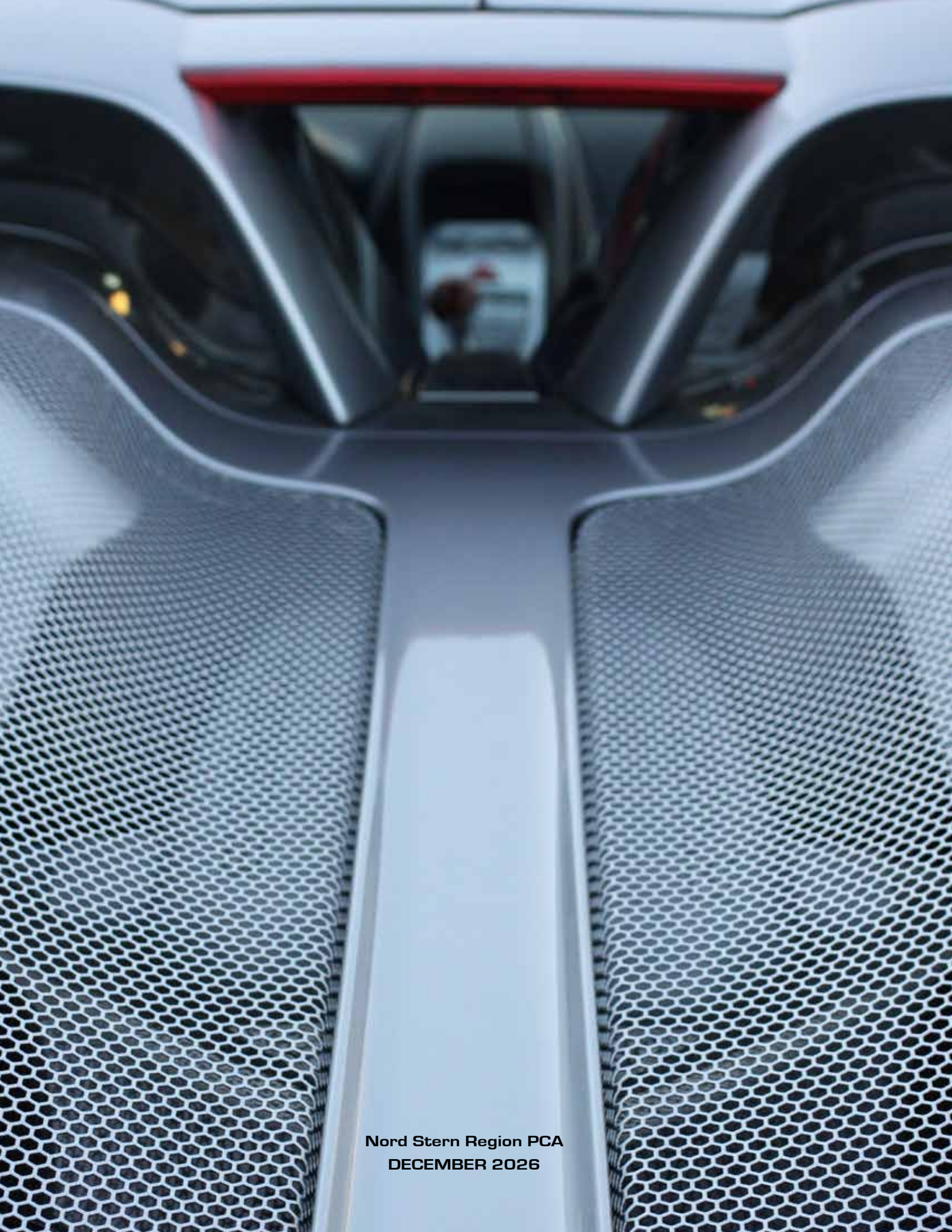


Nord Stern Region PCA
DECEMBER 2026

PORSCHE



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Golden Valley MN 55426
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Maplewood MN 55109
612-439-5943

NORD STERN

PORSCHE

DECEMBER 2026

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

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Cover:
Almost an abstract art piece, or is that a creature from outer space?

photo by Michael Grabner

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

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

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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 Martianos
Judi Sievers


socialmedia@nordstern.org

Tech
Bob Quickel
Todd Smith
Derek Laumbach



techsessions@nordstern.org

Track Relations
John Blackburn
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trackrelations@nordstern.org

Volunteers
Jim Southwell

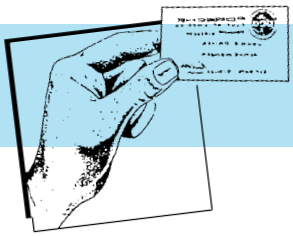
volunteer@nordstern.org

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



No New Members this month!

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

We hope to see you at upcoming events!

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. Alsolast 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 spaning a wide range of topics from general maintenance, through Concours prep, performance enhancements , and general car/mechanical knowledge!

The Prez Sez . . .

by Derek Laumbach, 2016 GT3RS. GT Silver Metallic



As I write my final President's column, I find myself reflecting on what an incredible year 2026 has been for Nord Stern. It seems like only yesterday we were kicking off the driving season, looking forward to another year of getting our Porsches out of the garage and spending time with good friends. And now, here we are, wrapping up another fantastic year.

If there is one word that describes 2026, it's BUSY!

We hosted **37 separate events** this year. Thirty-seven! That's a whole lot of track time, backroad twisties, technical sessions, social gatherings, and excuses to get behind the wheel. Looking back at everything we accomplished, I couldn't be proud of this club and the people who make it happen.

But as much as we enjoy the cars, the driving, and the events, what makes Nord Stern special has never really been about the cars alone. It's about the people, the friendships, and the shared enthusiasm that bring us together year after year.

37 Events Don't Happen by Themselves

An event calendar like ours doesn't just magically appear. Behind every drive, tech session, HPDE, social gathering, and special event is an enormous amount of planning, coordination, and volunteer effort.

I want to take this opportunity to recognize some of the people who made 2026 such a success.

Andy Barker and **Victor Lee** deserve a big thank-you for completely overhauling our event registration system and making signing up for activities easier than ever. **Bob Quickel** and **Todd Smith** kept us technically informed and our Porsches in top shape with some terrific technical events.

