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O C T O B E R

2 0 2 6

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

Table of Contents

Departments

- 4 2026 Nord Stern Officers and Committee Chairs
- 6 The Prez Sez . . .
- 7 From the Editor. . .
- 10 Sally's Slipstream . . . Guten Tag meine Freunde!
- 15 What to Use for Event Registrations?!
- 22 Stuttgart Market Letter
- 29 2026 Event Advertising Rate
- 30 Classifieds
- 30 Bret Bailey's Trading Cards: Iconic Nord Stern Porsches
- 32 Nord Stern Monthly Business Meeting Minutes - September 1st
- 34 Is It Real, or Is It . . . Unreal Features
- 13 JDC Open House - Social - AND supporting St. Jude . . .
- 14 JDC Open House
- 16 3M Tech Session
- 17 3M Tech Session
- 18 Clubtalk . . . Chatter
- 19 Tribute to the Porsche Museum:
Final 718 takes to the Racetrack!
- 21 Last Fling Driver Training

- 27 Book Review: Against All The Others:
Porsche's Racing History, Vol 2
- 29 Out and About with Nord Stern!
- 33 Out and About with Nord Stern at the Ozarks
Int'l Raceway . . .

Upcoming Events

- 8 2026-27 Calendar . . .
Details www.nordstern.org event calendar
- 24 Twin Cities & Area Events / Autocross Calendar 2026
- 24 Checkered Flag Social Saturday, October 17, 2026



Cover:
The color for the day is BLUE,
with raindrop accents!

From the recent Driver Ed outing
to the Ozarks International
Raceway - a GT3 RS

photo by Michael Steinberg

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

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

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

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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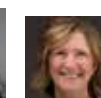
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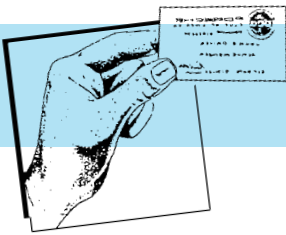


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Tech/Shop Relations - open

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

NORD STERN OCTOBER 2026



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

We hope to see you at upcoming events!

Matthew Dirks

Eden Prairie, MN
1999 Boxster

Christopher Drennan

Buffalo, MN
2007 Boxster

Isaac Durant

Elk River, MN
2018 Panamera Turbo

Robert Halgren

Austin, TX
2014 Cayman S

Madhav Kumar

Minneapolis, MN
2026 911 Targa 4 GTS

Robert Mahowald

Sartell, MN
2002 911 Carrera

Daniel Mariani

Maple Grove, MN
2026 911 Carrera S

Kai Pei

Cedar Park, TX

Robert Rupprecht

Hudson, WI
2016 Cayman

Adam Shadiow

Saginaw, MN
2021 718 Boxster

Dale Simpson

River Falls, WI
1977 911 Targa

Paul Tyler

Andover, MN
2019 Panamera

Jacob Wood

Springbrook, WI
2026 Panamera 4S E-Hybrid

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!



Winding Down Summer & Celebrating a Fantastic 2026 Season

As the warmth of summer begins to fade, another incredible Nord Stern driving season draws to a close. With our final track event of 2026 officially in the books, it's the perfect time to reflect on the year and recognize the many members who make our club—and our events—so special.

First and foremost, we extend our heartfelt thanks to our DE Chair, John Blackburn. For the past six years, John has led Nord Stern's Driver Education program, dedicating countless hours to ensuring our track events are safe, exceptionally well organized, and, above all, fun. At the conclusion of this season, John will step down from his role. We are deeply grateful for his leadership, enthusiasm, and steadfast commitment to the program. Thank you, John, for your incredible service and for the lasting impact you've made on so many drivers.

We also want to recognize our Registrars, Andy Barker and Vic Lee, for another outstanding year. Registration and administration may happen largely behind the scenes, but anyone involved in event planning understands just how essential these efforts are to keeping everything running smoothly. This year also marked our transition to the Kerbz platform, which significantly streamlined our administrative workflow. Andy and Vic deserve tremendous credit for

making that transition seamless while keeping our operations running like clockwork.

Of course, no discussion of Driver Education would be complete without recognizing Ben Rogers and his phenomenal team of instructors in the Driver Training program. Anyone who has participated in Nord Stern's training knows firsthand how thorough, rewarding, and foundational the experience can be. Their commitment to helping drivers build confidence, improve their skills, and enjoy their cars safely is a cornerstone of the program.

As you read this issue, many of our members are out enjoying the Fall Color Tour, a cherished Nord Stern tradition and a sure sign that the 2026 driving season is approaching the finish line. While it's always a little bittersweet to see the season come to an end, the Fall Color Tour provides one more wonderful opportunity to enjoy the open road, appreciate the changing landscape, and connect with fellow enthusiasts before winter arrives.

Looking ahead, we'll officially celebrate the conclusion of the season at our Checkered Flag Party on October 17. It promises to be a fantastic evening and a fitting opportunity to raise a glass to another year of memorable events, great driving, and, most importantly, wonderful camaraderie.

