



Nord Stern Region PCA
NOVEMBER 2026



13300 15th Ave N • Plymouth, MN 55441

SERVICE / PERFORMANCE / RACING

Audi • Bentley • BMW • Ferrari • Lamborghini • Maserati • Mercedes • MINI • Porsche • VW

- Service & Repair
- Maintenance
- Performance
- Software Tuning
- Wheel Tire Service
- Competitive Pricing
- Coolant Pipe Pinning
- IMS Bearing Solutions
- Factory Technicians



imolamotorsports.com | T 763-205-2561

SHARKWERKS



APR

BBS

EUROPIPE

COBB

EVOLUTION
motorsports

EVOMS*it*

Hoosier
TIRE OFF ROAD

Elbach
SPRINGS

RSS



JRZ

HERM

Bring this ad in and receive a 15% discount on labor. (max value of \$200) One time use. Valid through 2023 Not valid with other specials.



PORSCHE

N O V E M 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!
- 22 Stuttgart Market Letter
- 29 2026 Event Advertising Rate
- 29 What to Use for Event Registrations . . .
- 30 Classifieds
- 30 Bret Bailey's Trading Cards: Iconic Nord Stern Porsches
- 32 Nord Stern Monthly Business Meeting Minutes - October 6th

Upcoming Events

- 8 2026-27 Calendar . . .
- Details www.nordstern.org event calendar

Features

- 13 We Did It . . .
- 14 Fall Color Tour - 'It's About the People!'
- 16 FCT: Starting at PierB with of course, a Driver's Meeting
- 19 Porsche Raceborn Moments:
Uncovering the story of the 1952 356 SL
- 27 Book Review: The Complete Book of Porsche 911 (4th Edition)
- 34 Say It Again?



Cover:
2026 Fall Color Tour is one for
the books

The fall foliage hardly needs any
extra adjectives - a visual delight

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.

Christie Boeder, Editor
11919 Hilloway Rd. W.
Minnetonka, MN 55305
612.845.4509 (cell) or
editor@nordstern.org

Adv Mgr - Mollie Nygaard, advertising@nordstern.org

PLEASE NOTE: All photographs submitted and published in the Nord Stern newsletter remain the property of the photographer and are subject to any and all copyright requirements. All photos are printed here with permission of said photographer.

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

2026 Nord Stern Officers and Committee Chairs

President
Derek Laumbach



president@nordstern.org

Vice-President
Scott Quick



vicepresident@nordstern.org

Secretary
Tom Sabow



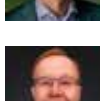
secretary@nordstern.org

Treasurer
Jay Hilden



treasurer@nordstern.org

All Porsche Show
Phil Saari
Jim Southwell



porscheshow@nordstern.org

Advertising
Mollie Nygaard



advertising@nordstern.org

Autocross
Andy Golfis



autocross@nordstern.org

Board of Directors
Jeff Eckroth
Tom Karn
Steve Albers



board@nordstern.org

Club Race Loonacy
WKND Events
Steve Albers



loonacy@nordstern.org

Club Race
John Velure



clubrace@nordstern.org

Club Race Registrar
Kim Fritze



crregistrar@nordstern.org

Driver Education
John Blackburn



de@nordstern.org

DE Registrar
Andy Barker
Vic Lee



registrar@nordstern.org

Zone 10 Rep:
Stephen Kemp
zone10rep@pca.org



Nord Stern
Photographer
Michael Steinberg



Driver Training

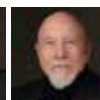
Ben Rogers, Scott Brown
Matt Smith, Tylar Twite



dt@nordstern.org

Drives@nordstern.org

Jason Barney, Chuck Barr
Allen Kreemer, Rich Rolfs



Charity Ambassadors
Fall Color Tour
Jason Barney



FCT@nordstern.org

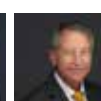
Insurance
Jeff Carlson



insurance@nordstern.org

Membership

Carolyn Veno
Michael Steinberg



membership@nordstern.org

Newsletter
Christie Boeder



newsletter@nordstern.org

Nominating

Jim Southwell, Bruce
Boeder, Theo Martinanos
nominating@nordstern.org



Safety

Paul Thai
Tom Sabow
Gary Amendola



safety@nordstern.org

Social

Karen Laumbach



social@nordstern.org

Social Media

Misty Martinanos
Judi Sievers



socialmedia@nordstern.org

Tech

Bob Quickel
Todd Smith
Derek Laumbach



techsessions@nordstern.org

Track Relations

John Blackburn
Tom Karn



trackrelations@nordstern.org

Volunteers

Jim Southwell



volunteer@nordstern.org

Webmaster

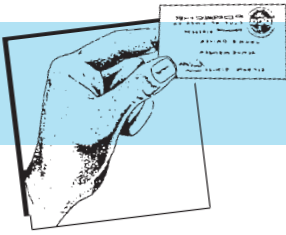
Dave Anderson
Christie Boeder



webmaster@nordstern.org

Tech/Shop Relations - open

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



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

We hope to see you at upcoming events!

Bob Peahl

Minneapolis, MN

2005 Boxster

William Steiner

Mound, MN

1986 928S

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!



The View from Behind the Wheel: Transitioning into the Slumber Season

As I look out the window at the crisp Minnesota fall air, it is hard to ignore the unmistakable signs of November. The vibrant autumn leaves have mostly dropped, the morning frost is lingering a bit longer on the driveway, and the reality of winter storage is officially knocking on our garage doors.

For many of us in Nord Stern, November brings a bittersweet transition. The roar of our flat-sixes at Brainerd International Raceway (BIR) has quieted down, the helmets and tech inspection sheets are packed away, and the tires are cooling off after a packed season of Driver Education, Club Racing, and Social Drives across the Upper Midwest.

While it's always tough to drop the lift, hook up the trickle charger, and tuck our favorite Porsches away for their winter hibernation, November is also a time for gratitude, reflection, and celebration across our region.

Reflecting on an Incredible Year

First and foremost: **Thank you.**

A region as active as Nord Stern only thrives because of the incredible dedication of our volunteer leadership, committee chairs, track instructors, event hosts, and every single member who showed up to make this season memorable.

From our early-season Green Flag gathering to our late-fall driving tour, 2026 was a banner year for turnout and camaraderie.

- **On the Track:** Our DE team, track registrars, and safety leads ran flawless events at BIR. Seeing first-time track drivers complete their first solo session with a wide grin is always a highlight of the season.
- **On the Road:** Our drives team coordinated fantastic routes across Minnesota and Wisconsin, giving us plenty of opportunities to exercise our cars along winding river roads and open country stretches.
- **Social & Off-Track:** From informal social gatherings to regional car shows, the passion of our community continues to prove that while the cars bring us together, it's the people that keep us coming back.

I also want to extend a sincere thank-you to our local sponsors, dealerships, and advertisers. Your ongoing support keeps the Nord Stern Newsletter arriving in our mailboxes and helps keep our event accessible to all members.

Club Elections & Looking Ahead to Next Year

November is also our season of transition behind the scenes.

- **Annual Elections:** Our annual club elections will be

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.....	22
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



Just a wow, I have received SO many incredible photos from this year's Fall Color Tour event based out of the PierB Resort in Duluth. And it's truly hard to pick and choose which to feature; hence, I'll be scattering photos in upcoming issues to keep that vibe going.