Our Drives Team, including **Jason Barney, Allen Kreemer, Chuck Barr,** and **Rich Rolfs** gave us a summer full of fantastic backroad adventures, beautiful scenery, and plenty of reasons to take the long way home. **Jim Southwell** and **Phil Saari** took the All Porsche Show to a new level, making it one of the highlights of our 2026 calendar. **Karen Laumbach** kept us connected socially with plenty of opportunities to get together away from the cars.

For those who prefer their driving with a little more speed, **John Blackburn, Ben Rogers, Gary Amedola, Paul Thai,** and **Scott Brown** kept our HPDE program running strong, delivering four events and helping members become more confident, capable, and safer drivers.

Michael Steinberg and **Carolyn Veno** continued their great work with membership, helping our club grow and keeping members connected. Michael also somehow managed to have his camera ready for just about everything, giving us

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
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Porsche Minneapolis IC
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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)**
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Business Card	**$55, per month**

Ad sizes (maximum dimensions):
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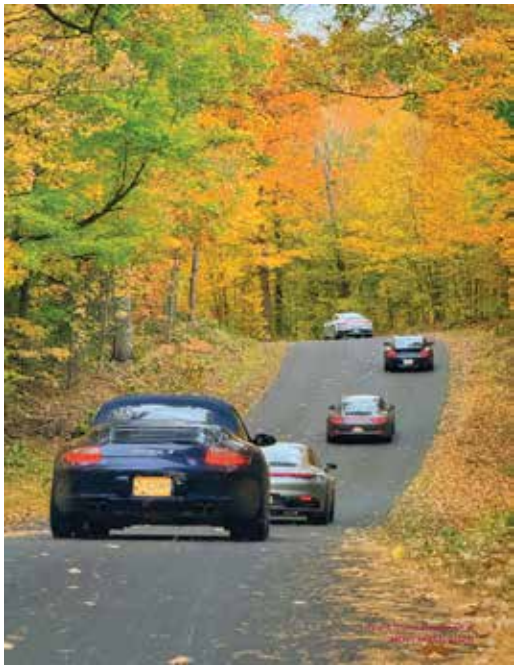
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From the Editor. . .

by Christie Boeder, 1973 Signal Orange 911



First off, a correction for the November issue of Nord Stern. Or should I call it, an update. I am glad I can now credit that issue's wonderful cover photo from the 2026 Fall Color Tour to member **Kelly Prchal**. And even better yet, the owner of the Porsche right in front of her chimed in and I'm happy to report from **Tess Thomas**: *". . . and that's my car! 2006 911 in Ocean Blue."* Thank you Kelly, and thank you Tess for helping your editor figure out the 'who' for this excellent photo. It really captures of essence of our Fall Color Tour drives and how special they are. And here is that cover photo again, to refresh everyone's memory.



Again, I am so fortunate to be the recipient of photos from one of our last scheduled events for 2026, the Checkered Flag Social at Buck Hill. Do note that there are many smiling faces which certainly reflect on how popular our events are, well attended, and obviously of high interest to the membership of this club. Your organizers, chairs, committee peeps do an excellent job and having been there and done those I personally want to give all our volunteers a big thank you and acknowledgement that it can't happen without each and every one of you. While there might not be names with many of the photos, I think the images speak volumes and hardly need a lot of 'explanations.' I leave all that to Prez Derek in this final column to the left here (where has the year gone?!) Flown by but I'd guess Derek is ready to hand over the reigns, it's a big job managing a club of this size with a robust roster of programming aimed at providing action and activities across a fairly broad spectrum of interests.

Well done! And here's to 2027 and all the incoming officers and chairs who make it all happen.

May the season's be merry and bright and the New Year one filled with many an adventure and lots of fun mixed in.

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**

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

Reminder: Newsletter Subscription cost:

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or, $108 for three years

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

DECEMBER *2026*

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

JANUARY *2027*

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

FEBRUARY *2027*

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

MARCH *2027*

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

APRIL *2027*

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

MAY *2027*

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

15-16 **Nord Stern Loonacy Club Race and Driver Ed ***
Location: BIR

JUNE *2027*

28-29 **Nord Stern Driver Ed @ Road America ***
Location: Elkhart Lake, WI

SEPTEMBER *2027*

17-18 **Nord Stern Driver Ed @ BIR ***
Location: Baxter, MN

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

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

• MN CARS AND COFFEE •
First Saturday of the month, May - October

• CAFFEINE and OCTANE
2nd Saturday of the month Medina Autoplex, April - October

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

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

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

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




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Sally's Slipstream . . . Guten Tag meine Freunde!

by Sally Slipsream and crew

Hello Track Friends,

Can you believe Christmas is almost here? The next time you hear from me it will be 2027 and we'll all be gearing up for our first track event of the season - wherever it is! Speaking of gearing up, as the top gift-giving holiday of the year is just around the corner, we had a timely question from Last-Minute Lionel about some great gifts for your Porsche Track family & friends. So take a look at some great last minute ideas for those of you that have yet to finish your holiday shopping.

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:

What are some great gifts I can get for my track-loving friends and family members? - Submitted by **Last-Minute Lionel**

Answer:

Shopping for a track enthusiast is actually a lot of fun. The best gifts are those that make their time at the track safer, more comfortable, more enjoyable, or help them become a better driver. While anything with a Porsche crest is usually a welcome addition, you don't have to spend a fortune to give a gift that a track enthusiast will genuinely appreciate. Here are some suggestions, ranging from practical track-day essentials to gifts that will make any motorsports enthusiast smile.

1. Practical track-day essentials - Gifts they'll appreciate every time they head to the track

- **A quality digital tire pressure gauge:** One of the most useful tools in a driver's track bag. Monitoring tire pressures as they heat up is an important part of track preparation.
- **Portable air compressor**: Perfect for adjusting tire pressures at the track without having to hunt down an air supply.
- **Quality folding chair:** Track days involve plenty of time outside the car. A comfortable chair is a surprisingly appreciated gift.
- **Trackside tool bag:** A well-organized bag for basic tools, gloves, tire gauges, flashlights, and other trackside necessities.

2. Driver comfort and safety - Make long days at the track a little more comfortable

- **Cooling towels:** Especially useful during summer events when drivers spend hours in helmets and driving suits.
- **Driving gloves:** A great gift, provided you know their size and preferred fit. (Check event and equipment requirements before purchasing.)
- **Helmet balaclava:** A comfortable, fire-rated balaclava can make a big difference in helmet comfort and hygiene. (Verify the required certification.)
- **Insulated water bottle:** Staying hydrated is essential during a long day of driving.

