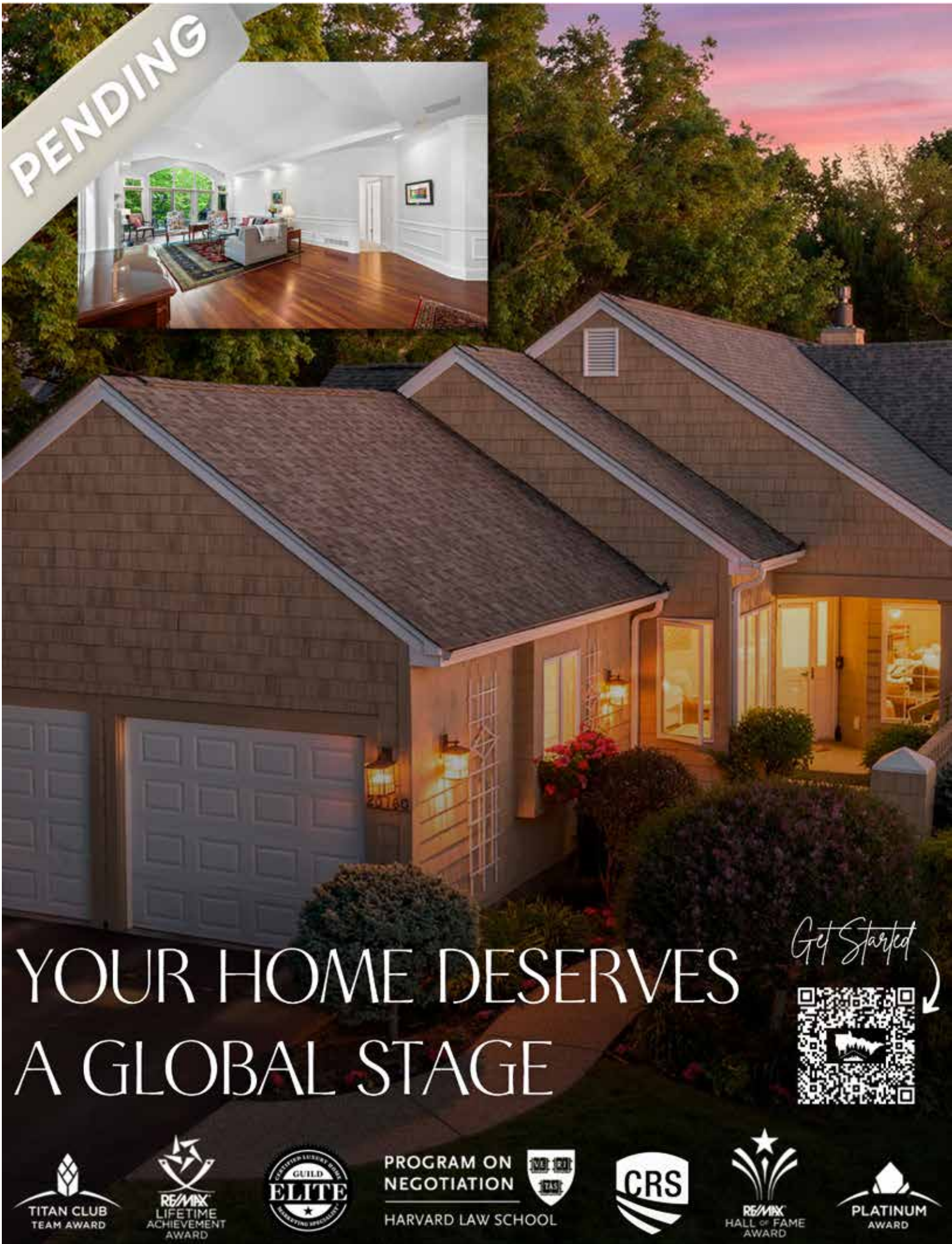
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PENDING



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Seen at the All Porsche Show; Run at Loonacy . . .

by Jim Southwell, APS Co-Chair

A new element was added to the All Porsche Show for 2026, a “People’s Choice” contest to pick the crowd favorite car. Among all the beautiful and interesting Porsche examples shown, Rick Moe’s 917 RCR was the choice. Race Car Replicas, a Michigan company, supplied the basic kit, Rick and son Kris supplied the three years of planning, fitment and assembly to bring it all to reality. No instructions provided!

