



Nord Stern Region PCA
SEPTEMBER 2026

PORSCHE



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Porsche St. Paul

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PORSCHE

S E P T E M B E R 2 0 2 6

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

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Cover:

TURBO!

From the recent event at the
Medina AutoPlex

photo by Steve Bernstein



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

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

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

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

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

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

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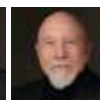
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Fall Color Tour
Jason Barney



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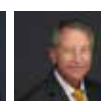
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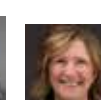
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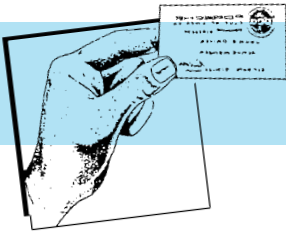
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Tech/Shop Relations - open

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



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

We hope to see you at upcoming events!

John Ackerson

Edina, MN

2023 911 Carrera

Matthew Benjamin

Savage, MN

2001 911 Turbo

Aneel Damle

North Oaks, MN

2024 Taycan 4S Cross Turismo

Devin Harrington

Edina, MN

2015 Macan S

Douglas Houser

Minnetrissa, MN

1992 911 Carrera 2

Michael Moline

Vadnais Heights, MN

Joseph Poulos

Plymouth, MN

2007 911 Carrera 4S

Dereck Shi

Gurnee, IL

Scot Wesolaski

Hugo, MN

2008 Boxster S

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!



Supporting St. Jude Children’s Research Hospital: Our Region’s Preferred Charity

For more than 25 years, Nord Stern has made philanthropy a key part of our membership and our identity as a region.

While we are united by our passion for Porsche, driving, performance, and the Porsche lifestyle, we are also a community that believes in giving back and making a positive difference beyond the driver’s seat.

That is why St. Jude Children’s Research Hospital holds a special place as our region’s preferred charity.

Every day, St. Jude works to advance treatments and research for childhood cancers and other life-threatening diseases. Families who turn to St. Jude never receive a bill for treatment, travel, housing, or food, allowing them to focus entirely on helping their child heal. This remarkable model is made possible through the generosity of donors and supporters across the country.

September: Childhood Cancer Awareness Month

September is Childhood Cancer Awareness Month, and once again this year, Nord Stern is joining forces with Porsche Minneapolis + St. Paul and JDC-Miller MotorSports for an aggressive, month-long fundraising campaign in support of St. Jude Children’s Research Hospital.

The campaign kicks off August 29 with an Open House at JDC-Miller MotorSports and will culminate on September 20, when JDC-Miller MotorSports will host a St. Jude patient family at the Battle on the Bricks IMSA race at Indianapolis Motor Speedway. The race will be broadcast live at 2 p.m. on NBC.

This year’s campaign has already received an incredible boost from some very generous Nord Stern members. Several club members made \$5,000 donations, helping establish a \$50,000 challenge. As a result of that generosity and the enthusiasm surrounding the campaign, we have raised our overall fundraising goal to \$100,000!

Every donation brings us closer to that goal and, more importantly, helps support the lifesaving work of St. Jude.

Love Racing. Stop Cancer.

The **August 29 Open House** will once again feature the “Love Racing Stop Cancer” sticker drive. Get your sticker, show your support, and your sticker can go all the way to Indy!

It is a fun and visible way for our Porsche community to demonstrate that our passion for racing can also help make a difference in the fight against childhood cancer.

Donating is easy: stjude.org/jdc

Continued on page 15

Advertiser Directory 2026

Auto Edge	BC
Dean Salminen, North Woods Agency	11
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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	



C lubtalk chatter was a bit active and I ran out of space to include all the comments and kudos for a number of the 2026 Nord Stern events on the calendar - there sure has been a lot going on. From the Loonacy DE and Club Race, to Drives, to Tech sessions. Plenty of driving and social action to pick and choose from.

So I'd like to utilize this column to more broadly 'share' a bit of the thanks and summer fun. First up, our Loonacy track action up at BIR:

A great event this past weekend!

Although the car count for DE and Club Race was down, the Club Racing had great close battles up and down the field.

Thanks to a large group of volunteers who made this event work.

— Bruce Boeder, BIR Loonacy PCA Steward

Yes, a great event this past weekend.

Many thanks to the organizers and to the weekend's volunteers who made the event a success. See all y'all next year.

— Glen Larson

But the best story from the weekend is attributed to Nord Sterner, Bill Corcoran, who was the high bid on the 917 'ride-a-long' offered by Rick Moe for the St. Jude Charity efforts. However, Bill couldn't fit in so he graciously offered the ride to Jarvis (Jim Southwell's grandson - see images

below) who fit perfectly and was THRILLED! What a win-win and kudos to Bill for his generosity!



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1. First, JOIN Porsche Club of America (PCA). Please visit www.pca.org for membership instructions.

2. Second, to subscribe to our Nord Stern Magazine

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3. To RENEW an existing newsletter subscription

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Jay Hilden - Treasurer

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

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SEPTEMBER

- 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

- 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

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

DECEMBER

- 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.*

2026

LOCAL CAR EVENTS, OF INTEREST

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

• MN CARS AND COFFEE •

First Saturday of the month, May - October

• CAFFEINE and OCTANE

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

• CARS AND CAVES •

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

2026

****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.

2026

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

2026

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!).