3. Gifts that help improve driving skills - For the enthusiast who is always looking for another second on the clock

- **Lap timing and data applications:** A subscription or gift card toward a lap-timing application can help drivers evaluate consistency, braking points, and cornering performance.
- **Driving data and coaching equipment:** Devices such as the Garmin Catalyst can provide useful feedback on driving performance and opportunities for improvement.
- **Driving instruction books:** Ross Bentley's Speed Secrets series is an excellent resource for drivers who want to understand the techniques behind becoming smoother, faster, and more consistent.

4. Porsche and motorsports enthusiast gifts - For the person who never really leaves the racetrack behind

- **Track maps and wall art:** A framed map of their favorite circuit makes a thoughtful gift, especially if it commemorates a memorable track weekend.
- **Porsche Motorsport apparel:** Hats, jackets, shirts, and

accessories are always popular choices.

- **Porsche scale models:** A miniature version of their dream car or the car they drive is a great addition to any enthusiast's collection.
- **Motorsports coffee-table books:** Books featuring Porsche racing history, iconic drivers, and legendary circuits are wonderful gifts.
- **Garage decorations:** Porsche signs, automotive artwork, vintage racing posters, and garage memorabilia are great options.

5. **The gift of more time on track -** If you really want to make an impression, consider giving an experience rather than an object

- **PCA Driver Education registration:** Pay for all or part of an upcoming DE weekend.
- **Professional driving instruction:** Arrange a private coaching session with a qualified instructor.
- **Performance driving school:** A gift certificate for a performance driving experience.
- **Track photography:** Hire or purchase professional photographs of their car on track.
- **Track weekend hospitality:** Cover a hotel night or a special dinner during an upcoming event.

These are gifts that create memories long after the event is over.

When choosing a gift, think about where that person is in their track-driving journey. A first-time DE participant might appreciate a tire-pressure gauge, a good chair, or a trackside survival kit. A more experienced driver might enjoy data-analysis equipment, professional instruction, or an opportunity to attend another event.

And if you're ever unsure what to buy, you can rarely go wrong with something that gives them another opportunity to enjoy their passion for driving. After all, the best gift for a track enthusiast is usually more time behind the wheel!

Question:

What entry-level data acquisition systems would you recommend for an intermediate driver to objectively analyze and improve their performance? - Submitted by Gotta-Get-Data Dave

Answer:

Data acquisition is one of the most valuable tools an intermediate driver can invest in. Once you've learned the basic racing line, developed an understanding of flags and track etiquette, and become comfortable driving consistently, the next step is learning how to objectively evaluate what you're doing behind the wheel. One of the biggest challenges for an intermediate driver is distinguishing between what they think happened during a lap and what actually happened. Data acquisition helps bridge that gap.

Continued on page 28



LET'S TALK BEFORE THE SPRING MARKET DOES.

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Derek Bell is one of many famous drivers who have spoken to Nord Stern. Here he is with the late Bob Johnson of Johnson Autosport. The photo was taken at Bob's shop in Savage or Shakopee, I believe in the mid-90s. I'm sure someone here will know the year. I ran into Derek in the Orlando airport several years ago and we visited about his trip to MN. Really charming guy. If you have a PDK, he was the primary development driver of the dual-clutch transmission concept, mostly in the 962. He drove the pdk car and Ickx went after the championship in the manual.



Other driver's we have hosted are here: https://website.nordstern.org/nord-stern-history-post-44-1-guest-speakers/

by Roger Johnson



Kudos and thanks to all members who voted in a recent PCA photo of the month as it worked! Scott Kuhne's restoration project above won for the month of September! While Scott no longers lives in Minnesota, he's a Nord Sterner through and through.

Loncy
CLUB RACE



NORD STERN Region of PCA
Club Race Weekend
Brainerd International Raceway
MAY 15-16, 2027
Note New Date!

North America's Fastest Track
The longest straight in North America: 1-Mile

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Buck Hill and Checkered Flag Signals a 2026 Year of Porsches





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continued from page 6

a wonderful collection of memories to look back on.

Christie Boeder, Misty Martianos, Judi Sievers, and **Dave Anderson** kept our digital communications running smoothly. Christie continued to deliver a great newsletter each month, while **Mollie Nygaard** kept our advertising program moving forward.

Jay Hilden jumped into his first year as Treasurer, learned the ropes, and kept our finances on track.

And finally, **Roger Johnson** deserves special recognition for leading our charitable efforts raising over $100K from the Porsche community for St Jude Children's Research Hospital.

Recognizing Some Very Special Members

At our year-end celebration, we also had the opportunity to recognize several members whose contributions deserve special attention.

Jason Barney was recognized as **Chairperson of the Year** for his dedication and outstanding work with our Drives Team. The success of our driving events is no accident, and Jason's leadership has played a big part in making them happen.

We also recognized **Phil Saari** for **Outstanding Leadership and Lifetime Service.** Phil has been a member for more than 50 years! Think about the changes in Porsche automobiles, the club, and the world over five decades. Through it all, Phil has continued to give his time, knowledge, and enthusiasm to Nord Stern. That kind of commitment is truly special.

Congratulations to Jason and Phil, and thank you both for everything you have done for our club.

I also want to recognize three individuals who are stepping away from their current leadership roles: **John Blackburn**, our outgoing DE Chair; **Tom Sabow**, our outgoing Secretary; and **Jeff Eckroth,** our outgoing Past President, Vice President, and Board member.

John, Tom, and Jeff have each invested tremendous time and energy into Nord Stern. Their behind-the-scenes work has helped keep our organization moving forward, and we owe them a sincere thank-you for their service.

Passing the Pressure Plate

Of course, every presidential term eventually comes to an end, and with it comes one of Nord Stern's more memorable traditions: passing along the President's Traveling Pressure Plate.

Engraved with the words "KEEP THE PRESSURE ON," it is a fitting reminder that leading this club is both a privilege and a responsibility. The Pressure Plate represents the continuity of our organization and the commitment of each incoming leader to keep things moving forward.

As I pass it along to Scott Quick, our incoming President, I do so with complete confidence and enthusiasm. Scott, along with Jamie Dolynchuk as Vice President and Todd Taylor as Secretary, represent a terrific group of leaders ready to take Nord Stern into its next chapter.