Continued on page 15

Advertiser Directory 2026

Auto Edge	BC
Dean Salminen, North Woods Agency	11
David Buyse, Corporate Tenant Advisors	23
Dent Kraft PDR	25
DentWerks PDR	8
Further Performance	28
Gain Stage Garage.....	23
Imola Motorsports	IC
Kris Skellenger, SPD Action Travel	9
LaMettry's.....	22
Midwest Clear Bra	31
Mollie Nygaard, Excelsior Realty	21
Motor Condos at Independence	15
Porsche Minneapolis	IC
Porsche St. Paul	IC
Raymond Autobody	26
Steve Albers, Avenues & Acres Home Team.....	12

2026 Advertising Rates

Ad frequency	x12
Full pg.	\$120, per month
1/2 pg.	\$85, per month
1/4 pg.	\$65, per month
1/8 pg.	\$55, per month
Inside Covers	\$130, per month (N/A)
Back cover	\$130, per month (N/A)
Business Card	\$55, per month
Ad sizes (maximum dimensions):	
Full page: 7.5" wide by 10.5" high	
1/2 page: 7.5" wide by 5.25" high	
1/4 page: 7.5" wide by 2.625" high; 4" wide by 5" high	
1/8 page: 7.5" wide by 1.3" high; 4" wide by 2.5" high	
Back Cover: 8.5" by 7"	
* All ads full color. Preferred formats include: hi-res pdf, High-res jpg, tif, Publisher, Word, most files can be accommodated	
* 12 month pre-payment required for ad insertion, billed yearly	



The Boeder's were fortunate to spend this past Labor Day weekend at one of our favorite tracks and resort areas: Road America in Elkhart Lake, WI. Always interesting, always exciting. And as it turns out, hubby Bruce's last official stint as one of the PCA Club Racing Stewards - after 27 years volunteering within the PCA program. Hard decision to make as it's been a passion and a challenging one that he found quite rewarding. And that doesn't begin to describe the relationships and friendships made along the way! But I digress, while this year's Club Race at RA didn't include a big number of Nord Sterners, there were certainly several notable drivers deserving a big shout out. As Bruce noted in a recent clubtalk post:

*"Nord Stern racer **Glen Larson** was awarded the PCNA Workers Choice Award for the first Green Group sprint . . . Fellow Nord Stern Racer **Scott Gill** made the "save of the weekend" during yesterday's Enduro exiting the Kink on the added green grass concrete blocks, only a foot away from the left wall, saving it but did three tank slippers down the track without hitting either walls.*

*Nord Stern racers **Keith Erickson** and **Troy Peterson** also raced well.*

It was a great weekend of racing . . ."

– Bruce A. Boeder

*"**Kevin Cyr** also had a 1st and a 2nd in the very competitive D3 (4RS Clubsport) class.*

Should be noted and celebrated that after many (many!) years of service this marked Bruce's last weekend of Steward duty. A great weekend of racing to go out on!

– Scott Gill

P.S. I have a multi-year, complicated, and vaguely codependent relationship with the Kink. (editor's note: I sense a few 'great' stories there!)

At the Saturday Driver's Meeting, Bruce's fellow national staffers recognized his work volunteering his time and expertise helping develop the national Club Racing program over the years - with some speeches, a plaque, and most importantly a bottle of Oban Scotch!



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3. To RENEW an existing newsletter subscription

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- Or, send your check, payable to Nord Stern, to Jay via snail mail address - available upon request

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

* Check your mailing label for your subscription's expiration date

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 ***
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MAY

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

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

LOCAL CAR EVENTS, OF INTEREST

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

2026

• MN CARS AND COFFEE •

First Saturday of the month, May - October

• CAFFEINE and OCTANE

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

2026

• 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.

2027

2027

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

2027

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

2027

2027

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

Well folks, that's a wrap for the 2026 track season. I hope you enjoyed it as much as I did! It's time to get your track cars all bundled up for a winter of well deserved rest and relaxation - or tear them down to the frame and do a complete rebuild - the choice is yours.

Since we're heading into the off-season we're highlighting two questions relating to off-season preparation - one for the car and one for the driver, to hopefully get you set up for even more track success in 2027.

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:

There are so many different tires, how can I tell the differences between them all? I also keep hearing about how important tire pressures are, what pressure should I run for my specific Porsche?

- Submitted by Michi Lynn

Answer:

Great questions - and a lot more difficult to answer than you might think! The different characteristics between tire brands and models can be either beneficial or detrimental to you based on your car model as well as your skill and experience level. What feels great to one driver in a 911 may be significantly less confidence-inspiring to another driver in a Cayman. With that said, we've pulled together some generalizations on a few common tires to hopefully provide a bit of a starting point in choosing what may be the best fit for you:

- **Michelin Pilot Sport Cup 2:** Extremely capable, precise and predictable; excellent balance of grip and communication
- **Pirelli P Zero Trofeo RS:** Serious track-oriented tire with excellent precision and high-speed stability
- **Bridgestone Potenza RE-71RS:** Very aggressive initial response and tremendous dry grip; feels extremely sharp

- **Goodyear Eagle F1 SuperCar 3 / 3R:** Very strong track performance with excellent braking and cornering capability
- **Continental ExtremeContact Force:** Extremely consistent and communicative; excellent choice for learning at DE
- **Hankook Ventus RS4:** Not the ultimate-grip tire, but exceptionally consistent and durable; a fantastic DE tire

The tire pressure question is also one that doesn't have a specific correct answer but tire pressures are one of the biggest differences between street driving and DE. The pressure on the door placard is generally intended for normal road use, not sustained high-speed cornering. On track, we're interested in both cold pressure and hot pressure.