Great color, great cars, great folks and I'm sure, a number of fun adventures among the truly jewels of northern Minnesota and Wisconsin geography; including the architecture and significant history in our part of the country. Having just

done some touring and fall foliage peeping driving in Maine, New Brunswick, and Nova Scotia we here in Minnesota absolutely do NOT have to go very far to experience excellent fall foliage, cute small towns, curvy and hilly roadways, good food, and historic scenery. I personally think we are very fortunate here in our slice of the Midwest.

And in this issue, Roger Johnson has an update on the major philanthropy effort on behalf of St. Jude Research Hospital that netted a whopping \$100,000. Yes, it was that many zeros.

Check out his recap elsewhere in this issue, and here I'm including the photo (left) of one of those jumbo checks that are so fun to hand over to a well-deserving non-profit. Kudos to Roger, too, for spearheading this major endeavor. And to our club members and their willingness to support the drive.

It's not just the cars . . . It's the people.

AND, subscription renewals will be coming shortly. Nord Stern newsletter runs on the calendar year of 12/31/xx through 1/1/xx.



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

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

2. Second, to subscribe to our Nord Stern Magazine

- Visit www.nordstern.org and the Paypal hotlink on the Membership page.
- Or, send check, payable to Nord Stern, directly to the treasurer via the snail mail address below.

3. To RENEW an existing newsletter subscription

- Visit www.nordstern.org to pay via PayPal (<https://website.nordstern.org/membership/#JoinTheClub>).
- Or, send your check, payable to Nord Stern, to Jay via snail mail address - available upon request

ADDRESS CHANGES:

Please send any address changes or updates via email to membership@nordstern.org

Mail renewal checks to:

Jay Hilden - Treasurer

29 N 4th Ave. #101, Minneapolis, MN 55401

Reminder: Newsletter Subscription cost:

\$40 per year

or, \$108 for three years

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

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

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

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

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

2026

LOCAL CAR EVENTS, OF INTEREST

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

• MN CARS AND COFFEE •

First Saturday of the month, May - October

2026

• 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

2027

****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

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

"MASTERING THE ART OF PAINLESS DENT REMOVAL"

JAKE KELM
OWNER
612.237.9026
JAKEKELM@DENTWERKSPDR.COM

PAINTLESS DENT REMOVAL
DENT WERKS PDR
www.DENTWERKSPDR.com

612.599.7719 • WWW.DENTWERKSPDR.COM

13810 24TH AVE. N. SUITE 440 • PLYMOUTH, MN 55441



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

Get Your Member Badge!

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

Hello Track Friends, Thanksgiving is coming up and I can tell you that I'm very thankful for the Nord Stern organization and all of the friends I've made so far.

Hopefully the past year has given you a lot to be thankful for and 2027 is full of even more highlights for you!

On the topic of being thankful, our first question - submitted by Lonesome Larry - is a perfect way to segue into this week's questions. I'm thankful that we have such great people involved in the Nord Stern DE events that welcome newcomers like Larry to the track and set them up for success!

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:

As a new person attending an event, can I expect to be sought out and welcomed by current members of the club or event staff? - Submitted by Lonesome Larry

Answer:

One of the things that makes PCA special is the community that surrounds our shared passion for cars and driving. We want new members and first-time participants to feel comfortable, included, and excited to be part of the experience.

Before a Driver Education (DE) event, your instructor will introduce themselves to you via email and can answer any questions you have at that point. During the event, Nord Stern staff, instructors, and experienced members are generally happy to meet newcomers, answer questions, and help you get oriented. Introducing yourself to the registration team, connecting with your instructor, and striking up a conversation with someone in the paddock are great ways to quickly feel a lot more comfortable at the event. You'll often find that a simple question about someone's car is all it takes to start a conversation.

During the event, don't hesitate to ask your assigned instructor (or any instructor for that matter) for guidance. Our job is not only to help you become a safer, more

confident driver, but also to help you understand how the event works and feel comfortable asking questions. No question is too basic when you're learning something new.

Most importantly, remember that every experienced driver and longtime club member was a newcomer once. We want you to leave your first event feeling that you've learned something, met a few good people, and found a community you'd like to return to.

You're not expected to know everything when you arrive. Come with an open mind, a willingness to learn, and an interest in sharing the experience. The rest will come naturally, and we hope your first DE event is the beginning of many more.

Question:

Beyond the basic racing line, what advanced driving techniques (e.g., trail braking, managing understeer/oversteer) should I be focusing on to shave seconds off my lap times? - Submitted by Apex Abby

Answer:

The fastest way to improve your lap times is to become smoother, more consistent, and more deliberate with every input you make. Advanced driving techniques can certainly help you find additional speed, but they work best when your fundamentals are solid and you can repeat them safely, lap after lap.

At a PCA DE event, our priority is always a safe, controlled learning environment. We're not racing other drivers, and lap times are not the measure of success. That said, developing the skills used by experienced drivers can improve your pace, vehicle control, and confidence on track.

Here are the techniques I'd encourage you to focus on as you progress:

Braking consistency and brake release

Before trying to brake later, work on braking at the same reference point and producing a repeatable result.

Practice these fundamentals:

- Choose a visible braking reference appropriate for the corner and conditions.

- Apply the brakes smoothly and decisively, within the car's capabilities.
- Release the brakes progressively as you approach turn-in, unless the corner and your instructor's guidance call for a different technique.
- Compare how the car settles and how consistently you reach your intended entry speed.

Once you can repeat your braking point, pressure, and release, you can work with your instructor to determine whether a small adjustment improves the corner without sacrificing safety or consistency.

Braking later is not automatically faster. If it causes you to overslow, miss the apex, or compromise corner exit, you may lose more time than you gain.

Managing understeer and oversteer

Ideally, learning to recognize understeer and oversteer early is more valuable than learning dramatic recovery techniques. With that said, understanding how to

appropriately respond to both conditions is a vital part of being a safe driver.

When you experience understeer:

- Avoid adding more steering lock when the front tires are already sliding.
- Smoothly reduce the demand on the front tires. Depending on the situation, that may mean easing off the throttle or reducing steering angle.
- Reassess your entry speed and line. Carrying too much speed into the corner is a common cause.

When you experience oversteer:

- Look toward your intended path of travel rather than at the edge of the track.
- Avoid abrupt braking or sudden throttle changes that may worsen the instability.
- If appropriate and within your training, use a measured steering correction to manage the rotation, then unwind the

steering as grip returns.

The best correction is the one that prevents the problem from developing in the first place. Smooth inputs, appropriate entry speeds, and good awareness of available grip will help you avoid both conditions.

Throttle application and corner exit

Corner exit is one of the most productive areas to work on when you're looking for more pace, particularly when a corner leads onto a long straight.

Your objective is to get the car pointed toward the exit and progressively apply power without asking the tires to do more than their available grip allows.

Focus on three things:

- Patience at the apex: Don't rush to apply full throttle while you're still asking the tires for significant turning force.