BIR Carousel = Good Road America Carousel = Great Nurburgring Karussell = INCREDIBLE!!

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NORD STERN REGION OF PCA

BECOME A VOLUNTEER



VOLUNTEERS NEEDED

JOIN US



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

VOLUNTEER@NORDSTERN.ORG



September already?! How is that possible?

It seems like it was just yesterday that we were getting excited for Nord Stern's Spring Fling at Brainerd International Raceway and here we are getting geared up for the Final Fling. The last track event of the season is happening September 18-19 at Brainerd International Raceway and we've had a couple of questions that are perfectly timed to help new DE drivers make the most of their time at the track. Thanks to Carry and Lois for your submissions!

I hope to see you in a few weeks in Brainerd as we wrap up another successful track season. Since it's the last event of the season, I'll be there doing my best to use up the rubber on my lovely sticky track tires before it's time to swap them out for my winter tires.

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:

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:

We recommend that every new DE participant bring a small, practical track-day survival kit. You don't need to show up with a full race shop in the back of your trailer, but there are a few items that can make your weekend considerably easier.

For the car, start with these:

- A good-quality tire-pressure gauge
- **A portable air compressor**
- Torque wrench and the appropriate socket for your wheel lugs
- Basic metric hand tools—sockets, wrenches, screwdrivers, pliers, and Allen/hex keys

- Flashlight or headlamp
- Duct tape and electrical tape
- Zip ties
- Shop towels or rags
- Nitrile gloves
- Funnel
- Small quantities of the appropriate engine oil and other vehicle-specific fluids
- **Spare fuses and bulbs where applicable**
- **A portable battery jump pack**

If you're running an older Porsche, we suggest bringing the tools necessary to deal with the little things that can arise with an older car. That doesn't mean you should plan on repairing the car at the track—it means you should be prepared to address a minor issue without having to make a parts-store run.

For the driver, add these to your list:

- Water (and electrolytes), snacks and easy-to-eat food
- Sunscreen
- Comfortable driving shoes
- Folding chair

A canopy or some form of shade is also highly recommended. A DE weekend can be a long day in the sun, and heat and dehydration will affect your concentration well before you realize it.

And finally, remember that your best survival tool is asking for help. If you experience an unfamiliar vibration, noise, fluid leak, change in brake-pedal feel, tire problem, or anything else that doesn't seem right, come off the track and tell your instructor or a member of the event staff. Don't try to diagnose a developing mechanical problem while you're driving at speed.

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:

If you've already done a few DE weekends, one-on-one coaching is probably a great way to accelerate your learning. With that said, there is a big difference between a professional instructor and someone simply offering to take you around a racetrack.

For a PCA DE participant, look for an experienced DE instructor or professional driver who is specifically comfortable coaching novice and intermediate drivers. The right coach isn't there to make you faster in one session. They're there to help you understand why you should be doing the things they're suggesting you do. A good coach can help you work on some of the

core driving principles like:

1. Vision and reference points

This is usually where we can make the biggest gains. A good instructor will help you identify braking markers, turn-in points, apexes, track-out points, and - most importantly - where your eyes should be looking before you get there.

2. Understanding "The Line"

Don't assume there is one magical "perfect line." The fastest line depends on the corner, the car, traffic, and what comes next. Your coach should explain why you're using a particular line rather than simply telling you where to put the car.

3. Braking technique

Learning to brake consistently and progressively is far more valuable than simply braking later. Once you have consistency, you can begin exploring threshold braking and, where

appropriate, trail braking.

4. Throttle application

A common novice mistake is concentrating so much on getting the car turned that they don't think about what happens on corner exit. A coach can help you understand how your entry speed, line, and throttle application affect acceleration all the way down the next straight.

5. Track etiquette

This is especially important in PCA DE. You should become completely comfortable with passing zones, point-bys, mirrors, flags, pit entry and exit, and maintaining predictable behavior around other cars.

Final Notes:

Don't choose to work with someone simply because they're a fast driver. A great race driver isn't necessarily a great instructor.

Continued on page 28



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Eagan Car Club Social . . .

photos courtesy Karen Laumbach, Nord Stern Region PCA Facebook Page

Another annual Nord Stern Region event, the EaganCar Club Drive/Social is now in the books and as Chuck Barr noted, Great pictures, Karen! Good seeing everyone's Porsches, and the fellowship among today's Nord Stern group was outstanding!



Dear Nord Stern, We loved hearing the comments on social media and wonderful feedback about our first-ever Craig Steele Photo Rally held this spring on May 9th. It was a ton of fun to set up the route, find the objects, and check (and double check) everything so all our participants would have a great experience. We appreciate all those who came out to run this new event!

The results and photos of the winners are included here. Congratulations to:

- 1st place - Alan and Jean Thiel
- 2nd place - Ron Burns and Gary Burns
- 3rd place - Tim Stone and Nina Stone

The winner came down to a very close guess on the number of corn kernels in the jar!