As a professional mechanic and shop owner for over fifty years, Rick certainly had the experience and tools to get the job done. Relying on this experience, Rick chose the well known 911 SC engine as a base, and enlarged it to 3.2 liters, adding PMO carburetors to the mix. Combined with an inverted 915 gearbox and a Wavetrac differential, he had a proper drivetrain. Not the 4.9 to 5.4 liter 12-cylinder engine of the original 917, an unobtainable component, but something we all love.

The look of the car is very realistic; the body having been molded from an original 917 owned by long term PCA member and luminary Chuck Stoddard. Underneath, it’s a combination of an aluminum tub with a tubular rear frame for the drivetrain and suspension. The interior includes a near laid down driver’s seat and a smaller passenger seat, plus the much copied wooden shift knob. Out back, there are two luggage trays as required by the ACO for the 24 Hours of Le Mans. All done up in a Gulf livery ala John Wyer Automotive Engineering, and numbered “10”, Rick’s longtime Nord Stern track number, and as worn by Pedro Rodriguez in period. Rodriguez won eight races in 1970 and 1971 in a 917K, including Daytona, Watkins Glen, Monza, and Spa. Great choice, Rick!



NORD STERN AUGUST 2026

Siffert, Bell, Rodriguez celebrate a win



“Maestro de la lluvia”, the Rain Master



APS Initiates the Adjective 'Size Large!'

Text by Jim Southwell, photos by Michael Steinberg

The All Porsche Show has been around for many years, in a number of forms. Originally a Concours held at what is now called Town Square Park in Afton, it moved to Southdale Mall in 2004. A year later, back to Afton, then to Shakopee Memorial Park in 2006. Then, a move to Roseville Central Park in 2007 for the final Concours. 2008 and on, the event has been named the All Porsche Show, held at Central Park, and became simply a "Show", with no Concours, no judging, no trophies. The event changed to meet the needs and desires of members and the availability of a proper venue. One thing hasn't changed, and that is the effort of **fifty-year NS member Phil Saari** to keep this event running and relevant. Your author joined the effort in 2023.

The growth of the Region and popularity of our favorite marque had stretched the ability of Central Park to host the Show in the last few years, and this year we had the chance to move to Normandale Community College in Bloomington, a much bigger space. With room for two



hundred and fifty cars (see above for what is really only a 'slice' of the space), greenery surrounding the show field, and ample room to receive and stage the many attendees, it all looked good!

Some elements of the previous shows remained: a charity component, with St. Jude involved, an area for "For Sale" cars, and the Tin Fish food truck (above right). New this year were the inclusion of vendors on site, with Midwest Clear Bra, Cornerstone Insurance, Dentwerks PDR, and Further Performance, all eagerly sharing their availability and skills with the crowd. Porsche of St. Paul was there with a 911 Turbo S and Macan Electric. St. Jude reps were on hand to explain the St. Jude mission and facilitate donations. On the show field, significant cars were showcased on the



ends of the parking aisles, and diagonally on the flip sides of the curbing. Members and spectators enjoyed voting for a "People's Choice" award for their favorite car. Porsche People are competitive, right?

How did it all go? Brilliantly, if I do say so myself, and the smiles all around offered affirmation. We filled the two hundred and fifty spaces, the weather was perfect, and everyone seemed to enjoy this car-centric social situation. The Show generated fifteen distinct posts on the Region's Facebook page, a record, and some good feedback was received. St. Jude Children's Research Hospital got a nice donation. Phil and I have already met to de-brief from this event and start planning for 2027. Yes, we hope to be back at Normandale! Photos by Michael Steinberg

Yes, great weather and much better place to really take in all those P cars!