I know they will bring fresh ideas, energy, and their own perspectives to the club. They will also inherit something pretty special: an incredible group of members who are always willing to step up and help.

My advice? Enjoy the ride, don't be afraid to ask for help, and remember that you don't have to do it all yourself. The strength of Nord Stern has always been its members.

A Personal Thank-You

Serving as your President has truly meant the world to me. Thank you for trusting me with the responsibility and for supporting me throughout the year. It has been an honor to represent this club and work alongside so many talented, dedicated, and genuinely great people.

To our Board, committee chairs, event organizers, volunteers, newsletter contributors, photographers, advertisers, and everyone who pitched in whenever something needed to get done: THANK YOU.

And to those of you who simply showed up, brought your Porsche, shared a story, made a new friend, or welcomed a new member into the group, you helped make this year a wonderful experience for me and our members.

I hope I've helped contribute something positive to an organization that has given me so much in return.

While I may be handing over the Pressure Plate, I'm certainly not going anywhere. I'll still be around serving on the board and will be co-chairing the Drivers Education position with Tom Karn.

As we head into the holiday season and put some of our cars away for the winter, I wish everyone and their families a Happy Holiday season, and a healthy and prosperous New Year.

Thank you, Nord Stern family, for a fantastic 2026.

It's been an absolute pleasure.

Keep the pressure on, keep the wheels turning, and I'll see you down the road!

– Derek Laumbach,
Nord Stern President, 2026

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PORSCHE CLUB OF AMERICA

Fall Color Tour: Saturday Evening post-drive smiles abound

photos by Mary Quick



























Buck Hill Celebrates all things 2026 Nord Stern

photos by Judi Sievers




Buck Hill Checkered Flag - Great Fun

photos (pg 19) by Michael Steinberg

If a picture paints a 1000 words, I'd say good times, fun, enjoyment are at the top of the that list.























Captured at the Checkered Flag @ Buck Hill

photos by Michael Steinberg







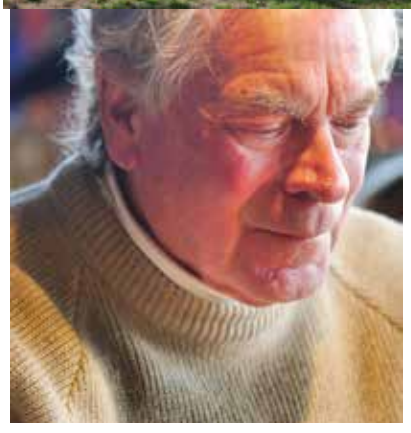








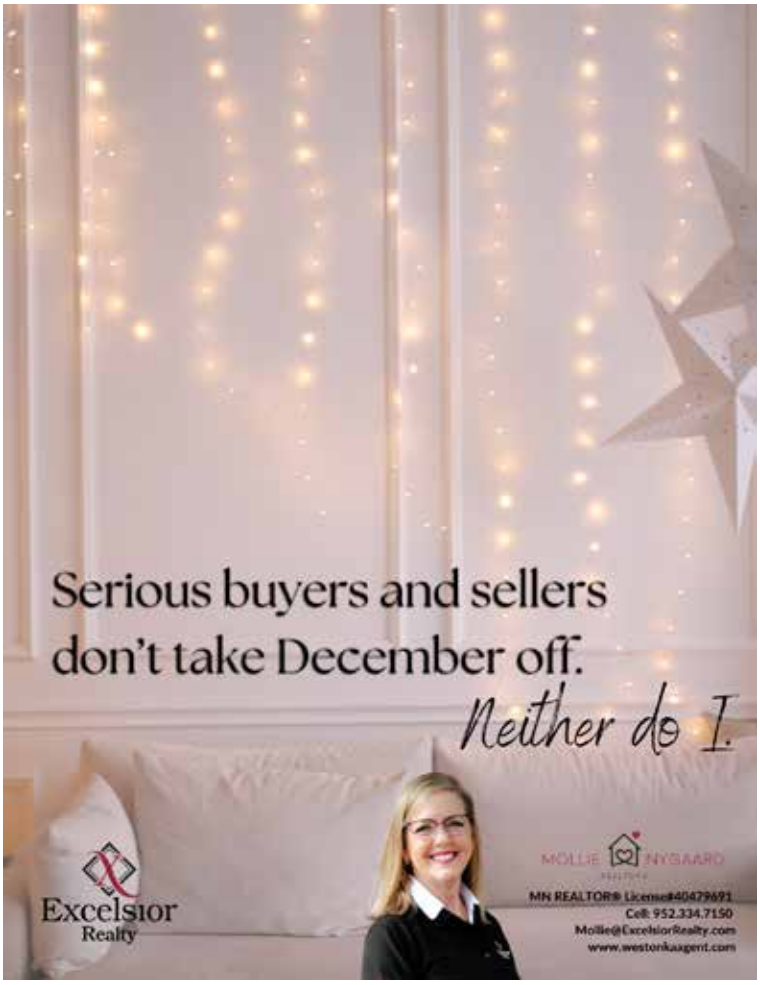




Nord Stern Region - PCA
Advertising & Sponsorship Opportunities
The Details - See Page 28

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



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.)



Stuttgart Market Letter

by David K. Whitlock

If September felt a little softer, October confirmed it wasn't just a post-summer hangover. A total of 862 Porsches crossed the block, the most we've seen in a single month outside of August and Monterey Car Week, and dollar volume climbed to $64,585,968. Bidders didn't keep pace. The sell-through rate slipped to 69%, down from 72% in September and 70% in October of last year, and the lowest figure we've recorded since January 2025.

That's not to say buyers disappeared. More Porsches actually found new homes this October than last, with 599 sales compared to roughly 550 a year ago. The problem is the market grew faster than the appetite for it. Seventy-seven more cars came to market year over year, and bidders got choosier about which ones they'd take home. The median sale price dipped from $59,000 in September to $56,999, and while a $4,015,200 Carrera GT and a $3,050,000 1981 911 by RUF pushed dollar volume up more than $12 million year over year, take those two away and the average sale actually fell month over month. The top of the market is still writing big checks. The middle is starting to feel the weight of all that supply.