Continued on page 28



B U S I N E S S I N S U R A N C E

PROTECTING SMALL BUSINESSES SINCE 1997

CONTRACTORS

HVAC

CONCRETE/MASONRY

ELECTRICAL

BUILDERS

AUTO DETAILING

FUNERAL HOMES

RESTAURANTS

LOCAL TRUCKING

ARBORISTS

LANDSCAPE SERVICES

RETAIL

COMMERCIAL ROOFING

AUTO REPAIR SHOPS

AND MORE!

Call Dean Salminen at 218.750.4515 | WWW.NORTHWOODSAGENCYINC.COM
Email nwins1@gmail.com | Veteran Owned | Nord Stern Member

23760 Lawtonka Drive
Excelsior, MN 55331



Avenues & Acres
Home Team
REMAX Results

Successful Close

LUXURY LAKE-AREA LIVING IN GIDEON COVE!

Call Steve to buy or sell your home.



Presented by

Steve Albers, Nord Stern Board Member

(763) 229-9067 | steve@stevealbers.com

Locally known, Globally connected.



STEVE ALBERS

(763) 229-9067

steve@stevealbers.com

avenuesandacres.com



Scan here for:

- EXCLUSIVE LISTINGS
- BUYER RESOURCES
- SELLER RESOURCES
- HOME VALUATION



PROGRAM ON NEGOTIATION
HARVARD LAW SCHOOL



WE DID IT! NORD STERN RAISES \$100,000 FOR ST. JUDE CHILDREN'S RESEARCH HOSPITAL

In my role with JDC-Miller MotorSports and Nord Stern, I was humbled and honored to help present a big check for \$100,000 to our St. Jude patient family and representatives from St. Jude Children's Research Hospital at the Indianapolis round of the IMSA WeatherTech Championship. For the fourth year, the team hosted a St. Jude cancer-surviving kid and his incredibly grateful family at a race and gave them a behind-the-scenes look at professional motorsports. We even gave Thompson his own driver's suit for the pre-race ceremonies!



Nord Stern's relationship with St. Jude began 5 years ago when the club leadership embarked on a collaboration with the St. Jude effort of Porsche Minneapolis + Porsche St. Paul, which had begun a relationship several years earlier. It was a perfect fit, which then grew into a powerful triad in 2023 when JDC-Miller MotorSports partnered with St. Jude and the St. Jude logo went on the side of its Porsche 963 race car. That was the 75th anniversary year of Porsche and the three groups organized a celebration at the JDC-Miller MotorSports race shop with a major component being fund-



raising for St. Jude. The **LOVE RACING. STOP CANCER.** theme was born and has grown into other sports that support St. Jude, ranging from Supercross, to NASCAR,

to even a bass fishing version. That event drew over 450 participants and raised a tidy sum for the research and kids of St. Jude. More importantly, it cemented the relationship with Nord Stern, the Porsche dealer organization, JDC-Miller MotorSports, and St. Jude, which made this year's



achievement possible.

This kind of generosity is not new to Nord Stern. I wrote



about the Club's 25+ year history of philanthropy back in June 2025 as a Nord Stern Chronicles post here:

<https://website.nordstern.org/nord-stern-history-post-57-25-years-of-nord-stern-philanthropy/>

Giving back is part of Nord Stern's DNA and has become a key element to what the club is all about.

As a club, we have a lot to be proud of here. Thank you to all the donors, large and small. Our little car club is making a difference for kids around the world.

Editor's note: Kudos to Nord Stern members, this is just a HUGE Wow. As the saying goes, it's the PEOPLE!



Prez Sez . . .

continued from page 6

wrapping up soon, and I want to thank everyone who took the time to cast their ballot for our incoming Executive Officers. Leadership in PCA is a labor of love, and we are fortunate to have a strong group of dedicated members stepping up to guide Nord Stern into the future.

- **The “Pressure Plate” Tradition:** In keeping with Nord Stern history dating back to 1987, as the outgoing President, I will soon hand over the traditional *Nord Stern President’s Traveling Pressure Plate*. Engraved with the famous words “KEEP THE PRESSURE ON,” it serves as a friendly reminder to the incoming team to keep building on the momentum of our 50+ year legacy.

Winterizing Tips & What’s Next

Before you completely close the garage door for the winter, here is your quick Nord Stern winterization checklist:

1. **Stabilize the Fuel:** Fill the tank to prevent condensation and add a high-quality fuel stabilizer before your last short drive.
2. **Tire Care:** Overinflate tires slightly (or park on tire cradles) to prevent flat-spotting during extended parking.
3. **Battery Tender:** Hook up a quality float charger to keep your battery healthy through the deep frost.
4. **Detail & Cover:** Give the bodywork and undercarriage a thorough wash to remove any late-fall road grit before putting on a breathable indoor cover.

Just because the driving calendar slows down doesn’t mean the club stops moving. Keep an eye out for details on our upcoming winter socials, tech sessions, and our annual Green Flag Gala early in the new year, where we’ll officially toast the new 2027 season and our new leadership!

Until then, stay warm, keep the battery tenders plugged in, and thank you for making Nord Stern the best region in PCA.

See you at the next gathering!



Minnesota’s Premier Luxury Garage Condo Destination.

LIMITED TIME SPECIAL!

Receive an additional
\$12,500 OFF
unit list price!

- Mezzanine, Steps & Railing Package
- Triple Pane Windows
- Upgraded 200-AMP Electric Service
- 10ft Trench Floor Drains
- Exterior Decks with Patio Doors on 30ft & 40ft Wide Units



25+ acre site! 120 garage condominium units featuring a sleek, modern facility design.
INQUIRE TODAY: (952) 222-7972 Sales@motorcondosat independence.com.

FCT: Starting at PierB with of course, a Driver's Meeting

photos by Karen Laumbeach



Below, Jim Southwell, Derek Laumbach, Mary and Scott Quick, bottom - Sunrise!



Below, Jason Burney addresses members at the driver's meeting at PierB Saturday AM



The Fall Color Tour Always Delights . . .

by Jim Southwell, photos by various Nord Stern members



Who doesn't love the Fall Color Tour? Anticipating the end of the driving season, members clamor to get registered on Kerbz and cheer when they get the confirmation email. Made it! Eighty-three members in forty-seven cars made the cut, and then the trek to the Pier B Hotel in Duluth, HQ for the last five years. The Pier B welcomed Nord Stern with ample parking and roomy accommodations, many rooms featuring harborside views. Sauna and cold dip facilities on site for the brave, if one could fit that into the full schedule.

As is tradition, the group decamped to the Kitchi Gammi club (below) on Superior St. for hor d'oeuvres, drinks, and camaraderie Friday evening. Drives Chair Jason Barney



and President Derek Laumbach welcomed the crowd and laid out the plans for the next day's activities. The Kitchi is a classy venue, open since 1914, and listed on the National Register of Historic Places. Thanks to longtime member Jim Holton for his help in securing both locations.

Saturday dawned cool but clear, with a blazing sunrise. Drivers and navigators formed up



for a quick drivers meeting to explain a few expected quirks on the route. Dennis Kruse and Scott Wilson had spent days



driving and designing the route, with Jason joining in for the full route check one week ahead. We were promised no gravel, lots of topography, and a familiar lead-follow situation over two hundred thirty miles. Group One was lead by Allen Kreemer, and swept by Chuck Barr (photo above). Group Two had Jason Barney with VP Scott Quick at the back. Group Three had routemasters Dennis Kruse leading the way, and Scott Wilson following in his Audi wagon with some emergency supplies on hand if needed. Great organization!