As you run laps, the tires heat up and their pressure increases. What matters is the pressure when the tire is at operating temperature, and the ideal pressure depends heavily on the specific Porsche, tire and tire size.

As a starting point, we recommend following these steps:

- Talk to an instructor or knowledgeable participant at the track about what cold and hot pressures they recommend and set the tires to the suggested cold pressure before going on track.
- Run a few laps at a controlled pace and check and write down all four tire pressures immediately when you get into the paddock.
- Adjust the pressures as necessary to the targeted hot pressure.
- Check them again after the next session.

Keep in mind that your driving style will have an impact on the hot tire pressures. As you get more experience you may find yourself pushing your tires more, increasing your hot tire pressures. Conversely, as a new driver you may be overdriving your tires and your hot pressures may slightly decrease as you become a smoother and more consistent driver.

Question:

Now that we're in the off-season, is there any resources I can use or study to increase my skill level before I hit the

track next year?

- Submitted by Sam U. Lator

Answer:

The off-season is one of the best times to improve as a driver because you can work on understanding technique without the pressure of being at the track. PCA's DE program is built around developing driving ability, vehicle dynamics, and safety - not simply going faster - and there are several excellent ways to prepare.

1. Study vehicle dynamics

Before worrying about lap times, make sure you understand why the car behaves the way it does. Spend some time studying:

- Weight transfer under braking, acceleration, and cornering
- Understeer and oversteer
- The concept of the Traction Circle
- Throttle, brake, and steering interaction
- Smoothness and consistency

- The relationship between corner entry, apex, and exit

PCA has published HPDE educational material that specifically covers these subjects, including trail braking, the racing line, oversteer/understeer, smoothness, and concentration.

2. Watch onboard video of an experienced driver

Onboard video can be extremely valuable if you watch it as a student rather than a spectator. Pick a track you're going to drive and watch several laps. Before the car reaches each corner, try to identify:

- Where braking begins
- Where the driver releases the brake
- Turn-in point
- The apex
- Throttle application
- Where the driver's eyes appear to be directed

- How the driver positions the car for the next corner
- Then watch the same corner repeatedly. The goal isn't to memorize someone else's lap. It's to understand what the driver is doing and why.

3. Study your own previous track sessions

This is probably the most valuable off-season exercise if you have video or data from your previous DE events. Don't watch the entire session casually, pick one corner at a time and truly dissect your performance. Evaluate what you were trying to accomplish vs. what the car actually did.

Look for things such as:

- Turning in too early
- Excessive steering input
- Braking too long or releasing too abruptly
- Getting back to throttle too late

Continued on page 28



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JDC Open House - Social - AND supporting St. Jude . . .

photos by Michael Steinberg



Above, Roger Johnson of Nord Stern and JDC; Tom Karn, Below L, Michele and Jeff Eckroth chat with St. Jude folks, Another group of St. Jude representatives; Below L, Jim Southwell and Derek Laumbach, WIHA is also represented; Bottom L are members bidding on several silent auction items benefitting St. Jude at the JDC Open House held in late August





Above, L-R; Kim Fritze & a Dakota region member; Pat & Andy Golfis

L, JDC engineer discusses the complicated dynamics of the 963; Right, Keith Fritze and Rick Dagenais listen intently

Below right and left some of the St. Jude signage testifying to their work with pediatric cancer patients and families



Prez Sez . . .

continued from page 6

To everyone who volunteered, organized, instructed, registered, participated, or simply showed up to enjoy an event: thank you for making 2026 such a memorable year. Nord Stern thrives because of the generosity, time, talent, and passion of its members. Every contribution—large or small—helps make this club what it is.

If you'd like to become more involved, we'd love to see you at one of our monthly business meetings, held on the first Tuesday of every month. All Nord Stern members are welcome to attend, share ideas, and help shape the future of our club.

Enjoy these final days of the driving season. Soak up every last mile, savor the changing colors, and make the most of the open road. We look forward to seeing you at the Checkered Flag Party! Here's to a fantastic 2026—and an even brighter 2027!

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!).

Note the icon to the right for that quick visual spotting on your device! And yes, it is orange (I'll admit that's one of your editor's most favorite Porsche colors.)



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3M Tech Session

photos by Michael Steinberg

L to R, Guy Perrera; Jorge Bradshaw of 3M; Intent examinations!