The second-biggest sale of the month didn't come from a Porsche showroom, at least not entirely. A 1981 911 Carrera converted to RUF CTR specification sold on Bring a Trailer for $3,050,000. Finished in Grand Prix White over Black and Pepita and showing 34,175 miles, the widebody started life as a European-market Porsche rather than a RUF-built car wearing a W09 VIN. Over the past two years, the best Porsche-VIN RUF-modified car to sell was a RCT



Evo-specification 1991 911 Carrera at $661,500. This one brought more than four and a half times that, putting it squarely in genuine RUF territory. It sold for more than the $2,645,000 paid for a W09 RUF CTR2 last year and came within $90,000 of the $3,140,000 a 2021 CTR Anniversary brought at Pebble Beach. It still fell well short of the real thing, though. Genuine 1989 CTRs sold for between $4,295,000 and $6,055,000 in 2025, a reminder that the W09 VIN still carries a significant premium.

The 991 and 992 market cooled considerably in October, with just 54.8% of cars finding new homes. The biggest surprise came from the GT2 RS. After eight of nine examples sold in September, ten more crossed the block in October, and only two found buyers. Sub-1,000-mile examples had been comfortably clearing $800,000 as of late, but this month even the low-mileage cars struggled. A 799-mile 2018 911 GT2 RS Weissach finished in Paint-to-


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Sample Mexico Blue sold right at $800,000, while a 760-mile 2019 example in Chalk failed to sell at $702,000. With just 39 miles separating the two, it's hard not to credit the Paint-to-Sample finish for the difference. Three more GT2 RSs drew bids between $750,000 and $770,000 and still went home unsold.

The 996 and 997 market held up better than most in October, with 158 examples crossing the block and 72.2% finding new homes. The 997s stole the show. After bringing big bids but failing to sell in September, the GT3 RS turned things around in a big way: all four examples on offer sold, including a pair of 2011s at $550,000 and $501,000. Leading the group was a Pure Orange 2008 911 GT3 RS with 8,000 miles that sold for $600,666, a new twenty-four-month high. The previous high of $498,000 was set in March 2025 by a Green example with just 868 miles. Beating that mark by more than $100,000 with roughly nine times the mileage says a lot about where this market is headed.

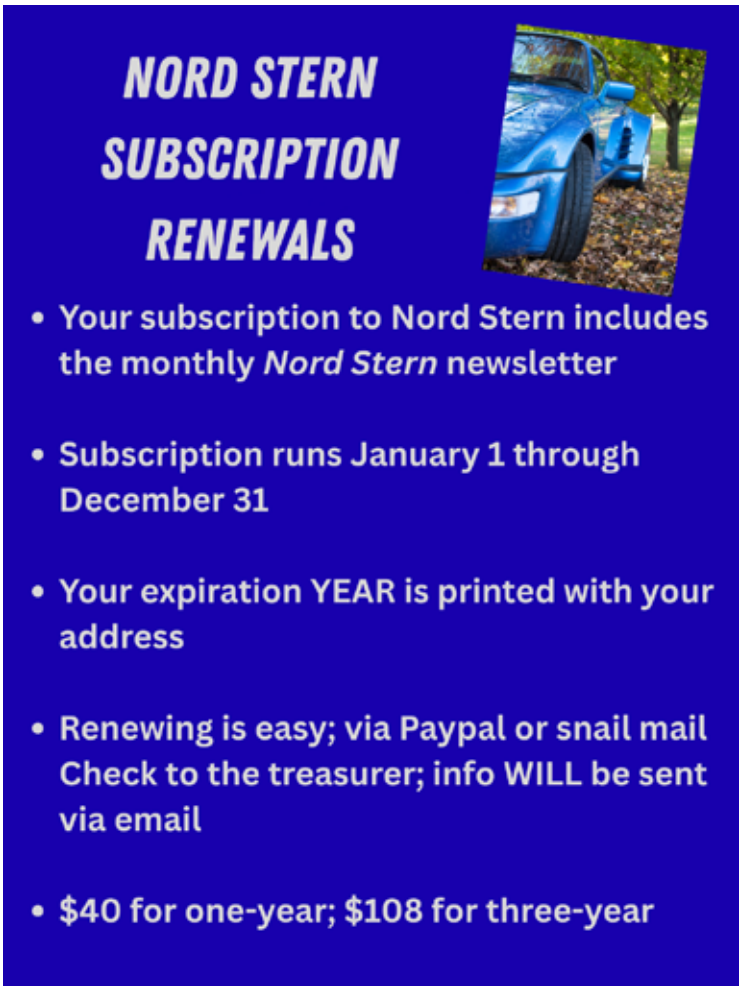
Boxsters and Caymans couldn't match September's pace, though they had a lot more company. A total of 134 examples crossed the block, up from 94 in September, and the sell-through rate slipped from 80.9% to 76.1%. Still, the best examples kept setting records. Topping the market was a Paint-to-Sample 2025 718 Cayman GT4 RS Weissach with 4,800 miles that sold for $239,718, a new twelve-month high. The GT4 RS struggled for much of the year, but it's looking strong heading into the final months of 2026, having now set new highs in back-to-back months. The previous mark of $221,000 was set just last month by a 163-mile Weissach car that lacked the Paint-to-Sample finish.

Older Boxsters looked strong as well. 986s posted an 85.7% sell-through rate and a new high for the Boxster S. A 2004 Boxster S with 20,000 miles, finished in Paint-to-Sample Beige Non-Metallic over a Boxster Red interior, sold for $40,486, and it did so with an automatic transmission. Color certainly carried this one, and I loved it.

The 964 and 993 market moved in the opposite direction of the broader market in October. Sixty-three examples crossed the block, and 76.2% found new homes. Leading the charge were the Turbos. Fifteen came to market, nearly double September's total, and eleven sold. If there was ever a test of whether more supply would sink prices, this was it, and the Turbos passed.

Continued on page 24





Stuttgart Marketplace . . .

continued from page 23

The 964 Turbo 3.6s were par for the course, with a 1993 bringing $602,500 and a 1994 selling for $450,000, both in line with what we've seen over the last few months. On the 993 side, seven Turbos sold for between $188,000 and $388,993, but the one that caught my eye was a 1997 911 Turbo WLS1 that sold at Broad Arrow's Audrain Concours auction for $370,000. The factory WLS1 power upgrade usually commands a premium, yet this one sold right in line with standard 993 Turbos as of late, and below a standard car that brought $388,993 on Bring a Trailer this same month. It certainly looks like someone got a deal.