The first leg took the group over the Blatnik Bridge to Superior, where we picked up Hwy 53 through town and on to Hwy 13. Nothing special here, but the participants got used to staying in good form and dealing with the usual interlopers as we made our way along with Saturday traffic. Hwy 13 opened up to some nice hilly sections and time to feel the flow of the group. Some nice views of Lake Superior along the way added to the experience, as we made our way to the harbor at Cornucopia on Siskiwit Bay. Our first breather and chance to stretch, we were soon underway.

The second segment was where the fun began. Featuring a narrower two lane road, heavy vegetation, and views of many small glacial lakes feeding the trout streams in the White River Fishery Area and Rainbow Lakes Wilderness, on the way to to the Mt. Telemark Village Center and the new Birkebeiner facility near Cable. Dennis and Scott must

FCT . . .

continued from page 17

have studied and found the areas with the most diversity in tree cover, as the colors in this area were the best we've seen in the last few years. Sugar Maples, Paper Birch, and Aspen abounded. A lunch of wrap



sandwiches and salads was enjoyed while contemplating the hiking, biking, and Nordic skiing trails leading off from the beautiful new center.

Leaving the Cable area, we ventured north and east past Lake Namakagon, a tour staple, through the Porcupine Lake Wilderness and backtracked through some mileage seen earlier going in the opposite direction. Just as our beautiful! Minnesota has a lot of lakes, and Wisconsin is not far behind, at least in the areas we covered. Somewhere along this leg is where I infamously led the group off route a few years ago and ran a simplified course to Cornucopia. The word must be out there, as I have never been asked to lead again.



Now, all the sights capturing our attention were not just in the brilliant foliage, as lots of interesting vehicles made up our rolling conga line. Most model lines were evident, from Boxster to Macan to Panamera, but I will point out the number of vintage Porsches keeping up with the pace: Derek Prchal's Red '3.2 Carrera, Tom Wilbur's

Aubergine '72 coupe, David Maple's recently acquired Marine Blue Metallic '87 Carrera (High point of the day for me was driving this car as David agreed to trade cars for the third segment), Klaus Schneegans's Red '84 Targa (photo Above), and Brad Hewer's '91 911.

This brought us to Iron River, and the start of the fourth leg. Here we took a series of county alphabet roads (A, B, FF, F) and back on to Hwy. 13. If anyone can explain Wisconsin's alphabet roads, please do. I first encountered them years ago around Elkhart Lake, and the naming system remains a mystery. The Pier B awaited only forty-five miles ahead. There, a number of drivers and navigators made the short hike to Silo's bar for beverages and sharing of the day's experiences so far (photo below, PierB and



Silo's always welcoming to Nord Stern and our FCT). Smiles all around!

The final FCT stop was the familiar Clyde Iron Works, a re-purposed industrial facility that we have utilized several times now. A very cool building with lots of exposed steel beams and evidence of its past use. Make your own tacos was the order of the day, and the group eagerly partook. For whatever reason, Clyde had mothballed the tap beer system, leaving fewer choices for the/this beer lover(s). Nonetheless, a full and satisfying day.

As always, it was great to see some new and regular faces attending this iconic NS event, enjoying the driving, dining, and socializing that makes it so enjoyable. Where will it be next year? No doubt our Drives Team is already contemplating that subject, ready to add another chapter to our collective history. Stay tuned for the registration announcement!



Porsche Raceborn Moments: Uncovering the story of the 1952 356 SL

courtesy, <https://newsroom.porsche.com/en/2026/history/porsche-raceborn-moments-356-sl-43338.html>

NEW “RACEBORN MOMENTS” EPISODE:
UNCOVERING THE STORY OF THE 1952 PORSCHE
356 SL- 30/09/2026

The Porsche 356 SL marks the beginning of Porsche’s history in factory-supported motorsport. In 1951, the sports car secured the brand’s first class victory at Le Mans, laying the foundation for an extraordinary racing heritage. Yet even after 75 years, not every chapter of this early era has been fully written. Reason enough to take a closer look once again at the 356 SL and its history.

For a new episode of Raceborn Moments, Porsche Heritage and Museum has explored the story of a 356 SL from the company collection. Files, photographs and historical records reveal a fresh perspective on the vehicle and its role in the early years of Porsche motorsport.

The 1952 Porsche 356 SL never left the company’s ownership. Nevertheless, relatively little is known about its history. The new Raceborn Moments episode investigates the identity of this car. To do so, the corporate archive worked together with specialists to analyse numerous sources and historic photographs. “If we want to understand the story of this particular 356 SL, we need not only to examine its documented technical characteristics and specific racing appearances, but also to understand the history of the other cars,” explains Frank Jung, Head of Corporate Archive and Collections.

Project “514”: The Early 356 SL



The story begins in 1950. At the time, Racing Director Paul von Guilleaume approached Ferry Porsche with the idea of entering an international race. However, such a programme was not yet feasible.

Production had only just begun in Stuttgart, and the first vehicles had already been allocated



to dealers. For the later 356 SL models, Porsche drew upon aluminium bodies remaining from the Gmünd era.

Some of these had been manufactured by Tatra in Vienna. The body numbers assigned there are of particular importance to today’s research. The remaining examples were subsequently converted and modified in Stuttgart for motorsport use.

Internal documents refer to the undertaking as Project “514”. Although the designation originally referred to the engine type, it also appears throughout the records in connection with the overall project.

In 1951, a total of five 356 SL cars were built. A further four examples were created in 1952 from four additional aluminium bodies, bringing total production to nine vehicles. One of the 1952 cars remained with Porsche and continued to be used for racing activities and testing for several years. Today, it forms part of the company collection.

Reconstructing the Vehicle’s History

Continuous company ownership alone does not automatically clarify the car’s historical identity. The records contain several numbering systems. Alongside chassis numbers, body numbers from production at Tatra in Vienna also appear in the archives. These body numbers make it possible to trace individual bodies across multiple documents and reconstruct the history of specific cars. For this reason, the investigation into the 1952 vehicle also included research into the other 356 SL models.

Continued on page 33



Porsche Club of America
membership is the

Best Holiday Gift

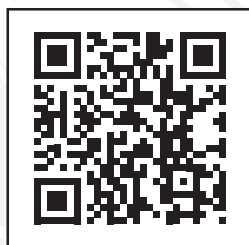
for any
Porsche
enthusiast!

Know someone who owns a Porsche?

Give them a Gift Membership to the Porsche Club of America!

PCA members know the fun that the club can provide, and we've built the world's largest Porsche community around that very feeling. PCA offers driving and social experiences, monthly magazine, member benefits, and camaraderie second to none. PCA makes the best gift this holiday season!