— Jerry Greene

Great turn out for the All Porsche show, at a very nice new location and with good weather. Congrats to Phil Saari, Jim Southwell and all the volunteers.

— Bruce Boeder

I received many positive comments regarding the organization of the event. All cars /drivers entering were excited to attend to the care volunteers took in placing cars. It was a team effort. So, volunteers who know who you are, a HUGE thank you for your time and outstanding efforts.

Our best, Jim Southwell and Phil Saari, Co-Chairs Great All Porsche Show today. Compliments to the organizer and volunteers of today show. I think we had more room than the All Porsche Shows at Roseville and it was much closer to my Eden Prairie location. I hope we repeat this location next year thanks again

— Ed Vazquez.

Prez Sez . . .

continued from page 6

If you're not quite ready for that level of commitment, I encourage you to attend one of our monthly business meetings. They resume on Tuesday, September 1, at 6:30 p.m. at Spasso in Minnetonka, and all members are welcome. We'd love to see you there and hear your ideas as we continue making Nord Stern one of the premier Porsche clubs in the country.

Enjoy the rest of your summer, drive safely, and I look forward to seeing you at one of our upcoming events!

From the Archives . . .

by Christie Boeder

I have to admit these random photos that pop up on my computer are rather fun - mainly for those of us who have been members more years than perhaps we care to admit. To the left, and I don't know the year or the event but here are Bob and Judy Fleming (still members), Corey Johnson (still a member), Peter Vickery (still a member), Deb Johnson (still a member), Rudy and Jayne Mueller,



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The All Porsche Show grows into Size Large

photos by Michael Steinberg

Yes, the APS (All Porsche Show, Nord Stern style) features a lot of Porsche models and years; it really IS all about the people of the club, the people who love their Porsches, the people who come, see, and admire the many stunning cars on display each year and now at the new location of Normandale Community college. A few ID's, Upper left: Carolyn Veno and Gayle Southwell at registration, Picnic time!, Amanda Zander. Next row L, Bruce Boeder, Jim Arhart





A lot of folks are featured in Michael's photos and I'll ID a few and some I know I'll not know so mea culpa.

Center Above:
Jim Arhart,
Chris and Rick
Moe



L, 3rd row:
Nathan Reader;
Chuck Bar,
Amanda Zander

Bottom R, Rick
Moe's 917
replica

Next Page: A
spectacular
collage of
Porsches
photographed
by Bryan
Chamberlin,
but credit
goes to his
wife, Jennifer
Lane for the
layout and
composition







Monterey Pines Golf Course, 1250 Garden Road, Monterey, CA 93940 | August 14, 2026



Join us at Werks Reunion Monterey 2026!

Immerse yourself in both the Porsche cars and the people that make this marque so special

The popular Porsche show, Werks Reunion, is headed back to Monterey, CA on August 14, 2026, showcasing a breathtaking array of Porsches that are sure to excite Porsche enthusiasts! Porsche Club of America welcomes all Porsche clubs, owners, and enthusiasts, to join us for our 12th Werks Reunion Monterey. Expect to view spectacular Porsches, from rare classics to current models and everything in between. This year, we are celebrating the 50th Anniversary of the introduction of the 924 in 1976, as well as the series of transaxle Porsches, which will be the feature cars for Werks Reunion 2026.



More information: <https://www.werksreunion.com/monterey.cfm>



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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June kept the Porsche market on solid footing, even if it didn't quite maintain the pace we've seen over the last year. A total of 746 Porsches crossed the auction block with 73% finding new homes for a combined dollar volume of \$60,739,655. While dollar volume and unit volume were both well ahead of June 2025's \$38.6 million from 614 cars, this marked the first month since March 2025 that the sell-through rate failed to surpass the same month a year earlier. It was also the first month since February that the top five sales didn't consist entirely of million-dollar-plus cars. June's calendar featured the usual slate of online auctions, complemented by Mecum's Tulsa sale and Barrett-Jackson's inaugural auction in Columbus, giving collectors plenty of opportunities to keep the market moving.