Our social media has also spread word about the Rally! Check this out - The Schonesland region is planning a Photo Rally using our model after reading about the success here in the Nord Stern Region. We will be going to Des Moines to run their Rally on August 22nd and enjoy the fun and camaraderie of another PCA event.

So glad to see information spread across our channels and grow the fun! New PCA friends to meet!

Thanks to everyone who ran our Rally, the Drives team for all the assistance, and our region for support and publicity. A great experience!

Rallymasters Cathy Robson and Dick Bristow



Above - the Thiel's in their 1960 356 at the Start marker

Right: Workshop-created trophies



Above: Ron Burns and Gary Burns receiving their award from Rallymasters (Dick L, Cathy R)



Above: Tim Stone and Nina Stone receiving their award from Rallymasters (Dick L, Cathy R)



Above: Alan and Jean getting their trophy from UPS



Prez Sez . . .

continued from page 6

Importantly, all donations go into the same fundraising pot, regardless of whether they come through JDC-Miller MotorSports, Nord Stern, or Porsche Minneapolis + St. Paul. St. Jude refers to this collective effort as “the Porsche Community.”

More Than a Car Club

As members of the Nord Stern Region, we have an opportunity to combine our enthusiasm for great cars with a meaningful purpose. Whether it's participating in fundraising events, making personal donations, purchasing raffle tickets, volunteering, or simply helping spread awareness, every contribution plays a part in supporting children and families facing unimaginable challenges.

Our region has always demonstrated that generosity is one of our defining characteristics. For more than three decades, Nord Stern members have shown that our commitment to philanthropy is every bit as strong as our commitment to the Porsche marque. Each event that supports St. Jude reflects not only our love of Porsche and motorsports but also our desire to give back to those who need it most.

Together, our efforts—large and small—help fund groundbreaking research that benefits children everywhere, not just those treated at St. Jude.

As we continue to grow as a region, we encourage every member to become involved in supporting this important mission. This year's \$100,000 goal is ambitious, but with the strength of the

Porsche Community behind it, we can make a meaningful impact.

Thank you to everyone who has donated, volunteered, organized, and supported our fundraising efforts over the years. And a special thank-you to the generous members who have helped launch this year's challenge. Your generosity truly makes a difference.

Let's make this September our strongest effort yet.

Love Racing. Stop Cancer.

After all, the most rewarding journey isn't measured in miles—it's measured by the lives we help in positive ways.

— Prez Derek



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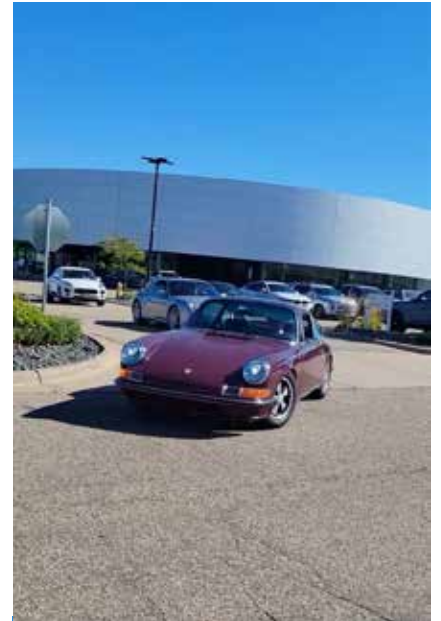
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Vino in the Valley Drive Departs Porsche St. Paul

photos, by Karen Laumbach (a small selection from one of the groups heading out!)



Vino in the Valley; Perfect Weather, Perfect Drive, Perfect Venue

photos, by the Guy and Jeannine Perera



Question: I have been thinking about this for a while and realized I just don't have enough knowledge or experience with collector cars to know the answer so I thought I would pose the question to the group.

On an all-original car with no modifications or prior restorations that is in overall really good condition but does have some items that are visibly worn (from use or age), does replacing the worn parts with new genuine parts (either new or NOS) affect the value of the car positively, negatively, or neither?

(I should note that I am not asking about consumable/wear type items that get used up and have to be replaced to keep the vehicle running safely, like tires, hoses, brakes, wipers, etc)

In my situation, the seatbelts are fraying and binding from rubbing in the upper guide so I am planning to replace them with new Porsche parts. Is the car still all original then? It will be the same part number just new, safer, but lacking the patina that age brings.

Or, if I replace the sun visors that the inner fill material has completely disintegrated into crunchy dust from age with new, genuine Porsche replacements? I won't be afraid to touch them anymore but they will be missing the patina of age.

Or, what about modifications that improve safety and reliability? Like adding relays to the headlight circuit so the high/low beam switch doesn't melt again?

For me, replacing these parts will increase my enjoyment of the car so it is positive. But I am curious from a market sales perspective will this hurt the value, make no difference, or increase it?