► Go to web.pca.org/giftmemberships

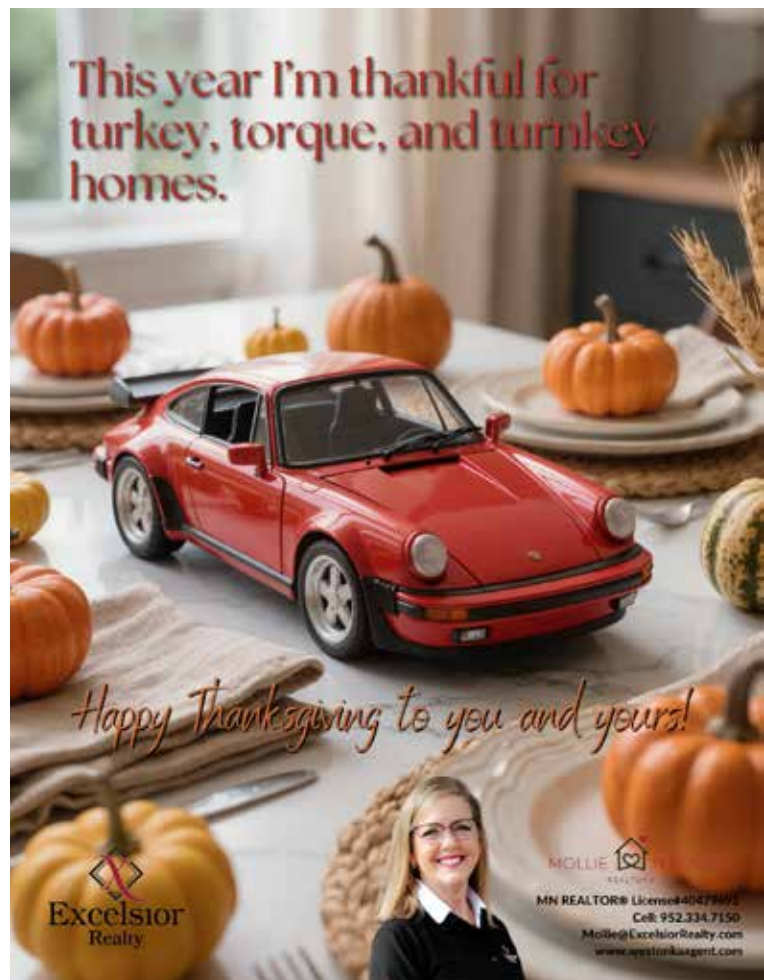


PORSCHE CLUB OF AMERICA

***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



Below: long-time member Scott Kuhne and his restored outlaw 911 was up for Porsche Photo of the Month - Members voted! Result, next in next month

Below: Scott Wilson and Dennis Kruse discuss the route with Tom Wilbur at this year's Fall Color Tour



Porsche Photo of the Week



Photo by Scott Kuhne, [Nord Stern Region](#). "This car was a former PCA Club Racing race car that I completely restored back to a street "outlaw" car. The full race suspension and drivetrain remain. The roll cage was removed and then it had a full glass-out paint job. Painted in the '70s color of Light Ivory in tribute to my Porsche Parade Concours-winning 914-6. It also has a full custom interior with suede accents, deviated stitching, Momo steering wheel, and RS door panels. I took the picture at Lake Oconee in Georgia."

Coming off a strong August, the Porsche market felt noticeably softer in September. While unit volume actually increased to 766 cars and dollar volume remained strong at \$56,513,890, the sell-through rate slipped to 72%, down from 73% in August and 75% in September of last year. That three-point year-over-year decline was the largest we've seen so far in 2026. The numbers certainly weren't bad, especially considering dollar volume was up more than \$12m and 110 additional Porsches crossed the block compared to September 2025, but bidders appeared to be a little more selective with their money.

The 991 and 992 market was dominated by the GT2 RS, with eight examples crossing the block. Coming off the million-dollar sale we saw at the end of July, it appears sellers decided it was time to get theirs to market. Topping the bunch was a non-Weissach Package 2019 911 GT2 RS with just 237 miles that came finished in Paint-to-Sample Signal Yellow and sold for an impressive \$850,000. We also saw a pair of 2023 911 Sport Classics sell for \$700,000 each after not seeing one sell since June. One came finished in the standard Sport Gray Metallic and showed just 120 miles, while the other had 842 miles but came finished in Paint-to-Sample Azzurro Thetys Metallic. If I were making the choice, I think I would have taken the miles. Azzurro Thetys looked fantastic on the Sport Classic.

996s had a stellar month, posting a 79% sell-through rate and some solid results. Topping the market was a Black on Black 2001 911 GT2 Clubsport that sold for \$451,000, while a pair of 996.2 GT3s continued the model's recent move upward



PHOTO CREDIT BRING A TRAILER

with sales of \$208,000 and \$134,000. On the 997 front, GT3 RSs brought big bids but failed to find new homes, including a Paint-to-Sample 2011 911 GT3 RS that failed to sell at \$725,000, which would have been a new twelve-month high by \$100,000. 997 Turbos kept their momentum going, with three Blue examples selling for more than \$200,000, led by an Ice Blue Metallic 2011 911 Turbo Coupe with 23,000 miles and a six-speed manual transmission at \$320,000.

One of my predictions for 2026, which I made at PCA's Tech Tactics back in February, was that we'd see the Boxster and Cayman market rise with the axe of the ICE-powered 718s. While it took a few months to come to fruition, we definitely saw signs of it in September. Excluding the 718, Boxsters and Caymans posted an impressive 89% sell-through rate, while average prices jumped \$5,632 month over month. A 3,500-mile 981 GT4 set a new twelve-month



PORSCHE SERVICE & MAINTENANCE
763.516.4451 · gainstagegarage.com

**GAIN
STAGE
GARAGE**

FALL IS THE TIME TO TURN OVER A NEW LEASE

THE RIGHT LOCATION. THE RIGHT SPACE. THE RIGHT TERMS.



TENANT ADVISORY - REALTIME MARKET KNOWLEDGE - PROFESSIONAL REPRESENTATION

high at \$142,000, while a 13,800-mile 981 Boxster Spyder did the same at \$125,981. Even the 718 GT market showed some life. A 2023 718 Cayman GT4 RS Weissach sold for a twelve-month high of \$221,000, while a Paint-to-Sample Gulf Orange 2024 718 Spyder RS with 1,600 miles brought a super-strong \$265,100.

Moving back a few generations, 964s and 993s finished September with 49 examples crossing the block for a 69.4% sell-through rate. Topping the group was a Guards Red 1997 911 Turbo S with 24,000 miles that brought \$852,000, but what caught my attention was the lack of 993 Carrera 4S examples coming to market. After seeing nine in August, just three crossed the block in September. Non-Turbo 964s had a harder time, with a sell-through rate just over 60%, although one high-mileage Widebody bucked the trend. Showing 172,000 miles, a 1994 911 Carrera 4 Coupe 5-speed Widebody sold for an impressive \$201,964 following an extensive refurbishment completed in 2025. Looking at the G-Body and 930 market, the top of the list was filled with the usual Turbos and Speedsters, led by a 14,000-mile 1986 911 Turbo Coupe finished in Meteor Metallic over Black that sold for \$311,000. We also saw a number of regular Carrera

3.2s sneak past \$100,000 along with a fantastic Caramel Brown over Tan 1981 911SC Coupe with 61,000 miles and documentation dating back to new that brought \$107,500.