Leading the month were a pair of 918 Spyders, and interestingly, neither was equipped with the Weissach Package. The first set June's high-water mark right out of the gate at the beginning of the month. Finished in Guards Red over a Sonderwunsch Garnet Red leather interior with Silver piping, this 420-mile example featured Front Axle Lift, the Carbon Fiber Interior Package, carbon-fiber side mirrors, and a carbon-fiber rear wing. Over the past twelve months, 918 Spyder values have averaged \$3.2 million, with sales ranging from \$1,715,000 to the \$6,050,000 paid for the 845-mile Orange Weissach example at Mecum Kissimmee earlier this year. While this car lacked the desirable Weissach Package, its stunning specification, extensive options list, and ultra-low mileage were enough to push the price to \$3,117,450 all-in, making it the first non-Weissach 918 Spyder we've seen eclipse the \$3 million mark.



PHOTO CREDIT DUPONT REGISTRY LIVE

Another rarity to cross the block in June was not one, but two 964 30th Anniversary Jubilee Editions, the first examples we'd seen at auction since March 2025. The first was a familiar car, #61 of the 911 produced, which returned after last selling in November 2024 for \$175,000. Finished in Viola Metallic over a Rubicon Grey leather interior, it underwent an extensive restoration with more than \$244,000 invested before setting a new all-time auction record at \$340,964. Just ten days later, another Viola Metallic over Rubicon Grey example, #491 of 911, crossed the block. Imported to the United States in 2023 and showing 56,000 km (35,000 miles), it presented as a well-documented, highly original example complete with service records, maintenance book, and detailed paint meter readings. It sold for \$300,000, landing right where it should given its higher mileage than the 12,840-mile car that brought \$330,000 in March and the freshly restored record-setting example earlier in the month.

Early water-cooled 911s also had a strong showing in June, highlighted by a record-setting 996 GT2 and an ultra-low-



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mileage 997 Club Coupe. The GT2, a 20,155-mile example finished in Basalt Black Metallic over Black leather, was well optioned with carbon-fiber trim, Speed Yellow seat belts, and Porsche's updated PCCM head unit, while extensive service records and presentation helped drive bidding well beyond recent results. It ultimately sold for \$342,300 including buyer's premium, setting a new twelve-month high for the model. At the other end of the spectrum was one of the finest 997 Club Coupes to surface in years. Number 6 of the 50 produced, this one-owner example showed just six delivery miles and featured more than \$7,000 in Porsche Exclusive options, including the factory Aerokit. Despite its rarity and virtually new condition, it failed to sell at a final bid of \$300,000. My guess is the seller was hoping to capitalize on the enthusiasm surrounding the new 992 Club Coupe, but while more of those will inevitably come to market, it's hard to imagine another delivery-mile 997 Club Coupe appearing anytime soon, if at all.

While I tend to gravitate toward earlier SWB 911s, G-body Carreras have really been growing on me lately, and this 1975 Carrera Targa was one of my favorite cars of the month. One of just 174 examples imported to the U.S. for the model year, it came finished in Peru Red with Gold

Carrera script over a Cinnamon leatherette interior, a color combination that looked absolutely fantastic. Showing 59,000 miles, it also benefited from a well-documented engine rebuild and a long list of recent mechanical work, along with tasteful upgrades including Bilstein dampers and Turbo tie rods. Over the past twelve months, only one other 1975 Carrera Targa has sold at online auction, a Black example that brought \$95,000. This one comfortably surpassed that result, hammering at \$120,000, and deserved every penny in my opinion.