– Scott Monico
1980 911SC

Safety is the upmost. My opinions:

- 1.) You can buy new factory look/style seat-belts from many suppliers. I think that this won't affect the value as long as you use a good original style belt. You can also send off your existing belts to a place in TX and they put new belt material in on the original hardware. In either case save the old ones just in case as someone may want if you ever sell
- 2.) You can get replacement visors that look original. There is really not a way to redo them inexpensively. Again just save the old ones as stated above
- 3.) The headlight relay is a "must" in my book and does not

affect the value. Another item is to put a fuse (5 amp?) inline in the dash light string. Will save burnt wires also.

I say go for it on these items.

– Scott Kuhne

Scott, I agree with Scott (Kuhne).

I did replace a frayed seatbelt in my 911 and used a company called Safety Restore (safetyrestore.com) in Massachusetts and am pleased with the work. I feel it added value compared to the fraying belt it replaced. My 2 cents.

– Jon Beatty

Scott, with your car being a Weissach Edition, With only 400 made, you should still be good with the advice given here.

Yours is probably rarer yet being in the metallic black paint.

– Jim Southwell

I appreciate the advice. I am being careful to keep everything that comes off so if someone chooses to do so they could put it back to how I received it anyway.

– Scott Monico

Vino in the Valley Drive Kudos

Thank you to the Drives Committee and all the volunteers. Vino In The Valley was awesome as always.

– Guy and Jeanine Perera

Shout out to Allen (Kreemer)! Allen led Drive Group 2 and did a great job of pacing the groups so that we arrived sequentially and didn't overwhelm the facilities. I didn't nab a picture of his car on Saturday, so I grabbed one from a previous drive that he and I did scouting routes for Nord Stern. As they would say at Legal Seafood in Boston, "Lobstah!"

– Chuck Barr

Eagan Car Condo Event

Great pictures, Karen L! Good seeing everyone's Porsches, and the fellowship among today's Nord Stern group was outstanding!

– Chuck Barr



AVOIDING FRAUD AND SCAMS

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

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

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

Our advice to buyers:

Meet the seller and check out the car in person.

Watch out for these signs of a potential scammer:

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

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

Buyer Safety Tips

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

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

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

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

Public Service Announcement — Federal Bureau of Investigation (<https://www.ic3.gov/PSA/2025/PSA250418>)

"Online Car-Buying Fraud" — Edmunds.com (<https://www.edmunds.com/car-buying/online-car-buying-fraud.html>)

"Buying A Car Online? Here Are A Few Tips To Avoid Scams" — Autoblog (<https://www.autoblog.com/news/dont-fall-for-used-car-fraud>)

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



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journeys through England, Ireland, Scotland, Northern Ireland, and France—balancing legendary cities and rugged coastlines with refined comfort at sea. Demand is high—reserve your preferred stateroom now to secure the best cabin selection for this exceptional British Isles experience.



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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.
6. Official Loonacy Club Race Sponsor with the ability to set up a vendor tent in the paddock, hang banners, and have sponsorship logos on Pace Car

Questions? Contact us at
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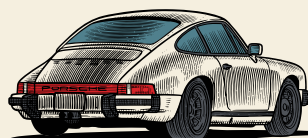
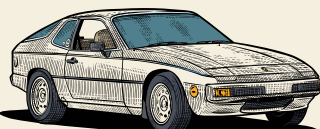
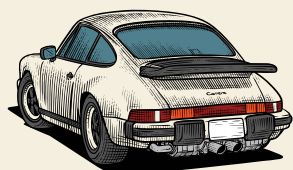
July marked the second month in a row that our sell-through rate fell year over year, although the decline was slight, with 73% of the 753 Porsches on offer finding new homes compared to 74% of 634 cars last July. But that one-point drop tells only part of the story, as unit volume jumped 19% and dollar volume surged 57% to \$59,992,378. The results were essentially flat compared to June, which saw the same 73% sell-through rate and \$60,739,655 from 746 cars, especially notable given that July's auction calendar consisted almost entirely of online sales. Mecum Harrisburg was the month's only in-person auction, and even that featured just a handful of Porsches. In fact, one weekend saw only two Porsches cross the block, making July's nearly \$60m total all the more impressive.

Leading the pack in July was our only supercar to cross the block, a 2004 Carrera GT finished in Fayence Yellow. One of approximately 44 examples produced in the color for the North American market, the car showed 9,000 miles and was

a very nice example, complete with its fitted luggage and documentation that the latest recall campaign was addressed in 2024. It sold on Bring a Trailer for an impressive \$4,568,000, proving that big money for Carrera GTs isn't reserved solely for the legacy auction houses.

Over the past few months, the 992.2 market has struggled, with most models posting sell-through rates below 50% and some models failing to sell a car at all. But 992.2 GT3s appear to have found their footing, as both winged examples on offer sold along with two of the three GT3 Tourings. The four cars that found new homes traded in the \$316,000-\$325,000 range, while the lone no-sale was the only Paint-to-Sample example, a Meissen Blue GT3 Touring that failed to sell at a final bid of \$343,000. The bigger news, though, was the arrival of our first 992.2 Turbo S: a 2026 Coupe finished in Slate Grey Neo over Black with 671 miles and a \$310,000 sticker price. Unfortunately, it went the way of many early 992.2s, failing to sell at a final bid of \$338,000.