Topping the Transaxle, 912, and 914 market was Porsche Las Vegas' 2025 Classic Restoration Challenge car, fitting given that Porsche Area East's 2026 Classic Restoration Challenge was held at the Audrain Concours this past weekend. The 1988 944 Turbo S, which was crowned the Preservation National Champion last year, finished in Guards Red over Black with 75,000 miles and sold for \$95,000, setting a new twelve-month high by more than \$35,000. The 914/6 market, on the other hand, continued to soften. Two examples crossed the block with just one selling and both attracting bids below \$80,000. The lone sale was a Metallic Blue 1970 914/6 at \$73,000, still a fraction of the prices we were seeing for these cars just a few years ago.

The 356 market was more of the same, with just 57.9% of the 19 cars on offer finding new homes. Although the sell-through rate remained low, we still saw some impressive bids, led by \$945,000 for a 1959 356A Carrera 1600 GT Speedster. Purchased new through Max Hoffman, the car

Continued on page 24

NORD STERN 2027 OFFICER ELECTION

Watch your Email for the upcoming voting process - Here are the 2027 candidates!

Scott Quick - President
Jamie Dolynchuck - Vice president
Todd Taylor - Secretary



NORD STERN SUBSCRIPTION RENEWALS



- Your subscription to Nord Stern includes the monthly *Nord Stern* newsletter
- Subscription runs January 1 through December 31
- Your expiration YEAR is printed with your address
- Renewing is easy; via Paypal or snail mail Check to the treasurer; info WILL be sent via email
- \$40 for one-year; \$108 for three-year

Stuttgart Marketplace . . .

continued from page 23

was a regional SCCA champion in 1969 and later earned Best in Class at the 2021 Greenwich Concours d'Elegance. Unfortunately, even with a bid just shy of \$1 million, it landed in the no-sale column. The Classic 911 market was also a bit sluggish, managing a 60% sell-through rate from just 10 examples. Topping that group was a 1970 911S Coupe 5-speed finished in Metallic Blue over Beige leatherette with corduroy inserts. After being removed from auction in August due to an error with its Porsche Classic Technical Certificate, it returned with the certificate corrected and sold for an impressive \$172,500.

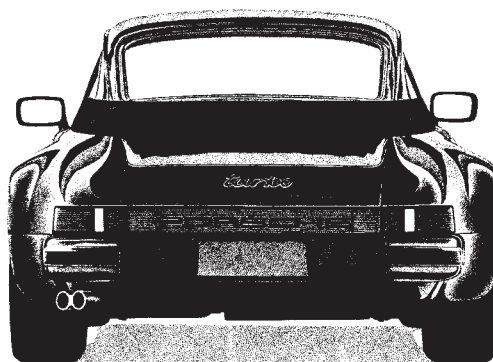
September may have felt softer, but there were still plenty of strong individual results, especially for the best examples in each market. October should give us a good look at whether September's drop in sell-through rate was just a post-summer slowdown or something worth keeping an eye on. As far as live auctions go, the only sale on the docket is Broad Arrow's Audrain Concours Auction, along with our usual slate of online sales. We'll see if bidders remain selective or if things pick back up as we head into the final quarter of the year.

David K. Whitlock is a writer for The Stuttgart Market Letter, a monthly market update for Porscheophiles, by Porscheophiles, delivered free to your inbox.

To



sign up, visit: www.stuttgartmarketletter.com





**SLEEK.
SHIELDED.
PROTECTED.**



WINDOW TINT | PAINT PROTECTION FILM | PAINTLESS DENT REPAIR

PROTECT YOUR RIDE

952-473-8000 | tintkraft.com





RAYMOND
AUTO BODY

1075 PIERCE BUTLER RTE. | ST. PAUL, MN 55104

4 GENERATIONS OF EXCEEDING CUSTOMER EXPECTATIONS

- **AUTO BODY REPAIR**
- **PAINTLESS DENT REMOVAL**
- **ALUMINUM REPAIR**
- **AUTO PAINTING**



PORSCHE

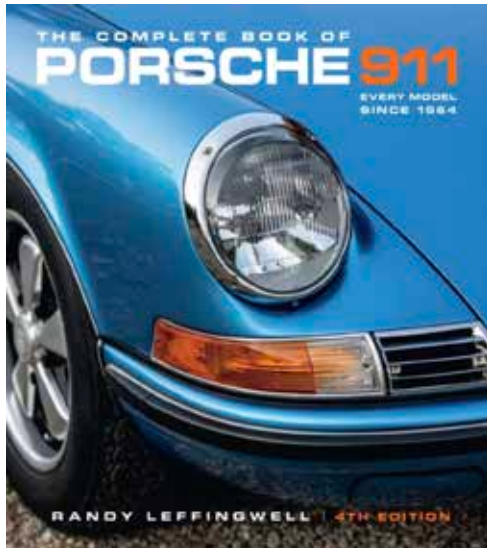
APPROVED
COLLISION CENTER
PROGRAM

651-488-0588

 **RAYMONDAUTOBODY.COM**

Book Review: The Complete Book of Porsche 911 (4th Edition)

<https://pca.org/news/book-review-the-complete-book-of-porsche-911-4th-edition>



Title: *The Complete Book of Porsche 911 (4th Edition)*

Author: Randy Leffingwell

Publisher: Motorbooks

Format: Hardcover, 368 Pages

Where to Buy: Quarto Books website

How Much: \$60

Randy Leffingwell has long been one of the definitive voices in Porsche literature, and *The Complete Book of Porsche 911* remains one of his signature works. First released in 2011, the book has just returned in a thoroughly updated fourth edition, now expanded to 368 pages and packed with 475 photographs, including newly added imagery and content covering the 992.2 and the debut of the 911 Hybrid.

More than just a cosmetic refresh, this edition includes 26 pages of new or revised material, a redesigned front and rear cover, and updated endpapers — juxtaposing a period photo



Leffingwell doesn't just catalog model years, he documents the evolving character of the 911, from early air-cooled examples to today's hybrids. He includes production models, prototypes, limited editions, and racing variants with equal attention and depth, always balancing technical detail with a concise narrative.



Whether you're discovering the 911 for the first time or collecting every nuance of its history, this new edition of *The Complete Book of Porsche 911* earns its place on the shelf.

at the front with the latest 992.2 GTS at the back. The index has also been revised, making the book an even more useful reference for enthusiasts and collectors alike.

Sally Slipstream . . .

continued from page 11

- **Progressive throttle:** Squeeze onto the accelerator smoothly as you unwind the steering.
- **Track-out discipline:** Use the available track width as permitted by the circuit, event rules, and your instructor's guidance.

A common novice mistake is applying throttle too early, then lifting when the car runs wide. That interruption can cost more time than waiting a fraction longer and applying power smoothly.

Remember that the tires have a finite amount of grip to share between cornering, braking, and acceleration. As steering demand decreases, more grip becomes available for acceleration.

Weight transfer: Understanding what the car is telling you

Every time you brake, accelerate, or change direction, the car's load shifts between its tires. Learning to sense that movement is fundamental to advanced driving.

- Braking shifts load toward the front.
- Acceleration shifts load toward the rear.
- Turning shifts load toward the outside tires.
- Abrupt transitions can unsettle the car and make its behavior less predictable.