2nd Row L-R: Just fascinating information and demonstrations by the 3M engineers; Bob Quickel, Tech Chair with Nord Stern and below is Andy Armstrong of 3M; Carolyn Veno

3rd Row: All in attendance are spell-bound; Rob Welch deep in discussion with fellow club members

Next Page - various shots of how engaged Nord Stern members were with this special 3M Tech session!

I want to express sincere thanks to Andy Armstrong and Dan Wittek (of 3M) for taking time to host the Nord Stern members at the Carlton Training Facility. I was out of town, but sounds like it was well attended and the content covered was engaging for the audience. Again, really appreciate you carving out time, on a weekend, to host this group and share your passion and expertise to the car community. To Bob Quickel - thank you for all your efforts coordinating the details. Thank you, Matt Jungbauer





Dear Nord Stern Friends and Supporters,

Thank you for joining us at the Drive for 5 event hosted by JDC-Miller MotorSports, Porsche Minneapolis + Porsche St. Paul, and Nord Stern PCA. Your energy, generosity, and shared passion for both Porsche and the lifesaving mission of St. Jude Children's Research Hospital® made the event truly special.



Because of supporters like you, we are proud to announce that our fundraising total now stands at \$75,568, leaving us just \$24,432 away from our \$100,000 goal! Thank you for helping us build incredible momentum and putting us on track for our most successful fundraising year ever!

If you were unable to attend, or if you'd still like to join the Drive for 5, there's still time to make an impact. We invite you to consider a gift at any level that includes a "5". Whether it's \$5, \$50, \$250, \$500, \$1,500, \$2,500, or \$5,000, every gift helps support St. Jude patients and families while advancing groundbreaking research and treatment. As part of the campaign, we also kindly ask that you help share this



campaign by inviting your network to help the kids of St. Jude!

As we enter Childhood Cancer Awareness Month this



September, we invite you to cheer on the No. 5 Porsche 963 JDC-Miller MotorSports team at the Indianapolis Motor Speedway by tuning in to NBC on Sunday, Sept 20 from 3:00 - 6:00 pm ET. We're honored that 13-year-old St. Jude patient T-Nash will be joining us, and our goal is to present a \$100,000 check to him and his family as a powerful symbol of hope and the impact this community can make together.

Donations are continuing to be accepted - let's cross that finish line. Make your gift today by visiting www.stjude.org/jdc or texting JDC to 626262.

Thank you again for standing with St. Jude, supporting children and families facing cancer, and helping prove that when the racing community comes together, incredible things happen.

With gratitude,

Your friends at JDC-Miller MotorSports, Porsche Minneapolis + Porsche St. Paul, and Nord Stern PCA

Tribute to the Porsche Museum: Final 718 takes to the Racetrack!

courtesy, <https://newsroom.porsche.com/en/2026/motorsports/porsche-718-cayman-gt4-rs-clubsport-six-hour-race-nuerburgring-42972.html>

August 1, 2026 - A racing car becomes the stage for an idea: the 718 Cayman GT4 RS Clubsport combines motorsport, architecture and brand identity in a single vehicle. Its design makes its origins visible. Porsche Heritage and Museum accompanied the entire development process, from initial concept to finished racing car. As part of the company collection, the vehicle will continue to carry forward the story of “75 Years of Porsche Motorsport”.



Motorsport is not merely a chapter in Porsche’s history, it is the foundation on which the brand was built. For 75 years, innovations have been tested on the racetrack before finding their way into production models. To mark the anniversary of “75 Years of Porsche Motorsport”, Porsche Heritage and Museum is showcasing this continuity in a particularly striking way with a 718 Cayman GT4 RS Clubsport featuring an exclusive Porsche Museum livery. Porsche Heritage and Museum accompanied the entire creation process of the race car from the body shell stage through to its final appearance. “This vehicle tells its story from different perspectives: it makes the connection to the museum visible, represents the present-day customer racing programme and carries the heritage of Zuffenhausen out into the world,” says Achim Stejskal, Head of Porsche Heritage and Museum.



The design of the livery focuses on the futuristic architecture of the Porsche Museum. As an ambassador for “75 Years of

Porsche Motorsport”, the vehicle embarks on a journey that makes it part of that very story itself. And because a racing car must first earn its place in the company collection with a few racing kilometres on slick tyres, the car took part in the six-hour race of the ADAC Ravenol Nürburgring Endurance Series (NLS) on 1 August 2026. Porsche Brand Ambassadors Timo Bernhard and Jörg Bergmeister shared driving duties in the number 718 car and crossed the finish line in fourth place in class. “This vehicle is our contribution to ‘75 Years of Porsche Motorsport’. It does not simply tell history, it continues to write it,” says Armin Burger, Coordinator of Historic Motorsport at Porsche. For the first time, Porsche Heritage and Museum joined forces with the motorsport specialists in Weissach and Team 75 Motorsport for an entry in contemporary motorsport competition.