The 356 market struggled in June with only 40% of the 20 cars on offer finding new homes. There were still a few bright spots, including a pair of 356A Speedsters that sold comfortably into the \$300,000 range, but the car that drew the most attention was an exceptionally rare 1959 356A 1600 Super GT Speedster. One of an estimated seven examples built for the U.S. market in lightweight GT specification with the pushrod 1.6-liter engine, it came finished in Silver Metallic over a Black interior and retained its numbers-matching engine and transaxle. This wasn't the first time we'd seen the car either, having previously failed to sell at \$750,000 during Monterey 2025 and again

Continued on page 29

Twin Cities & Area Events / Autocross Calendar 2026

Date	Event	Sponsor	Location
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
SCCA LaCROSSE AUTOCROSS WEEKEND: MAY 16 & 17 @ WINONA TECH INSTITUT			

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

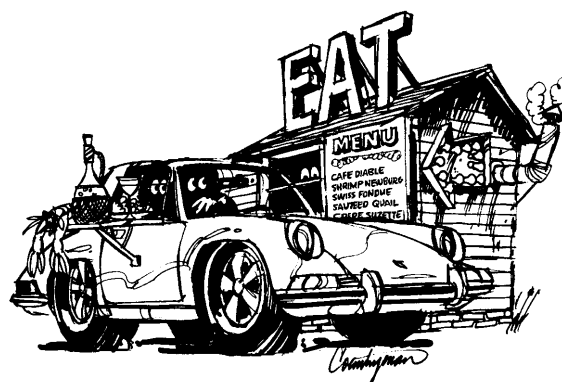
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APS continued

photos by Michael Steinberg

Upper Right:

Jim Southwell directs a number of the wonderful Nord Stern volunteers who make these events happen!

Right, clockwise:

Capturing the scene; people and Porsches galore

Below:

On Site was a food truck, the hard working Tin Fish peeps, and the truck itself (back by demand)

Bottom: great signage



Sally Slipstream . . .

continued from page 11

gates open, where to park, and where to unload your vehicle.

- Helmet and clothing requirements.
- Tech inspection requirements and a checklist for preparing your car.
- Information about fuel availability, food service, paddock etiquette, and where passengers are permitted.
- Emergency procedures and contact information.
- An overview of how instructor assignments, classroom sessions, and run groups are organized.
- A track map

For your first session at BIR, don't worry about lap times or driving quickly. Your instructor's priorities are much simpler:

Becoming familiar with corner worker stations and flags.

Learning the proper racing line.

Understanding where to look.

Recognizing braking references.

Entering and exiting the pits safely.

Driving smoothly and predictably.

We'll spend the first few sessions building consistency. Speed comes naturally after you've developed good habits.

Final Notes

Take some time to peruse the information provided to you. If you arrive with a good understanding of the facility layout, know where the flag stations are located, understand the daily schedule, and have realistic expectations for your first sessions, you'll spend less time wondering what's happening next and more time enjoying one of the best road courses in the country. That's exactly where your attention belongs.



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

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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Saturday, August 1

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11 AM - 2 PM



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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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	• Your Logo with link on website	• Your Logo with link on website	• Your Logo with link on website
	• Monthly Social Media Post [2]	• Your Logo with link on Kerbz registration site	• Your Logo with link on Kerbz registration site
	• HPDE Recognition on event site and drivers meeting	• Monthly Social Media Post [2]	• Monthly Social Media Post [2]
	• Free Garage at BIR Spring or Fall events (if registered for event)	• HPDE Recognition on event site and drivers meeting PLUS speaking opportunity at event [4]	• Official Loonacy Sponsor
	• Promotional Display at HPDE and other club events [3]	• One Complimentary HPDE Spring or Fall event registration and Garage Stall [5]	• Tent Space in Paddock
		• Promotional Display at HPDE and other club events [3]	• Banners/Logo on Pace Car [6]
			• HPDE Recognition on event site and drivers meeting PLUS speaking opportunity at event [4]
			• Two Complimentary HPDE Spring or Fall event registration and Garage Stalls [5]
			• Promotional Display at HPDE and other club events [3]
			• Event Vendor Tent Space at our All Porsche Show in June
		</	

Stuttgart . . .

continued from page 23

at \$1,000,000 at Mecum Kissimmee this January. This time, bidding stopped at \$896,000 without a sale. I hate to use the phrase “the market has spoken,” but with three attempts producing bids within a relatively narrow range, I'd say we have a pretty good idea of what buyers are willing to pay.