On the 991 front, GT2 RSs continued to impress, with every example besting its high estimate and one setting a new all-time record. Over the past three months, the model's average sale price has increased by \$93,945, while the low and high ends of the market have climbed by \$59,500 and \$266,580, respectively. That new high came courtesy of a 2018 GT2 RS finished in Viola Purple Metallic with just 593 miles and a strong options list that included the Weissach Package, Sport Chrono Package, and carbon-fiber bucket seats. Sales in the \$600,000-\$700,000 range have become commonplace, but those cars were mostly finished in the usual White,



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Black, Grey, and Red. The combination of rare color and exceptionally low mileage pushed this one to \$1,000,000, making it the first GT2 RS to reach the seven-figure mark.

Another market gaining traction is the 981 Boxster Spyder, with its average sale price increasing by \$15,581 over the past three months while the low and high ends of the market climbed by \$6,005 and \$18,981, respectively. Although only one example crossed the block in July, it was a significant sale. The 2016 Boxster Spyder was finished in White over Garnet Red leather and Black Alcantara and showed 25,000 miles. Had this car come to market a year ago, it likely would have been an \$85,000 car. Instead, it sold for \$106,500, further demonstrating the growing strength of the 981 Spyder market.

Moving from one limited-production, mid-engine Porsche to another, the 1974 914 LE 2.0 also produced some impressive results in July. Porsche built just 1,000 examples for North America, split evenly between two distinctive colorways: 500 Ivory White and Phoenix Red “Creamsicles” and 500 Black and Sunflower Yellow “Bumblebees.” The last LE we saw sell was a Bumblebee that brought \$31,000 in August 2025, but July gave us two prime examples. First was a 57,000-mile Creamsicle with a multi-year restoration

completed in 2023 that sold for \$71,000. It was followed by a Bumblebee restored by Gaudin Porsche of Las Vegas for the 2022 Porsche Classic Restoration Challenge. Showing just 45 miles since completion, it hammered for \$91,000. Those prices represent a huge jump for the model, but both cars were excellent recent restorations, and, interestingly enough, both went to the same winning bidder.

Taking a look at the classic 911 market, July brought the rare opportunity to see two 1973 Carrera RS 2.7 Lightweights cross the block. Of the 1,580 Carrera RS 2.7s produced, only 200 were built in lightweight Sport specification, making it remarkable that two appeared in the same month. The first was finished in Blood Orange with Black side graphics and had been restored between 2017 and 2020 by marque expert Early 911S of Wuppertal, Germany. Formerly part of the Dana Mecum Collection before being purchased by the seller in 2025, it was an excellent, well-documented example that brought \$1,200,000. The second Lightweight sat at the opposite end of the spectrum. Although refinished in its original shade of Gulf Blue, it had lived the hard life typical of many competition cars from the era, with much of its body replaced following a major accident. That history

Continued on page 29

Twin Cities & Area Events / Autocross Calendar 2026

Date	Event	Sponsor	Location
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			

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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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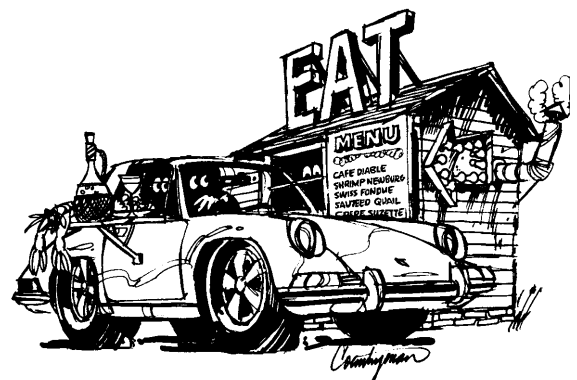
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Who Came Up with our Club's slogan? "It's Not Just the Cars, It's the People . . .

Courtesy <https://www.pca.org/news/origin-of-club-slogan-its-not-just-the-cars-its-the-people>



"It's not just the cars, it's the people." If you're a PCA member, you've likely heard and read this line many times before. It's everywhere. On club websites, banners, flags, posters, tablecloths, brochures, etc., etc. This is used so frequently, PCA even trademarked the phrase.

Most, if not all, of the 2026 Lake Placid Porsche Parade attendees didn't know that the man who created PCA's slogan was enjoying the event amongst them, the kind of setting that inspired the phrase. This Parade, attended by more than 2,000 members, was the largest to date – quite possibly a reflection of these very words.

40 years before the 2026 Lake Placid Parade, Alan Bambina created PCA's prominent phrase.

Inspiration first struck in 1986, when Alan had a conversation with his wife Linda after a PCA event. "We had just finished an autocross event. On the way home, I was talking about a member with a yellow 911 that did so well, and these other folks with their blue 914 and how they drove it," Alan explained, "and she said, 'What's their names?'" He couldn't recall. "So, she looked them up and got their names, and in that conversation, the two of us said, 'You know, we need to spend more time talking about the people than the cars.' So that was the origin of the phrase."