Below: Timo Bernhard and Jörg Bergmeister



The Idea Behind the Documentary

The 718 Cayman GT4 RS Clubsport, internally known as the 982 generation, is the final mid-engined racing car produced in Zuffenhausen and continues this tradition. As Porsche’s current customer racing vehicle, it is homologated until 2027, after which it will be succeeded by the Porsche 911 GT4 R, the first GT4 racing car to be based on the iconic 911 platform. The high-revving six-cylinder boxer engine, the aerodynamics optimised for circuit racing and the stripped-back, functional interior all adhere to one clear principle: every detail serves performance. At the same time, the vehicle illustrates the close connection between development and motorsport. Insights gained on the racetrack flow directly into the further development of production vehicles. The car’s special design unites past and present while referencing both the Porsche Museum and Porscheplatz in Zuffenhausen. In doing so, the racing car becomes a moving reminder of the location where Porsche’s road cars and motorsport activities share a common origin. (To be continued . . . November *Nord Stern*, 2026)



Join a PCA Special Interest Register today!

PCA has 21 registries for those super enthusiastic about their Porsche model

The PCA Registry program was established in 1995 to encourage closer relationships within Porsche model owners in PCA. The program allows PCA members to network with others in their specific area of interest. Sharing of information fosters restoration and maintenance of members' automobiles. A registry can potentially provide a new resource for historical displays at Parades and other PCA events, along with information for articles in *Porsche Panorama*. Don't see a registry for your Porsche? We are also looking for individuals who are interested in starting a registry for a model that doesn't have an existing registry.



CHECK OUT THE REGISTRIES AT: www.pca.org/connect/special-interest-groups



PORSCHE CLUB OF AMERICA

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

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

Questions? Contact us at
advertising@nordstern.org



Last Fling Driver Training

photo by Judi Sievers

happening as this issue is being finalized and sent to the printer this weekend, here's a quick peek at the big crowd in the classroom for DT at the last track event for Nord Stern up at Brainerd Int'l Raceway. Lots going on and lots to look forward to for these 'newer' and 'older' (meaning experience, not age!) drivers!

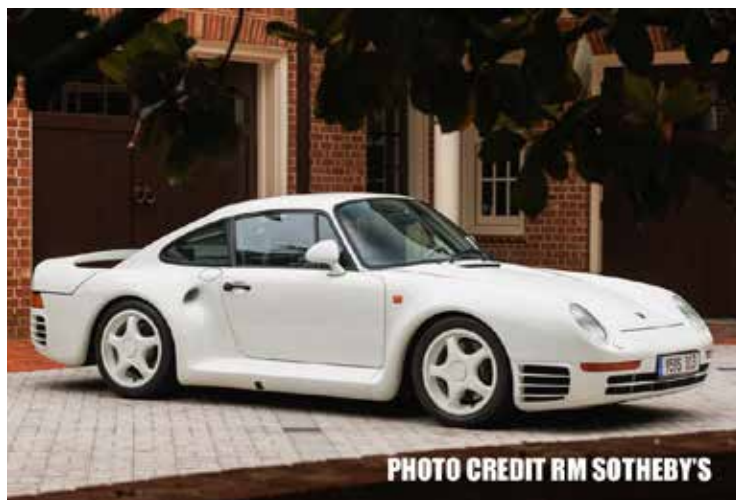


PHOTO CREDIT RM SOTHEBY'S

After two consecutive months of declining sell-through rates, August steadied the ship and brought plenty of money with it. Online auctions generated \$65.5M from 745 Porsches on offer, with 73% finding new homes. That's a 9% increase in dollar volume over July despite eight fewer cars crossing the block and an unchanged sell-through rate (STR). Compared to August of last year, dollar volume jumped 67%, unit volume rose 22%, and STR edged up one percentage point.

But of course, all eyes were on Monterey. With \$75.3M in sales from 152 Porsches on offer and a 77% STR, Monterey delivered a 38% increase in dollar volume over last year's \$54.5M, while unit volume climbed 27% and STR jumped nine percentage points. More cars, more money, and a greater percentage finding buyers made for quite an August.

The top of the market wasn't the usual Carrera GT and 918 Spyder show, with just three Carrera GTs and two 918s crossing the block in August. Instead, the big news came from Porsche's race cars of the 1950s and '60s, a group that has struggled to put sales on the board in recent years. This time, the majority found new homes, although prices came in below estimates. Given how difficult this segment has been, that was probably to be expected. Leading the pack was a 1968 907 Langheck at Gooding that brought \$3,305,000, but the one that shocked me was a 1958 550A that sold for just \$1,545,000.

RUFs were another surprise, with only three of the seven on offer finding buyers. But among those that sold was a 3400 S, RUF's take on the 986 Boxster with a 3.4-liter engine mounted midship, that brought a very impressive \$220,000. While the RUF results were mixed, the 918s and Carrera GTs continued to command strong prices, and Singers appeared to hold fairly steady.

Among the modern 911s, Monterey was missing the usual GT3 RS 4.0, but that didn't stop us from getting a million-dollar 997. That honor went to a 2011 GT2 RS finished in Carrara White over Black that hammered at \$1,100,000. Last month brought our first 997.1 GT3 in quite some time, but August brought out five, with an 8,000-mile example in Black selling for \$253,250. That's a healthy jump over the \$200,000 average we've seen over the past two months.