Overall, June was an interesting month. Unit volume and dollar volume remained exceptionally strong, but the slight drop in sell-through rate is something worth watching, especially after several days toward the end of the month dipped into the 50% range. Whether that's simply a temporary pause or the beginning of a broader shift should become clearer in July. I still expect the best of the best, particularly rare, highly original, and ultra-low-mileage cars, to continue setting new benchmarks. July's calendar

is a relatively quiet one with the usual online auctions joined only by Mecum's Harrisburg sale before the market's attention turns squarely toward Monterey Car Week in August.

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

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



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

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 - Spirited, 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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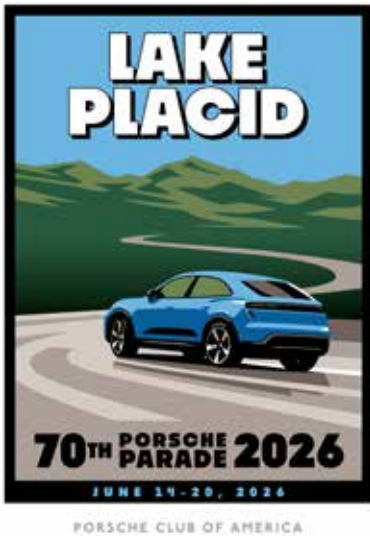
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I'm headed east; it will be a fourteen-hundred-mile drive to Lake Placid. It's the 70th Porsche PARADE, my 39th. I'll have all that drive time to remember attending back in 1994, when the PARADE was previously at Lake Placid. This year, there will be more than 1,361 Porsches with over 2,000 entrants/co-entrants, the biggest Parade by registration in history. I remember the area as a smaller town/semi-rural tourist location. The first day of driving, to Indiana, brings rain. Day two is a bright, sunny day, it's Smooth Jazz on the SiriusXM, destination:

Syracuse. As I pull off the tollway, I check the trip computer: 36.2 mpg for the whole day, 551.8 miles. Professor Porsche would be proud, he consistently maintained that sports cars should also be efficient. I doubt he imagined that a 400 hp Porsche could get such fuel efficiency.



The next day, it's north on I-81, then a zig-zag drive across northern New York to Lake Placid. The stretch on State 3 is a forest drive, designated the "Olympic Scenic Byway." I'm traveling with PCA member and friend, Ken. He's driving a 991.1. We get to Lake Placid just after noon and head straight for the Parade Car Wash. Yes, organizers have provided a special area replete with Griot's cleaning products, knowing we'll all want our cars cleaned after our long trips. Ken is showing in the Concours, he's got more prep to do over the next day and a half.

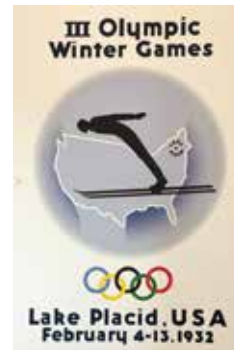


We check into the hotel, the GrandView. There is a custom key card for Parade participants with the "70" Years of

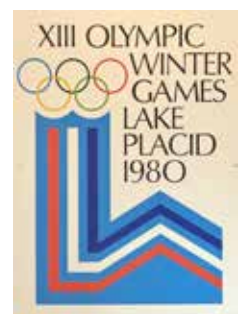
Parade logo. It really does have a grand view of Mirror Lake from the top of a hill above the Olympic complex, the site



of both the 1932 and 1980 Olympics. Yes, the site of the "Miracle on Ice" when the USA beat the USSR hockey team, despite the dire predictions. That proud American story has been made into a movie several times, and the 1980



ice rink is now named the "Herb Brooks Arena."