Beginning in January 1986, while serving as the Maverick Region President, Bambina wrote a monthly article in Slipstream, the Region's newsletter, highlighting members who had positively impacted the Region, hosted an event, or brought in new members. Alan explained, "I would highlight them and brag about them, and then I would end the article each month with the phrase, 'It's not just the cars, it's the people.'" He published 24 such columns during his presidency.

For Alan and Linda, "It's not just the cars, it's the people" clicked right away. "I said it to Linda, and she said, 'That's really the whole idea of PCA.' And we agreed, and I started using it in the Region newsletter articles," Alan shared.



Teri Davis, who was the chair of the 1987 Porsche Parade in Dallas-Fort Worth, was also the editor of Slipstream. "She liked the phrase. And surprising me, she created a graphic design for a teal-colored T-shirt sold at Parade with the phrase on it," Alan added.

That was the first time it was seen outside of the Maverick Region. And the T-shirt was sold to PCA members from throughout the club in the Parade goodie store. "People saw



the T-shirt and apparently somebody from national saw it, and once again, a surprise to me, they adopted the phrase and put it in their flyers." Alan elaborated: "That was the start of Porsche Club of America using the phrase, back in 1988."

All these years later Alan, a 48-year member, is proud of his contribution to the Porsche Club of America and does not want to copyright the phrase. "If PCA wants to use it, it's my

Sally Slipstream . . .

continued from page 11

You want somebody who can explain what you're doing, demonstrate it when appropriate, recognize why you're making a mistake, and give you one or two specific things to work on rather than overwhelming you with ten corrections at once.

For PCA events, you can ask the Chief Instructor or DE Chair whether they have instructors who provide additional one-on-one coaching. That's often the best place to start because they already understand the PCA DE environment, the event's rules, and the expectations for passing and track etiquette.

At your stage, the goal shouldn't be to chase lap time but to build consistency. When you can drive the same corner the same way repeatedly, you've created a foundation on which speed can safely be added.



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



Above, Chuck Barr and his Vanadium Grey Metallic 911 P-car exiting Porsche St. Paul leading Group 1 of the Vino in the Valley Drive

Who . . .

continued from page 27

gift... I'm not interested in claiming any authorship, PCA can use it all they wish."

And use it the club did. Porsche Club of America registered the phrase on September 13, 2022, with the United States Patent and Trademark Office, claiming the mark was first used in 1989. And the slogan has been prominent in most of the club's membership marketing and publishing endeavors ever since.

When asked what this phrase means to him, Alan said it better than any trademark or club publishing material ever could: "The slogan



is the entire attitude of the club. Yes, we are drawn together by a common appreciation and love for these vehicles, but the vehicles are just that — vehicles. I have met and grown to like and have included in my bubble of friends very diverse folks, from do-it-yourselfers that own 20-year-old cars and want to learn how to fix it themselves, all the way to folks that don't blink twice about walking into a dealership, writing a check, and driving out with a brand new one. And everyone in between."

"It's mostly the people I have gravitated to, and the people I enjoy the most in the club are the ones that also enjoy getting involved," Alan related. "So, the cars are what bring us together, the people are what keep us together."



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

kept bidders at bay, and it failed to sell at a final bid of \$575,269.

The 356 market continued to seesaw between flat and soft throughout July, although the month's highlight was a very nice 1958 356A Speedster. Refurbished over 40 months after spending decades disassembled and in storage, it went on to earn a host of post-restoration awards, including Best Porsche at the 2017 Hilton Head Island Concours d'Elegance, Best in Class at the 2018 Concours d'Elegance of Texas, and a Podium Award at the 2025 La Jolla Concours d'Elegance. Finished in Silver Metallic over Red leather and riding on 15-inch Rudge knock-off wheels, it was everything you'd want in a Speedster. The market for this one proved

flat, though, as it sold for \$400,000, the exact same price it brought last September.

Overall, July was largely a repeat of what we saw in June, with the sell-through rate coming in slightly below the previous year despite big gains in both dollar volume and unit volume. Now, all eyes turn to Monterey, where 87 Porsches and six RUFs are set to cross the block in August. I expect the momentum behind supercars and modern classics to continue, but Monterey should also give us a good look at the vintage Porsche race car market, with two very nice 550s, a 907 Langheck, and several other significant competition cars on offer. Until next month.

David K. Whitlock is a writer for The Stuttgart Market Letter, a monthly 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.

2014 Boxster

Rhodium Silver, black leather, PDK, sport exhaust, premium package, BOSE, Cayman 18" wheels, ventilated seats, BiXenon headlamps, PS Plus, and more. Cotton custom cover, window sticker, owners manual and all service records. Purchased and serviced only at Porsche St. Paul. 15,200 miles \$42,500 Jerry Patten 651 295 4983 jerry.patten@comcast.net