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But the most surprising GT3 sale belonged to a 996. Finished in Speed Yellow and showing just 9,700 miles, this car was Porsche North Houston's 2025 Classic Restoration Challenge winner, and win it did, bringing \$351,500. A staggering number for a 996.2 GT3. Another impressive 996 result came from a 2002 911 Turbo Coupe with a 6-speed, the X50 package, and just 5,386 miles that sold for \$280,000.

Further back in the 911 lineage, the classics delivered a strong 72% sell-through rate. Leading the charge were a pair of Carrera 2.7 RSs, a Touring at RM Sotheby's that brought \$896,000 and a Lightweight on Bring a Trailer that sold for \$805,000. But my favorite was the 1967 911S Coupe "Por She" art car. Purchased in the mid-1980s by artist Dr. Phyllis Yes, its exterior was hand-painted with a three-dimensional lace-style design. It was exhibited at the Bernice Steinbaum Gallery in New York City before being driven across the country as a traveling exhibition in 1985. This very different kind of Porsche art brought \$250,000.

Not to be outdone, the 356 market delivered a strong 76% sell-through rate. Monterey had plenty of special 356s on offer, but none more special than the 1952 356 America

Roadster. The brainchild of American importer Max Hoffman, just 16 were built, with only 10 known to survive. Finished in Ivory over Green leather, this example is the only one known to have been fitted with a racing-style fuel filler from new. It brought \$2,205,000.

August gave us plenty to talk about, from strong online results to renewed buying activity among vintage race cars at Monterey. Now the question is how much of that momentum carries into September. With Barrett-Jackson Las Vegas and Mecum Nashville on the calendar, we'll see whether buyers still have room in their garages, and their budgets, after quite a 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

Twin Cities & Area Events / Autocross Calendar 2026

Date	Event	Sponsor	Location
Oct 4th	MOWOG #10	MAC	Canterbury

SCCA LaCROSSE AUTOCROSS WEEKEND: MAY 16 & 17 @ WINONA TECH INSTITUT

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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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8-Year Nord Stern Member



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Book Review: Against All The Others: Porsche's Racing History, Vol 2

Courtesy <https://www.pca.org/news/against-all-the-others-porsches-racing-history-volume-2-1969-book-review>

Title: *Against All The Others: Porsche's Racing History, Volume 2 - 1969*

Authors: Randy Leffingwell

Publisher: David Bull Publishing

Format: Hardcover; 536 pages with 410 Photographs/ Illustrations

Where to Buy: David Bull Publishing website

How Much: \$120



Few years in Porsche competition history have been chronicled as extensively as 1969, yet Randy Leffingwell still manages to uncover fresh perspectives in *Against All the Others: Porsche's Racing History, Volume 2*. Rather than simply revisiting familiar stories, he reconstructs the season through an extraordinary blend of factory archives, contemporary documents, and firsthand accounts from the engineers, mechanics, managers, and drivers who lived it. The result is less a conventional racing history than a richly detailed chronicle of one of the most



transformative years in Porsche motorsport.

The arrival of the mighty 917 naturally commands much of the spotlight, but Leffingwell wisely refuses to let it dominate the narrative. The development of the 908, Porsche's successful rally and GT programs, and the

political and engineering decisions unfolding behind the scenes all receive equal attention. Organized chronologically rather than by model or championship, the book captures the frenetic pace of a racing department simultaneously developing multiple cars while pursuing its first World Manufacturer's Championship.

Just as impressive is the scholarship behind the book. Every page reflects years of meticulous research, and even seasoned Porsche historians will find fresh details and perspectives. Leffingwell has a gift for weaving technical development, competition history, and the personalities behind the cars into a narrative that remains engaging despite its scope.

At 536 oversized pages and illustrated with more than 400 photographs, engineering drawings, and archival



images, this is a substantial work. David Bull Publishing's production values are superb, with crisp reproduction and a thoughtful layout that makes an enormous amount of information surprisingly approachable. Better still, at \$120, it represents exceptional value. In an era when many automotive books cost considerably more while offering far less content, *Against All the Others* delivers an astonishing amount of scholarship for the money. It is an indispensable addition to any serious Porsche library and further cements this series as one of the most important works ever undertaken on the marque's racing history.

- Running out of track on exit
- Looking too close to the car
- Making unnecessary corrections

If you have video from an instructor session, even better. Your instructor's comments can provide context that you might otherwise miss.

4. Use a simulator if you have access to one

A simulator can be an excellent winter training tool, particularly for track familiarity, vision, braking references, and learning corner sequences. Keep in mind that a simulator can teach you the track but it cannot completely teach you the physical sensations of driving a real car at the limit. Don't become obsessed with simulated lap times. Instead, use the simulator to practice looking ahead, hitting consistent reference points, learning the racing line, and linking corners together.

If you have questions relating to simulators, Nord Stern DE Instructor Kris Skellenger has been in the simulator industry for close to 20 years and he is happy to answer any questions you may have. He can be reached at kris.skellenger@sim-services.com.