The Classic 911 market saw nearly twice as many cars come to market in October, but bidders didn't follow. Eighteen examples crossed the block, up from ten in September, and the sell-through rate slipped to 55.6%. Topping the group was a 1971 911S Coupe finished in Light Ivory with 57,200 miles that sold for $196,880 through Hagerty. The car had extensive work performed in preparation for the sale, and it showed in the result, beating September's top Classic 911 sale by more than $24,000.

The more telling result came from a pair of 1973 911E Coupes. A Sepia Brown over Brown example with 72,000 miles sold for $140,000, while a Beige Grey over Black car with 95,000 miles failed to sell at $135,000. The Brown car was no stranger to the auction block. It first went unsold in June 2021 at $142,000, then again that October at $128,000. Five years later, it finally found a new home for $2,000 less than its first bid. For a car that's been waiting since 2021, that's a tough pill to swallow, and a reminder that not every corner of the Porsche market has kept climbing.

October answered the question September left us with. The drop in sell-through wasn't a post-summer blip; it continued, and with more cars coming to market than ever outside of Monterey, bidders have the luxury of being selective. But selective isn't the same as absent. The right cars, like the 997 GT3 RS, the 718 GT4 RS and the 964 and 993 Turbos, set new highs or sold through a flood of supply, while the GT2 RS, Sport Classic and 356 markets showed what happens when sellers rush in or ask for yesterday's prices. November brings Mecum's Las Vegas sale along with the inaugural Gooding Christie's Rétromobile New York auction, a fresh venue that should tell us plenty about the appetite at the top of the market. Heading into the final two months of the year, I'll be watching whether sellers adjust their expectations or simply keep their cars at home.

David K. Whitlock is a writer for The Stuttgart Market Letter, a monthly market update for Porschephiles, and the data behind Bidder iQ. Bidder iQ is the ultimate Porsche Price Guide. If you plan on buying or selling a Porshce in the next twelve months, PCA members can get 50% off a Bidder iQ subscription until December 31st. Use code PCA50 at checkout. https://bidderiq.com/pca

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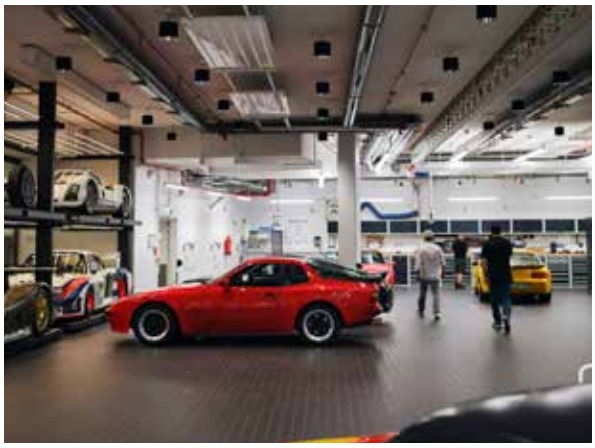
Driving three era-defining four-cylinder transaxle Porsches

https://www.pca.org/news/driving-three-era-defining-four-cylinder-transaxle-porsches



Article by Rob Sass, Photos by Lisa Linke

Anyone who remembers the Malaise Era can recall the frustration of getting cars that were in many ways inferior to what you could buy in Europe. In truth, the differences between U.S. Federal-spec and Rest of World ("RoW") cars persisted well into the early 2000s, with icons such as the 964 Carrera RS, 968 Club Sport, and 996 GT3 RS skipping the U.S. market entirely. I thought it would be fascinating to take a hard look at what's different about otherwise familiar cars in RoW spec, and was able to do just that in early August in Germany, courtesy of the Porsche Museum.



For the 50th anniversary of the front-engine four-cylinder transaxle era, The Porsche Museum made an example of the 924, 968, and 944 available to us to drive. All were familiar, but different in the details — the 924 and 944 were RoW cars and the 968 was a Club Sport model, a car that while now legal under the 25-year rule, was never sold new stateside. Here's a summary of my observations and preferences.

1977 924



A short recap: The 924 began as a contract engineering project (EA425) that Porsche undertook on behalf of VW/Audi. VW decided to go in a different direction, and instead of seeing all of the development work go to waste, Porsche decided to make the car its new entry-level offering, replacing the 914 and the one-year only 912E. U.S. critics pounded the car for its anemic 95-horsepower (later raised to 115) Audi engine and its high price. It was pretty and nicely built, however. The Museum's car is just about the most attractive 924 I've ever seen. The Signal Green paint is a beautiful shade that suits the car's lines well. The black high-backs with yellow/black tartan inserts were the same chairs you'd find in a 911. The main aesthetic differences are in the details — the U.S.-spec round side reflectors are missing and the neatly tucked Euro bumpers with integrated fog lights in front are very nice, but it was the driving experience that made this unpretentious car irresistible.



Minus the 5-mph bumpers and energy-absorbing shocks, door side beams, and catalytic converters, the RoW 924 weighed about 150 pounds less than its North American-

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My recommendation is to start with a system that combines GPS lap timing, video recording, and basic driving data. You don't need an expensive professional motorsports data system to learn a tremendous amount about your driving. Here are a few systems I'd recommend considering.

TrackAddict - A great entry-level smartphone app

TrackAddict is an excellent starting point because it turns a smartphone into a basic motorsports data acquisition system. Features include:

- GPS-based lap and sector timing
- Onboard video recording with data overlays
- Speed and G-force information
- Driving-line analysis
- Optional OBD-II integration for additional vehicle information

If you've never reviewed your own driving data - start here. Learn what the information tells you before investing in more sophisticated equipment. The biggest advantage is that you can begin collecting useful information without making a substantial investment. You can also export recordings for more detailed analysis.

Garmin Catalyst 2 - The best integrated coaching system

This is a particularly interesting option for an intermediate driver who wants useful feedback without having to become a data analyst. The Catalyst 2 combines:

- 25 Hz GPS positioning
- Built-in 1440p video camera
- Automatic lap and sector timing
- Speed and G-force data
- Predictive lap timing
- Real-time audio coaching
- A True Optimal Lap feature that combines your best individual sections into a theoretical best lap

This device has the ability to identify opportunities for improvement and present them in a relatively easy-to-understand format. For example, it can help identify where you are losing time compared with your best performance, rather than simply telling you that one lap was slower than another. For an intermediate driver who wants to become more consistent, this is a very attractive package.