Your goal is not to eliminate weight transfer; it's to manage it smoothly. Pay attention to how the car responds when you release the brakes, initiate steering, and apply throttle. If you can identify when the car takes a set and becomes settled in a corner, you'll be better equipped to make small, effective adjustments.

Avoid combining large steering, braking, and throttle inputs unnecessarily. Smooth transitions help preserve stability and give you clearer feedback through the steering wheel and seat.

FURTHER
performance

MAINTENANCE • RESTORATION • PERFORMANCE



SMALL, INDEPENDENT, AND
COMMITTED TO
CUSTOMER SATISFACTION

VW AUDI PORSCHE BMW MINI

WWW.FPTUNED.COM
612.374.2604 SERVICE@FPTUNED.COM
305 THOMAS AVE. N. MINNEAPOLIS

Trail braking: Carrying braking into the corner

Trail braking is the practice of gradually releasing brake pressure as you turn into a corner, rather than completing all your braking in a straight line before turn-in.

Why it matters: It helps manage the car's weight transfer and can maintain useful load on the front tires as you begin turning, improving front-end response and helping the car rotate toward the apex.

How to develop it:

- Begin by braking firmly in a straight line, at a speed appropriate for the corner.
- As you turn in, smoothly reduce brake pressure rather than abruptly releasing the pedal.
- Gradually release the remaining brake as the car approaches the apex and you transition toward the throttle.

Practice on a familiar corner with your instructor before attempting more aggressive trail braking.

The key is gradual release. Too much braking while turning can overwhelm the available tire grip, causing the front tires to slide or the rear of the car to become unstable. Trail braking is a refinement of good braking technique, not a reason to brake later at every corner.



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

2026 Event Advertising Rate

Advertising & Sponsorship Opportunities, submitted by Derek Laumbach, President and Mollie Nygaard, Advertising

The Nord Stern Porsche Club is excited to introduce a NEW sponsorship program designed to elevate our events and create a more inclusive, engaging experience for all members.

If you are a current advertiser—or have been considering partnering with the club—we'd love to connect with you. Please feel free to reach out to me (President) or to Mollie from our advertising team. We're happy to answer any questions and help you find the sponsorship package that best fits your goals.

BRONZE	SILVER	GOLD	PLATINUM																
Digital Media & Newsletter	HPDE Sponsor	HPDE / EVENT Sponsor	HPDE / EVENT Sponsor																
• Connect with our 1,100 members by advertising in our monthly newsletter on our website and via our club's social media	• Half Page Ad in monthly Newsletter (or \$1,000 ad credit) [1] • Your Logo with link on website • Monthly Social Media Post [2] • HPDE Recognition on event site and drivers meeting • Free Garage at BIR Spring or Fall events (if registered for event) • Promotional Display at HPDE and other club events [3]	• Full Page Ad in monthly Newsletter (or \$1,400 ad credit) [1] • Your Logo with link on website • Your Logo with link on Kerbz registration site • Monthly Social Media Post [2] • HPDE Recognition on event site and drivers meeting PLUS speaking opportunity at event [4] • One Complimentary HPDE Spring or Fall event registration and Garage Stall [5] • Promotional Display at HPDE and other club events [3]	• Full Page Ad in Newsletter (or \$1,400 ad credit) [1] • Your Logo with link on website • Your Logo with link on Kerbz registration site • Monthly Social Media Post [2] • Official Loonacy Sponsor • Tent Space in Paddock • 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																
<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> All Ads Full Color 12-month pre-payment required	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	\$2,250 / year	\$5,250 / year	\$12,750.00 / year
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																		

What to Use for Event Registrations . . . On a hand-held Device, or in a Browser on your personal computer!

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.)



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.

1987 Guards red with black interior

55k miles and well maintained and cared for. Sun roof, power seats, and windows. Needs a radio. \$85k. No accidents. No dealers. Mark 612-418-2813



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

Bill Berard 612 961 4310 or mmabill@aol.com

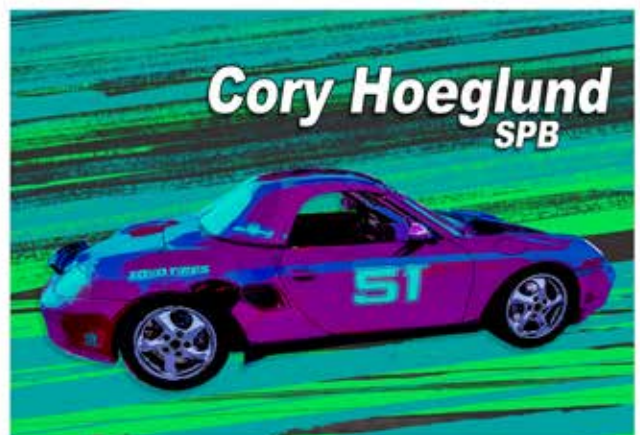
2014 Boxster

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

Bret Bailey's Trading Cards: Iconic Nord Stern Porsches





XPEL MN DEALER OF THE YEAR
2019-2024

...**XPEL**

**PAINT PROTECTION FILM
CERAMIC COATING | WINDOW TINT**



612.366.5588 | INFO@CLEARBRAMN.COM

f i y t /CLEARBRAMN.COM

2405 ANNAPOLIS LN N | SUITE 210 | PLYMOUTH MN 55441

Nord Stern Monthly Business Meeting Minutes - October 6th

by Tom Sabow, Secretary

Attendees:

Derek Laumbach, Karen Laumbach, Jason Barney, Tom Karn, Roger Johnson, Jamie Dolynchuck, Scott Quick, Mary Quick, Andy Barker, Michael Steinberg, Carolyn Veno, Jay Hilden, Jim Southwell, Tom Sabow, Karen Larson

Call to Order:

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

NEW BUSINESS:

President: Derek Laumbach:

- No report

Vice President: Scott Quick

- No report

Treasurer: Jay Hilden

- Update on Final Fling, Fall Color Tour and YTD financials

Secretary: Tom Sabow

- Officer elections coming up in Oct/Nov

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 26, 2027 at Normandale Community College

Autocross: Andy Golfis

- No report

Club Race/Loonacy: John Velure, Steve Albers

- No report

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

- St. Jude Fund raising . . . Thank you all club members for your contributions
- Look for an article in Panomara on the topic

Driver Education: John Blackburn

- No report

Driver Training: Ben Rogers

- Two instructed weekends in 2026: 35 new drivers trained this year.
- 24% of Spring new drivers returned for a later event
- Instructor training pipeline: 14 completed and now carry the instructor tag

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

- Fall color tour a huge success: 47 cars, 83 people
- Completed 7 drives in total this season

Fall Color Tour/Charity Ambassador: Jeff Eckroth

- See Drives/Touring

Historic Archives: Roger Johnson

- No report

Insurance: Jeff Carlson

- No report

Membership: Carolyn Veno & Michael Steinberg

- Nord Stern primary members: 1139, affiliates: 588

Newsmagazine: Christie Boeder

- Appreciate all photographs and stories that are sent in!