Sunday, it's time to turn in my Art Show

entries, and then go to Registration. Afterwards, I head to the Concours Judges' meeting, I park adjacent to the Vendor Village. (below, Official Parade image) That evening, it's time to head to the Pirelli Welcome Social and Banquet.



Theme? "Stars, Stripes and Speed." They've converted the ice rink into a gigantic banquet room, there is a sense of history as you look around and see it as the Olympic hockey players would have. I opted for? Boneless beef short rib, as part of a three-course meal that finishes with a Chocolate



Torte.

Monday, I'm up early to head to the Judge's Breakfast and final update on participant counts. It's going to be misty, rain might deter some people. This is more history, the display site will be on the Olympic

review, it's quickly clear why . . . it's the only car that got a "demerit" score in one of the five categories. While Concours Judging inherently has a subjective factor, I want our work to be so thorough that it will immediately hold up to scrutiny.

It's time for a quick lunch from a food truck, then I circulate the field of cars for my own pleasure. 959? Check. 918 Spyder? Check. Carrera GT? Check. Just one stunning car after another. Then there are these three cars parked in the center, near the PCNA area - what's up? Turns out these are the new Pixar TOY STORY 5 cars. Those were built at the Sonderwunsch "Special Wishes" Division.

Those three are: "Jessie," a 911 Targa GTS



4, "Buzz Lightyear, a 911 GT3RS, and



"Woody," a 911 Carrera T. These are the kind of rare and unique vehicles you get to



see at a Porsche PARADE. The Juniors are also judging cars, they show every intention of being thorough.

It's time for the awards ceremony. I head a revised team of three as we re-judge the five Preservation Class winners. These

cars span a time range from 1972 to 2002, and are eligible for one of the five most important awards of the whole Concours, the Grand Preservation Award. After we do the direct judging, I take the team for a sit-down consult. I want a full discussion, we will each get a full say as we rank order the cars 1-5. We agree on the bottom two cars quickly. It's the Top 2 that require extra discussion. There's three of us, and a 2-1 vote would be OK. But we work on it, sharing what we've considered in the "why" in our own ranking, the essence of a collaboration. In the end, it's unanimous: all three Judges agree the 1991 928GT is the Best Preserved, especially with 116,000 miles on it!

I head to the private reception for the Art Show. My volunteer responsibility has made me quite late; I'm only there for the last quarter hour. My printed-in-clear acrylic image of the Cayman . . . draped in a "checkered flag" shadow . . . which was taken in a parking ramp at the OKC Parade last year. It's Titled: "AMAT VICTORIA CURAM" (Victory Loves Preparation) and gets an "Honorable Mention" award. See what you think. Given that it's an Olympic



site, I'd loaned them my real Olympic Torch, which I proudly carried in the official relay to the Salt Lake City Winter Games in January 2002.** I gave full permission for attendees to take selfies, etc. PCA members could individually hold it and personally experience the "Light The Fire Within" motto.

And the story continues . . . after all, Parades ARE a multiple day extravaganza. The further adventures at this year's Parade in Lake Placid will continue in the next issue - September 2026.

skating oval. (Above, Official Parade image) I'll be the Head Judge for PS07F, which is the Preservation Class for "Transaxle" Porsches. After that, I'll be the Head Judge for a team judging the winners of each of the Preservation Classes for the Grand Preservation Overall Award. This event takes a big team of specifically talented manpower, and they actually took a group photo of all the Concours Judges; the first time, I think. (Below, official photo)



PS07F is one of the bigger Concours Classes, we start at 8:30 am and it takes most of the morning. I make sure we "check our work." When it looks like we're done, I turn to my team, pull out the score sheets, take the bottom one, and pose the question "Why did we score this car last?" As we

I used to visit my local bookstores on a regular basis. To hang out, scan the titles, skim the magazines.