5. Work on your vision

This is something you can practice even when you're nowhere near a racetrack. When watching onboard footage, deliberately ask "where should the driver's eyes be right now?" The objective is to stop staring at the pavement immediately in front of the car and begin looking toward the next piece of information you need - corner entry, apex, track-out, or the next corner. Good vision makes almost every other driving technique easier.

6. Study advanced techniques but don't try to master them from a book

This is where we caution drivers not to get ahead of themselves.

Read about:

- Trail braking
- Threshold braking
- Heel-and-toe/downshifting
- Rotation
- Throttle modulation
- Managing understeer and oversteer
- Weight transfer
- Slip angle
- Corner linking

But remember: reading about trail braking doesn't make you proficient at trail braking. PCA's own educational material makes the same basic point: written material is an aid to understanding, not a replacement for actual practice and experience.

7. Make a plan for your first event next season

Don't show up next year thinking "I'm going to drive faster," show up with a specific objective. For example:

- Session 1: Re-establish consistency and

vision

- Session 2: Work on braking references
- Session 3: Work on brake release and rotation
- Session 4: Work on earlier, smoother throttle application

When you get to the track, go over your plan with your instructor so they can help you make progress in the areas you are focusing on.

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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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<table> <tr> <th>Monthly</th> <th>Pricing</th> </tr> <tr> <td>Full Page</td> <td>\$120.00</td> </tr> <tr> <td>Half Page</td> <td>\$ 85.00</td> </tr> <tr> <td>Quarter Page</td> <td>\$ 65.00</td> </tr> <tr> <td>Eight Page</td> <td>\$ 55.00</td> </tr> <tr> <td>Inside Cover</td> <td>\$130.00</td> </tr> <tr> <td>Back Cover</td> <td>\$130.00</td> </tr> <tr> <td>Business Card</td> <td>\$55.00</td> </tr> </table>	Monthly	Pricing	Full Page	\$120.00	Half Page	\$ 85.00	Quarter Page	\$ 65.00	Eight Page	\$ 55.00	Inside Cover	\$130.00	Back Cover	\$130.00	Business Card	\$55.00			
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All Ads Full Color																			
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Out and About with Nord Stern!

photo by Michael Steinberg

His smiles tell the tale - a satisfied group of drivers checked out the Ozark International Raceway (new track in 2022). L-R: Michael Steinberg, Steve Albers, Paul Davis, Tom Karn, Derek Laumbach, Tom Sabow, Stan Lim, Michael Bowman

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.

White/Black 2001 911 Carrera 4 Cabriolet



86k miles, 6-speed, New top and air/oil separator. 19-inch wheels with Porsche Crest. GT2 front and rear spoilers, new pioneer radio with Bluetooth and backup camera. New clutch at 45k miles. Professional Cat bypass on the exhaust with custom four tip exhaust tips. Sounds awesome! Over 10k in options. Really fun car! \$19,500

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Nord Stern Monthly Business Meeting Minutes - September 1st

by Tom Sabow, Secretary

Attendees:

Derek Laumbach, Karen Laumbach, Jason Barney, Tom Karn, Roger Johnson, Allen Kreemer, Andy Golfis, Jim Southwell, Phil Saari, Michael Steinberg, Carolyn Veno, Karen Larson, Andy Barker, Jay Head, Gary Amendola, Jeff Eckroth, Steve Albers, Vic Lee, Jamie Dolynchuk, Chuck Barr

Call to Order:

Meeting called to order by Derek Laumbach at 6:37 p.m.

NEW BUSINESS:

President, Derek Laumbach:

- Chair discussion, and subsidies received for the year

Vice President, Scott Quick

- No report

Treasurer, Jay Hilden

- Cheese Fling was a success, generating a net profit for the club
- Loonacy also a success, operating at a break-even for the club

Secretary, Tom Sabow

- No report

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

- No report

Advertising, Mollie Nygaard

- No report

All Porsche Show, Phil Saari and Jim Southwell

- June 27, 2026 event was a huge success. 240 cars, great venue at Normandale Community College

Autocross, Andy Golfis

- It was a good season

Club Race/Loonacy John Velure, Steve Albers

- No report

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

- St. Jude Fund raising . . . Thank you all club members for your contributions

Driver Education, John Blackburn

- No report

Driver Training, Ben Rogers

- 12 students registered for Last Fling

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

- Fall Color Tour: 48 slots filled, Pier B hotel, October 2-4
- Could use some more volunteers to help with drive

Fall Color Tour/Charity Ambassador, Jeff Eckroth

- See Drives/Touring

Historic Archives, Roger Johnson

- No report

Insurance, Jeff Carlson

- Insurance is current for upcoming events

Membership, Carolyn Veno & Michael Steinberg

- Nord Stern primary members: 1153, affiliates: 592
- JDC and All Porsche Show were very good for membership

Newsmagazine, Christie Boeder

- Appreciate all photographs and stories that you send in!