Nominating Committee: Jim Southwell

- No report

Photography: Michael Steinberg

- Nord Stern getting national coverage in Panorama magazine. Look under section "From the Regions"
- Beautiful photos from a trip to the Ozarks Int'l Raceway as well as from the well-attended 3M tech session

Region Representative: Steve Kemp

- No report

Registrar: Andy Barker, Vic Lee

- Kerbs continues to work well and proving to be a good partner to our club

Safety: Paul Thai, Tom Sabow, Gary Amendola

- No report

Social: Karen Laumbach

- Checkered Flag party October 17, Buck Hill, 1-4pm

Social Media: Judi Severs, Misty Martiano

- No report

Tech & Shop: Todd Smith and Bob Quickel

- No report

Volunteers: Jim Southwell

- No report

Next Meeting: November 3 at Spazzo in Minnetonka

Adjourned @ 7:42 pm

Respectfully submitted by: Tom Sabow, Secretary

continued from page 19

Evidence was found across various holdings within the corporate archive. Notebooks kept by racing engineer Wilhelm Hild document both vehicles and their racing activities. Financial records reveal how



many aluminium bodies remained available at specific points in time. Motorsport registration documents help establish when particular chassis numbers were used. In addition, notes from Karl Rabe, one of Porsche's early engineers who played a key role in developing the 356, provide further valuable information.

The corporate archive then compared its files, photographs and the findings of external experts with existing literature and privately held sources. Sometimes a photograph confirms a vehicle's identity; at other times a document answers a question



raised by an image. By cross-referencing all available evidence, it becomes possible to determine which vehicle is being referred to at a particular point in time.



"With this episode of Raceborn Moments, we offer an insight into the historical work carried out by Porsche Heritage and Museum. We are not only presenting the vehicle and its story, but also demonstrating how we arrive at our findings," says Achim Stejskal, Head of Porsche Heritage and Museum. "The corporate archive provides the essential foundation for this work. Its documents, photographs and records enable us to understand historical contexts and to reconstruct the history of our vehicles with confidence and accuracy."



Six Vehicles Known Today

Six 356 SL vehicles are known to exist today. Three are located in the United States, one in Mexico, one in Belgium and the 1952 vehicle remains in Porsche's company collection. It is the only one of the nine cars

to have remained continuously in company ownership.

Note: Porsche Raceborn Moments is a

five-episode series celebrating 50 years of the 935 and its impact on racing and performance thinking. Across the series, we follow the evolution of five iconic variants, guided by insights from Porsche motorsport legends, including Norbert Singer and Timo Bernhard.

External Links

<https://www.youtube.com/playlist?list=PLKduzfEGbn-HVgpJpzjTIRPRLHSvUkBdd>

B/W Photo above, right: Wilhelm Hild, 356 SL, Courtyard of Werk 1, ca. 1955, Porsche AG P

B/@ Photo right above, Helmut Polensky, Herbert Linge, 356 SL, Liège–Rome–Liège Rally, Porsche AG

As I write this, I'm being inundated by news reports about Porsche. About the confirmation of an EV-only Boxster/Cayman. A 20 percent hike in high-end pricing. A super supercar, positioned above the 911. Fewer 911 variants. A super-size-me SUV. Employee layoffs and golden handshakes.

And then, just this morning, I was hit in the head by the why. I got a report on Porsche's Q3 and nine-month sales picture. My head is spinning.

Here's the headline, from Carscoops.com. "911 sales are up 12 percent, Jan – June, but the electric Taycan is down 31 percent as Porsche's tough year continues."

Here's more. Porsche sales overall are down 16 percent in the first nine months. The Cayenne is the most popular Porsche model, at 59,586 units. But more than 42,000 911s were registered, along with fewer than 8,700 Taycans.

What to do? According to Autocar, here's CEO Michael Leiters' turn-around plan, unveiled at Porsche's "Capital Markets Day."

A "value over volume" strategy . . . Meaning the new supercar, positioned above the 911. Expansion of its customization program to offer more "few-off" ultra-exclusive limited-edition models. And substantial price increases on strong-selling models, like the 911.

Along with, of course, an accompanying operational revamp, lowering the break-even point by reducing development costs, divesting its share in Bugatti-Rimac and its e-bike business, and probable layoffs.

I'm taking deep breaths. Trying to stay calm.

At the "Day," apparently, Porsche offered attending journalists an opportunity to go for rides in a prototype e-Boxster around Weissach, with a professional driver.

I've read several reports, all saying it was fun. The battery pack is located behind the driver, where the internal combustion engine would have been, providing similar vehicle dynamics to what came before. According to Car and Driver, the car featured the E-Shift system found in the Taycan, which simulates gearchanges via paddles.

Ok, now, let's review. Higher, maybe much higher, prices for the most popular models. An "entry level" e-sports car that

synthetically tries its best to mimic what came before. An ultra-exotic. Cost-cutting.

I'm trying to feel a relevance to all this, but that seems to be slipping away.

Let's start with few-offs and exotics. Even if you can afford one, do you think you'll be able to actually get one? Porsche is now all-in on the time-honored luxury goods strategy – to get the good stuff, you must first buy the so-so stuff . . . You "earn" the right to buy the most desirable. Which justifies the jacked-up price you're paying. Because the manufacturer has created exclusivity. Porsche seems to be diving in, head-first.

Let's face it. To most of us, the strategy is entirely irrelevant. We don't live on that planet. Take the 959. How many have even seen one in the wild? Much less on the road? A 918. My understanding is they're all, all, in private collections, probably on pedestals in underground multi-car garages. And the Carrera GT. Now, I've seen a few, even heard them. I know, they give goose-bumps -- they sound like de-tuned F1 engines. But . . . On the road? Please.

Custom 911s. This sounds reminiscent of Ferrari's one-off program where, if you have a napkin-sketch, and enough money, and a history of buying a lot of very expensive stuff from them, they'll build anything you want. To quote the Church Lady, isn't that special.

Now, the Boxster/Cayman. For me, someone who has owned two Boxster S's and a 914 2.0, I'm in mourning. A new model that deliberately endeavors to recreate the experience of the current model. Uh, why? To amortize tooling costs? Just what's the point?

In point of fact, I just came to a realization. It's this. We may be tip-toeing into a watershed. When Enzo Ferrari died, the price of pre-Enzo cars jumped dramatically. And it took years, if it ever really did, for post-Enzo cars to catch up, to create their own cache. Are we looking at a similar phenomenon? Are pre-turn-around cars going to go the same way? If so, I'm keeping my '78 911, maybe forever! It's a great investment. It's analog everything. You can't just hop in and drive off . . . You need to learn and finesse its nuances. And then, only then, you've earned its real-world unique driving experience. Ownership is the reward.

Nothing even comes close.

PORSCHE



Porsche Minneapolis
9595 Wayzata Blvd.
Golden Valley MN 55426
763-744-9191

Porsche St. Paul
2490 Maplewood Dr.
Maplewood MN 55109
612-439-5943

NORD STERN P.C.A.
c/o Christie Boeder
11919 Hilloway Rd. W.
Minnetonka, MN 55305

PRSRT STD
U.S. Postage
Paid
Permit 2066
Eau Claire WI 54701

When Driving Season Ends. Project Season Begins.

It's the perfect time to start that project you've been putting off.



651-777-6924
www.autoedgemn.com

WHERE: 900 Wildwood Rd. Mahtomedi, MN