AiM Solo 2 DL - The best for expanding into deeper data analysis

This device takes the features available on the AiM Solo 2 lap timer and adds vehicle ECU connectivity, allowing additional engine information to be recorded when supported by the vehicle. Depending on vehicle compatibility, you may be able to collect information such as:

- Engine RPM.
- Throttle position.
- Engine temperatures.
- Other available ECU channels.

This is where data acquisition becomes particularly interesting because you can start correlating what the driver is doing with how the vehicle responds. Check compatibility with the specific Porsche model and ECU before purchasing.

A final word of caution: Don't become so focused on the numbers that you forget to drive the car. Data should be reviewed between sessions, not become a distraction while you're on track.

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

Looking Backward, Looking Forward

by Danielle Badler, December 2026 Rocky Mountain Region of PCA

"And so we beat on, boats against the current, borne back ceaselessly into the past."

Ok, all you English majors. Name that line. Give up? It's the last sentence in the book The Great Gatsby, F. Scott Fitzgerald's magnum opus and perhaps the closest thing to the great American novel that anyone has ever written.

And it reached store shelves 101 years ago; published in April, 1925.

As this year winds down, we're turning over our shoulder at several other centenarian milestones. For one, Route 66 has just turned 100. Really. Think of it, the wonder of a straight shot from Chicago to LA, paved, with rest stops, gas stations and motor hotels all along the way. Something that never existed before.

What do you think Jay Gatsby would have driven on that route? A Stutz Bearcat? The latest Duesenberg? Packard? Pierce-Arrow? Mercedes SSK?

Here's a thought; a Bugatti Royale. Which might have been very appropriate, because the Royale is also celebrating its 100th birthday this year.

Not familiar? The Royale was Ettore's own magnum opus, a huge, hand-built, state-of-the-art conveyance, built for kings and queens, captains of industry. In its day, its presence was the ultimate example of living large mobility, shrinking a yellow Rolls Royce into a Tonka toy.

Unfortunately, only six were made. Ettore's vision was clouded by high costs and the economics of the era. But each is saluted today as a paragon of conception and creation.

So, as we turn the corner, 100 years later, just what would Gatsby beat on, into the future, if he were alive today? A Bugatti Tourbillon? Ferrari F80 or SP3? Would he slap down a deposit on whatever Porsche's Mission S becomes?

Or maybe, just maybe, he'd glance in his rear-view mirror, and try to honor his created past (just read the book, and don't bother with the movie versions.). He'd don a pair of string-back gloves and a tweed wool driving cap … and step into a Morgan Plus 8, or a Ferrari 250 GT Short Wheelbase, or a Porsche 904.

Oh, I'm sure Jay Gatsby would not be seen in anything other than an icon of pure-bred style, performance and … money. It's all about image, old sport.

Which leads me to wonder just what royal vehicular bi-centenary we'd be honoring on this day, 100 years from now. What would Jay gravitate to? Just what would stand the test of time, over the course of, not 100, but 200 years of over-the-top automotive-dom?

I have an idea of what Gatsby would look for. Presence and engagement. Otherwise, what's the point? Museum-quality goes without saying. As would drop-dead beauty. But you can't take a Monet or a Picasso out for a spin. There's no wind in the hair from staring at something hanging on the wall.

But a car. Well. If Jay were alive, 100 years from now, and assembling a best of the best collection to fill his garage in East Egg, I think he'd go for one-off specials. Things like the most personalized of Porsche's personalization program. The Ferraris commissioned by Jim Glickenhaus. The last Lamborghini Miura ever made. The first 300SL Gullwing.

Would he actually drive any of them? I don't think so. He'd have people to do that, for him. The man who allegedly fixed the 1919 Black Sox Scandal probably wouldn't care. The cars would be a movable display, of all he was, and all he became.

The penultimate line in The Great Gatsby reads, "Gatsby believed in the green light, the orgastic future that year by year recedes before us. It eluded us then, but that's no matter - tomorrow we will run faster, stretch out our arms farther…. And one fine morning _."

Happy Holidays, and New Year.

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



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Nord Stern Monthly Business Meeting Minutes - November 3rd

by Tom Sabow, Secretary

Attendees:

Derek Laumbach, Karen Laumbach, Jason Barney, Tom Karn, Andy Barker, Michael Steinberg, Carolyn Veno, Jim Southwell, Tom Sabow, Jeff Carlson, Vic Gross, Todd Taylor, Christie Boeder, Bruce Boeder, Steve Albers, Pat Scherven, Andy Golfis, Todd Smith, Guy Perera, Jeanine Perera, Scott Quick

Call to Order:

- Meeting called to order by Derek Laumbach at 6:31 p.m.

NEW BUSINESS:

President, Derek Laumbach:

- 2027 Club Race is scheduled for May 15-16, 2027 on the long track at BIR

Vice President, Scott Quick

- No report

Treasurer, Jay Hilden

- No report

Secretary, Tom Sabow

- Officer election voting available through November 14

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

- No report

Advertising, Mollie Nygaard

- All advertisers will receive their 2027 renewal notices this week.
- Their insertion orders should be received by December 10 for inclusion in the January magazine

All Porsche Show, Phil Saari and Jim Southwell

- June 26, 2027 at Normandale Community College

Autocross, Andy Golfis

- Dakota County Technical Center track has been resurfaced!

Club Race/Loonacy John Velure, Steve Albers

- No report

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

- No report

Driver Education, John Blackburn

- May 15-16, 2027, Loonacy/Club Race on the long track
- June 28-29, 2027 @ Road America
- Sept. 17-18 2027 @ BIR, short track
- Possible 2nd Road America event

Driver Training, Ben Rogers

- no report

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

- 2027 schedule is under construction
- Completed 7 drives total in 2026. Targeting same for 2027
- Considering a new route for next year's Fall Color Tour

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: 1137, affiliates: 586
- Most desirable club activities: social events, drives, tech sessions, track days

Newsmagazine, Christie Boeder

- Appreciate all photographs and stories that you send in! Special shout-out to Michael Steinberg for exceptional attention to beautiful Nord Stern related photography

Nominating Committee, Jim Southwell

- No report

Photography, Michael Steinberg

- Nord Stern getting national coverage in Panorama magazine. Look under section "From the Regions"
- Thank you from the Club to our photographers for beautiful photos and local and national coverage!