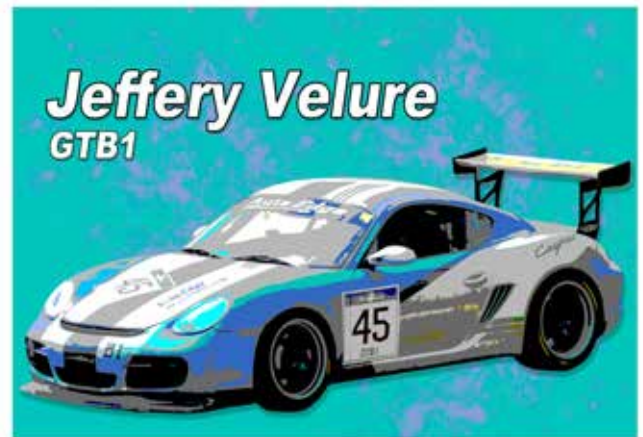


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Bret Bailey's Trading Cards: Iconic Nord Stern Porsches



The Loonacy Club Race/DE Crew

photo by David Grand,

The flaggers/corner workers/EMT/Ambulance workers with PCA National staffers gather on Sunday morning for a group shot after their meeting starting that day's track action. And no, no photoshopping to remove any background as that's how thick the morning fog was!



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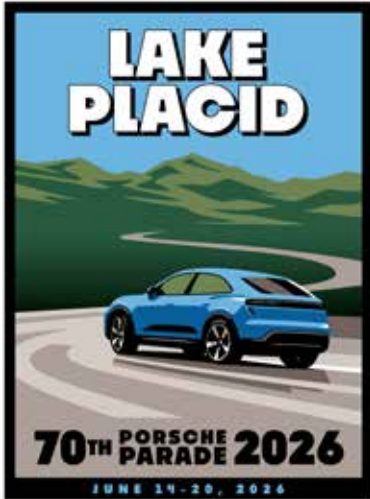
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And the story continues . . . Tuesday, I take some extra hours to rest, then Ken and I drive to Plattsburgh to walk the competition course. The route is east on NY 86, along the Ausable River and High Falls Gorge. It's a continuation of the Olympic Scenic Byway, and this stretch is a car "roller coaster," with many turns and elevation changes as it follows the chasm made by the glacier melt cutting through the sandstone after the last ice age. The driving competition will be on the same site as the 1994 driving event, this time it's called the "Sideways Moose." Elsewhere, the TSD rally is going on.

That night is the elegant Concours Banquet, the biggest of the whole week. I opt for a beef strip loin and finish off with a lemon berry mascarpone cake. This is meant to be the most formal of the week, I wear a suit. Pomp and circumstance, and

they hand out National Awards such as "Enthusiast of the Year" and more.

Wednesday is the first day of the Autocross, plus a huge range of tours, and the Tech Tactics seminars. Sim racing, RC cars, wine tastings, too? Sure. I opt to rest and study for the Tech Quiz. Might my fellow Minnesotans have especially enjoyed being in the curling tournament or a ride on the wheeled luge at Mt. Van Hoevenberg?

Thursday, we head to Plattsburgh for Day 2 of the Autocross. It's raining, I'm hoping it might ease. Instead, the rain

increases, and as I head to grid, it's more like a downpour. My tires are near the end, down to the last 20% of tread. Perfect for dry conditions, but for this day? A worst-case scenario, hydroplaning is inevitable. Others had tires with



more tread. I guess it was entertaining to watch, with a few lurid, controlled slides when I hit areas of deeper water, I was driving my heart out; only good for second place. (Official Parade image)

Friday morning, time for the final of the four official "big" competition events. The Historic and Technical Quiz. 50 "general" questions on Porsche and PCA history, and then 25 "model-specific" questions designated for your class. I take Q07M, so that section of the quiz covers the full range of Transaxle cars. That's the four-cylinder series of the 924 through all the 944 models and 968, plus the model I've owned for decades, the 928. While both have rear transaxles, there is less than 1% parts overlap. Results? Here are the Championship scores, nine each for men's and women's classes; can you quickly guess the Nord Stern member's



score? 99-83-92-61-91-96-82-68-94-83-91-103-51-77-98-73. That sole three-digit, that's yours truly, we know our Porsche stuff here in the Northland!



Saturday, Ken is doing the “Whiskey Run,” named after all the 1920’s bootlegging that went on in this area; it is near Canada. Me? I head to the Parade of Porsches. A re-creation of the original from the first Parade, 70 years ago. It’s misty, rainy, but over 200 of us still showed up. It takes an hour and a half to get us lined up as desired, and the NY State Police will control intersections along our route to ensure it is clear and safe. While we wait, lots of people are having a great time holding my Olympic Torch. Eventually, the lead State Patrol car is positioned with some PCA National Officers to be first out. I’m in Row 1, so I’ll be near the front. The boys in blue are setting a brisk pace, which was appreciated by our group of lead foots.

the Gimmick Rally, Nord Stern members David Kaus and Maria Gonzales finished second in a huge field of competitors. Then



it’s the Tech Quiz awards, I’m proud to win Q07M, one of the largest classes. (Official



handoff.” On cue, I bring up my Olympic Torch and do a brief interview with Mark Shevitz, the emcee. (Official Parade image, bottom left)

Then Jack Stephenson, the PCA Parade Chairman, comes up on stage; I hand my Torch to him . . . To symbolically begin the



journey to Boise. See you there?