O the magazines. Sometimes, if I had the time, I'd pluck a pile of Brit car magazines off the rack, sit back with my coffee and lose myself for several hours of bliss, as our petrol-head cousins from across the pond would send me on crazy excursions, in vehicles we could only dream about, to places we'd give our right arm to visit, on roads we'd covet. Border's, Barnes & Noble, they housed my dreamland.

As for books, it was a different story. I'd roam the aisles to find "Sport" and I'd find three, maybe four, titles ... on NASCAR greats, maybe a bio of Schumacher, not much more. "Transportation" was much more problematic. First you had to find the section, and it was always tucked away, near the restrooms, next to "Philosophy" and "Self Help." Then you were graced with, again, three or four titles on the greatest sports cars in the history of the universe, Camaro legends through the years, that kind of thing.

When Border's went under, my choice of hang shrunk mightily. Although I did watch as Barnes & Noble reinvented itself with toys and kids' books and lots and lots of pop fiction. And the magazine racks - they did stay put, thank God.

These days, a visit is not necessarily part of my weekly routine. I read books, basically anything I want, on Kindle. I get daily updates on all things automotive, and racing, in my e-mail. From a slew of sources. It's not the same, but I'm not complaining about the barrage of information, more than I could possibly process in many lifetimes.

So ... just last week, I decided to drop by my local Barnes & Noble. It had been a while. Upon entering, I let out a deep sigh, because, just to my left, all the magazine racks were still there. And so were the travel books, and the photography books, and the how-to books. What about car stuff, I wondered. Let's find out!

So I rounded a corner and there was "Sports." Ok, I thought, that was a good start. Now, where would "my" sports stuff be? Under automotive? Racing? Cars? Motor? F1? NASCAR?

Uh, no. It took, like, a split second to locate. Right there, smack dab in the middle, jumping out at my sore eyes ...

rows ... rows ... of car books! I nearly fell over in shock. I was so amazed, I wanted to remember the experience, so I stepped back and took a series of photos of the books, on my phone's camera....

And here's what I saw. "F1 Insider," "Life in the Pit Lane," "F1 Racing Confidential," "Zak Brown," "Inside Mercedes F1," "F1 The Pinnacle." It went on and on. Ferrari books. Porsche race cars. Bios on half the drivers on a current F1 grid.

I know! But there's more. On my way out, I did a quick scan of the magazine rack, and noted that all was well. Then I happened to thumb through the latest issue of Vanity Fair. Now, I happen to like Vanity Fair. It's sort of a more relaxed intelligent read than The New Yorker - it maintains a similarly high journalistic quality, but it's more easily consumable.

But, there, deep in the book, was a 10-page spread - 10 pages - under the title "You've Got a Fast Car." The subhead read "Wildly expensive vehicles, famous faces and a Netflix glow-up propelled Formula 1 from niche European import to full-blown American obsession..." Seems a photographer was dispatched to this year's Chinese Grand Prix in Shanghai, and the spread was his work. The de rigueur pit stop shot from above (of a Ferrari,) Kimi, George and so forth.

Here's the thing. You step out of the Barnes & Noble, walk to your car and ... what do you pass? A sea of bland appliances that people use for transportation. When was the last time that, in your normal, daily routine, not at the track or your local weekend Cars & Coffee, you parked your Porsche near ... not just another Porsche, but any sports car? Or sport sedan? Or coupe? Or performance vehicle of any kind?

I'm trying to reconcile this dichotomy. Are we living increasingly in alternate worlds, one where automotive enthusiasm is rampant, and one where utilitarian needs far outweigh the fun of it all? I don't have the answer. But, as someone who has a song for every occasion, I do have a song to hum as we try to figure it out. "All Things Must Pass" by George Harrison. And, remember, he owned a McLaren F1 road car.

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