Nominating Committee, Jim Southwell

- Vice President and Secretary positions open for 2027, candidates are being considered

Photography, Michael Steinberg

- Nord Stern getting national coverage in Panorama magazine. Look under section "From the Regions"

Region Representative, Steve Kemp

- No report

Registrar, Andy Barker and Vic Lee

- All DE events are live and available to register on Kerbz
- Last Fling: 35 registered, 12 students, Fri/Sat
- Registrar still has a T-shirt stock available

Safety, Paul Thai, Tom Sabow, Gary Amendola

- No report

Social, Karen Laumbach

- Checkered Flag party October 17th at Buck Hill, 1 - 4 p.m.

Social Media, Judi Severs, Misty Martianos

- No report

Tech & Shop Todd Smith and Bob Quickel

- No report

Volunteers, Jim Southwell

- No report

Next Meeting:

October 6 at Axel's in Roseville

Adjourned @ 7:36 pm

**Respectfully Submitted by
Tom Sabow, Secretary**

Out and About with Nord Stern at the Ozarks Int'l Raceway . . .

photos by Michael Steinberg



As noted in photo on page 29, a group of Nord Sterners traveled for a Driver Ed event on this new (2022) track and reported back on the incredible fun on the 4-mile track with 1,200 ft elevation changes! More photos in November's issue.

How things have changed. Once upon a time, we were challenged by Memorex to guess whether what we were hearing, on a tinny speaker built into our TV, was actually a pre-recorded audio cassette, or not. Remember? And today . . . yeah, I know . . . you can create a whole full-length immersive real-world cinema experience, entirely on a computer.

Lately, I've been inundated by these videos of vehicles running into fields of speed bumps, or a single speed bump, or a solid barrier, or a single, immovable pole. And I keep watching. A city bus hitting a speed bump at 15 MPH . . . 50 MPH . . . 100 MPH . . . 300 MPH. At the higher speeds, the thing leaps into the air, like a line drive, flies head over heels, slams onto the tarmac and disintegrates on impact. Is this real? Yeah, right.

Or the Lamborghini Gallardo that hits the speed bump field at 150, goes airborne . . . and impales itself on a cross-highway sign. Same for the Tesla Cybertruck, which also bursts into flames on impact. I find myself cheering for the Ford F-150 pick-up, which seems to just lift up slightly, and then bump bump bumps its way to the flat pavement. I know, it's crazy.

What's next? Well, here's what I'm bracing for. And I have a feeling it won't be long.

In-car views of the mayhem . . . of a Cayenne, hitting that immovable pole at 200, slicing itself in half, lengthwise. Will the camera go dark? Guess it will depend on the mood of the AI agent.

The ultimate view, of the ultimate ride, from inside a 911 Turbo S, strapped to a Trident ICBM, launched from a missile silo in North Dakota. Or from a boomer, a ballistic missile submarine, lurking deep in the Pacific. I want the full trajectory, and impact, and the resulting hellfire and damnation. Would that end the lunacy? I know one thing - in the real world, it would. Forever.

But, hey, maybe this technology can be applied to something - uh - really worthwhile, like the never-ending debate over who is, or was, the best race driver of all time.

Think about it. If you watch F1 or, more specifically, the pre-race shows, you've probably seen the "shadow car"

visuals. They're very cool. You've got the in-car view of the lap and . . . all of a sudden . . . the image is superimposed by a competitor, at the same spot, in real-time. You can see, clearly, how each car and driver gains and loses precious tenths, hundredths, thousandths of a second, against each other.

Now, apply the greatest drivers ever, the Fangios, Clarks, Stewarts, Laudas, Sennas, Schumachers, Hamiltons and Verstappens, to the exercise. Factor in their machinery, the relative risk of each era and track, relative reliability, the foibles of the cars they drove. Mix in the fudge factor of everything the pilots ever did behind the wheel, every lap, ever. Bake a while. And, presto, out comes the definitive ranking of the best-ever. End of discussion.

Let's take it a step further. What would Hamilton and Verstappen have done, in 2021, if they were in each other's car? Who was the true villain? Who was faster? Who should have won the championship?

Or, how would the best of the best have done in the machinery of different eras? Could Fangio be competitive in a modern Ferrari? Could he even fit in the car? Could Schumacher man-handle a pre-war Mercedes W125? How would Hamilton apply his talents to a Lotus 25? Nuvolari in a '60s BRM?

And then . . . and then . . . match up the cars! A 962 versus a 917 or . . . and this one I'd really love to see, a 917-30! All external factors being equal. Or . . . a 288 GTO versus an F40, an F50, an Enzo, a LaFerrari. Or . . . every street Turbo model that Porsche has ever built. Or . . . Le Mans prototypes against Kimi's Mercedes F1 car.

Wait, wait! I just had a flash of reality. It's this; modern AI is bounding us toward the end of the barroom sporting debate. In due time, and it won't be long, every argument will only be a matter of bits and bytes. C'mon, tech giants, build those data centers. Enable us to end the discussion. Let's digitize, and resolve, anything and everything, once and for all! So we can all go back to . . . Memorex.



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