Next? It’s the Volunteer Party. Over 700 people had done a full day’s work, and we were all rewarded with a first-rate buffet lunch, right on the same 1980 Ice Rink. They also hand out about 200 door prizes.

image) They give out some door prizes from Reliable Carriers and Porsche. They announce the 2028 Parade site: Traverse City, MI. I was there, both in 1989 and 2013 . . . it’s one of the closer Parade destinations. They run a video on Boise, the Parade destination next year, 2027. Mark your calendars for July 11 - July 17. I have fond memories from 2002.

There is an extra gift at this last banquet, a souvenir Parade logo glass, this one sponsored by Hagerty. I’ve also got aluminum cups, which are Olympic-specific. I’ll go home with two of each. It likely won’t surprise you that I have a wide array of PARADE logo memorabilia?! In the middle of a Minnesota winter, it’s great to pour a beverage, remember, and then think of the coming PARADE that summer

That finale? Given the ‘26 location at Lake Placid, there will be a special “relay



“Fueled by Volunteers?” Absolutely, and this significant event, just for the volunteers, shows that it’s not being taken for granted.

Back at the hotel, I start loading the Cayman for the drive home. I dress up once more, it’s time for the Victory Banquet. Officials have asked to do a special Olympic Torch handoff as the closing finale for our evening. Of course I say “yes.”

It’s one final time at the Herb Brooks Arena, I’ve opted for the Petite Filet Mignon with a finish of Tiramisu. They do the awards for

Now this headline made me drop to my knees, gasp for breath and look for the keys to my '78 911SC. "Porsche's New Plan for the Future Includes 5,000 Jobs Gone, Over \$2 Billion in Investments by 2035."

It ran recently on Road & Track.com. The subhead added "The cuts follow thousands of earlier layoffs as both Porsche and the broader VW Group brace for a tougher, more uncertain future."

I know, I know. Someone I used to work for had a saying he'd repeat often, when the going got tough. "The trees don't grow to the sky." Which I thought was a good corollary to the line "Nothing lasts forever." But this? To our beloved marque? How? Why? And what do they do, now?

Well, let's face it. Can you think of a worse time, like maybe ever, to run an automobile manufacturer? Tariffs today, no tariffs tomorrow. China deciding to decimate a market you helped create, by overwhelming it with their own home-grown product. The price of energy. Trying to predict a market for tech advances like EVs. Makes you want to go plop plop fizz fizz.

As Dusty Springfield sang, we're all "wishin' and hopin' and thinkin' and prayin'." But some people actually have some real, unsolicited, ideas. Like BBC Top Gear. They ran a story recently, under the headline "Top Gear's foolproof three-point plan to save Porsche."

Now, I've been reading buff books for too many decades. But I've never, ever, seen a story that begins with "Top Gear's had a high-powered overcaffeinated thinking office pow-wow on the subject . . ." Guess it really is a sign of the times. The crisis is real, and we all really do care.

Step 1. Balance the books. Cut your losses on the electric Boxster. Earlier this year, there was talk that the EV version of the next gen was dead. But now it's reportedly back, as an entry model, with gas "top models." Instead, give the tech to Audi for their next TT or whatever.

Slim down the bloated 911 range. There are now 21 variants. That's nuts.

Merge the Taycan and Panamera. In a vehicle that can support ICE, hybrid, EV and anything else the market might request.

Step 2. Refine the design. "Make people want a Porsche like they used to." Top Gear wants to restore the pop-out cupholders that don't obstruct shifting. And they would add an "Analogue Interior Pack." Where Porsche would switch to, and I quote, "starter buttons out, twisty keys return."

Step 3. Make the future exciting. Starting with a new analog supercar. Nobody wants e-supercars. "Lean into what made the 911RS, S/T, and Carrera GT go up in value . . ." Make 500 at a million each. "You'd sell them three times over."

Concurrently, "don't just chase the billionaire bonuses . . . Losing sight of the grassroots car lover's aspirations." Give us a new mid-engine baby Porsche for under 50k. "People will even forgive that flat four turbo engine now – it's not electric . . ."

Yeah, I know. As someone whose first Porsche was a '76 914 2.0, which I could afford in '78, when I was earning peanuts, I'm all in. The alternative is to chase what I call the Harley Syndrome – a customer base that's riding into senior citizen homes, and is not being replenished by younger enthusiasts. It's a death spiral. Porsche should know. You may recall they actually designed a more modern banger for Harley that was supposed to bring the marque into at least the 20th Century.

I have a few additional product thoughts. First, a Cayenne pick-up. At least for the US market, which, with the uncorking in China, is once again the marque's largest. I mean, how difficult, and expensive, would it be to chop the rear into a pick-up bed? Now, I wouldn't buy one. But, if it can fuel that new two-seater, I'm all for it. The market is gigundo. And I don't care what the powertrain is.

Line extensions. Don't laugh. I'm thinking golf carts, riding mowers, ATV vehicles, speed boats. I said don't laugh. Think Honda is laughing? They even have a business jet. If Porsche's "sports car" product mythology can translate to SUVs, why not?

Oh, and they should quit e-racing and get into Formula 1. Why let Audi have all the fun? It's the worldwide tech cutting edge. They belong. Forward!



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