Region Representative, Steve Kemp

- No report

Registrar, Andy Barker, Vic Lee

- No report

Safety, Paul Thai, Tom Sabow, Gary Amendola

- No report

Social, Karen Laumbach

- No report

Social Media, Judi Severs, Misty Martianos

- No report

Tech & Shop Bob Quickel, Todd Smith

- No report

Continued on page 34

Transaxle Porsches . . .

continued from page 27

spec cousin, even more if you count the lack of port/dealer installed A/C, which was common on early 924s. The weight savings combined with the full 125 horsepower from the higher-compression Euro 2.0-liter transforms the car.



I have a pretty good benchmark in that I own a '78 Federal-spec 924. In addition to feeling noticeably quicker, it breathes better, pulls cleaner (especially from lower rpm), and even feels less buzzy than my car. The steering feels the same, light (even though its unassisted), communicative, and lacking bump-steer. On twisty German secondary roads, the car felt supremely tossable and surprisingly grippy even though it was running on the correct, narrow 185/70-14 Vredestein Sprints. It was also comfortable. G-body 911 seats always fit me nicely, and even on an uncommon 96° F day in Germany, the car's ventilation was pretty decent. I also like the car's full instrumentation with both oil pressure and temp gauges. This was an early four-speed model, and while you'll never mistake it for a 911R six-speed, I found it neither rubbery nor vague. Since I've owned a 914, a 912E, and a 924, I feel qualified to pronounce the RoW 924 the best driving one of the three.



PROS

- Original Tony Lapine 924 shape shines when unadorned
- Nimble, surprisingly grippy, well-balanced handling
- Excellent steering
- Comfortable, reasonably well laid out cabin with full instrumentation.

CONS

- Disc/drum brakes have a long pedal travel; not terribly confidence inspiring
- NVH insulation isn't up to modern standards, but the car is nowhere near as harsh or buzzy as early road testers would have you believe
- 125-horsepower is better than 95 or 115, but it's still not a lot

1983 944



The 944 supplied by The Museum was another great spec. Like the 924, it lacked a sunroof and A/C but it had 7- and 8 X 15-inch Fuchs forged alloys, and a black-and-white Pasha interior. The steering remained manual, but the 944 had a meatier 360 mm, three-spoke wheel similar to what you'd find in a 911 SC. Many of the differences noted about the 924 were also present here — the prettier, small bumpers and about 13 more horsepower.



I loved the cabin of the 944. The Pasha on the seats, door cards, and rear seats are intoxicating, and the yellow script gauges are just so rad. But it's the engine that really shines here. The all-Porsche 2.5-liter four, with Mitsubishi-licensed balance shafts, is smooth and torquey, pulling cleanly from under 2,000 rpm in third all the way to the 6,300 rpm redline, which incidentally the car loves to do. While not fast, per se, it gathers speed nicely. If I were blindfolded, I might have taken this for a later 16-valve 944S. Like the 924, it lacked a catalytic converter and it just sounded and felt smoother than any U.S.-spec 944 that I've driven. It almost reminded me of a Toyota 86, not hugely powerful or neck-snapping fast but a superb driver's car nonetheless. I could have spent five more hours in this car.



PROS

- Smooth and torquey engine
- Great steering
- Same balance as the 924 with wider tires and better grip and significantly improved brakes over the 924
- Iconic looks, especially in Guards Red

CONS

- Very little to fault here, the larger steering wheel annoyingly rubs your thighs, and the handbrake position takes getting used to

1994 968 Club Sport



I might as well get this out now: The car I was looking forward to driving the most left the softest impression. I've owned a 968 coupe, so I had some expectations. The Club Sport is still quite rare in the U.S., however, so this would be my first opportunity to

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Transaxle . . .

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drive one. The normal Club Sport shaves around 120 pounds off the weight of the car, eliminating things like central locking, power seats, windows, and rear seats.



I have a feeling this one was a bit lighter as it had the M480 package that also dispenses with power steering. Effort was a bit higher than the 924/944 because of the wider tires, but it was still manageable. The driving position was perfect, and the fixed-back hard-shell buckets were predictably supportive, but I'd have gladly taken back a few more ounces in weight for more seat bottom padding.



Like the Carrera RS 2.7 Lightweight that I drove a few years ago, an hour behind the wheel was enough to get my backside cranky. The car was lovely to drive, and it had significantly more power than the 944, although no more than a regular 968. Truth be told though, none of these cars are remotely fast by modern standards, so it all boils down to charm, involvement, and even aesthetics.

PROS

- The 3.0-liter VarioCam, naturally aspirated four is a fantastic engine with torque everywhere in the powerband thanks to the aforementioned huge displacement and variable valve-timing.
- The 968 CS is quite pleasing to look at in Speed Yellow with color-keyed wheels. The Museum's car lacks the Club Sport graphics, which were not factory, having been designed by Porsche's UK distributor and retrofitted to most cars.
- The brakes were the best of the bunch by a lot.



CONS

- No power bump over the regular 968 was disappointing although not surprising as this car was the cheapest 968 you could buy in 1994 (in markets where it was sold)
- The gorgeous, body-color, hardback sport seats are gorgeous, but uncomfortable for anything longer than a short rip.
- The extreme de-contenting thing was wearing out its welcome by the 1990s. A/C would have been welcome here.



Each of these front-engine four-cylinder transaxle Porsches were wonderful to drive, enormously underrated, and unfairly maligned or ignored by the 911-or-nothing crowd. Truth be told, both the 924 and 944 present more compelling cases as semi-daily drivers than a 911T or a 912. Of the two, an early 944 with a Pasha interior would probably be my pick, with the 924 not that far behind. I also believe that a RoW 924/944 is worth the hassle and time to find and import. The prettier small bumpers, the colors, the interiors, and the additional power are pretty compelling. Nice Euro 924s are about $12,000 to $16,000 with 944s a bit more expensive. Either way, you could have one in your garage for around $22,000 or so.

May all Your Holidays Be ever so Merry and Bright - And a very Happy New Year!



Biz Meeting . . .

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Volunteers, Jim Southwell

- No report

Old Business

- None

Next Meeting: December 1, 2026.
6:30 p.m.
Axel's in Roseville

Meeting Adjourned @ 7:04 p.m.
Respectfully Submitted by
Tom Sabow, Secretary

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